# HISTORIC PROPERTIES SURVEY

# TECHNICAL REPORT

# KANSAS CITY DOWNTOWN STREETCAR PROJECT

# HPP 106 PROJECT NUMBER 213-JA-12, CITY OF KANSAS CITY

**August 2012**

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## ABSTRACT

The purpose of this report is to document compliance with the architectural portion of Section 106 of the National Historic Preservation Act of 1966. FTA is the federal lead agency. It identifies and evaluates potential effects on architectural and cultural resources from the proposed Kansas City Downtown Streetcar Project. HDR Engineering and Architectural and Historical Research, LLC have prepared this document, in conjunction with the National Environmental Policy Act (NEPA) compliance work for the Downtown Streetcar Project.

FTA initiated the Section 106 process on June 1, 2012, and determined the APE in consultation with the Missouri State Historic Preservation Office (see Appendix A for copies of the consultation letters). The APE was determined to generally be the area within one-block of the proposed Streetcar improvements, and includes all of 4 historic districts along the route.

Downtown Kansas City and the proposed Streetcar Corridor are rich in historic resources. A total of 287 potential resources were identified within the APE. Of these potential historic resources twenty-one (21) single sites and four (4) historic districts (with multiple contributing resources) are listed in the National Register of Historic Places. Nineteen (19) properties previously have been determined to be eligible for the National Register, and twenty-three (23) have been newly determined eligible based on the current research for the Downtown Streetcar Project. The proposed Streetcar alignment would pass through one existing National Register historic district (Old Town Historic District) and pass by three other existing National Register historic districts (West Ninth Street and Baltimore Avenue Historic District; Walnut Street Warehouse and Commercial District; and Crossroads Freight District).

Historically streetcars were instrumental in the development of the downtown Kansas City area (see history below). In part because the proposed Streetcar would be constructed primarily within existing public street rights-of-way, the Streetcar Alternative is not expected to have any adverse effects on identified historic resources within the area of potential effects.

With the No Build Alternative there would be ‘no effects’ to historic properties in the area of potential effects because there would be no new transit improvements constructed or operated.

A separate Archeological Reconnaissance Survey Technical Report has been prepared for the Kansas City Downtown Streetcar Project.

## 1. STREETCAR ALTERNATIVE PROJECT DESCRIPTION

**Project Location.** The proposed Streetcar Project would be located in Downtown Kansas City, Jackson County, Missouri, primarily on Main Street between the City Market and Union Station/Crown Center areas.

**Route Termini and Alignment.** Constructing Streetcars on Main Street was chosen as the Locally Preferred Alternative in Downtown Kansas City, after completion of the Alternatives Analysis study. The analysis is documented in the "Regional Alternatives Analysis: Downtown Corridor Alternatives Analysis and Locally Preferred Alternative Report, March 2011." The proposed Streetcar alignment would generally extend from a northern terminus near the 3rd and Grand MetroCenter Park-and-Ride to a southern terminus in the center of Main Street near Union Station and the Crown Center, north of Pershing Road, as shown on Figure 1. The alignment would have two sets of tracks, one northbound and one southbound, except in the River Market District where a single set of tracks would circle the neighborhood in a counter clockwise direction. The majority of the streetcar improvements would be located within existing public rights-of-way.

Beginning in the River Market District the route would travel westbound on 3rd Street and turn south on Delaware Street. It would travel south on Delaware Street, crossing I-70/I-35, where it would turn on to Main Street and continue south to a terminus stop near Union Station. The southern terminus would be in the center of Main Street near where "The Link" crosses between Union Station and Washington Square Park. From the southern terminus, the streetcar would travel back to the north along Main Street, then Delaware Street to 5th Street, where it would turn eastbound on 5th Street and then north on Grand Boulevard, returning to the northern terminus at 3rd Street and Grand Boulevard.

**Streetcar Stops.** Along the Streetcar alignment stops would be spaced approximately every two blocks, generally at even numbered streets, with a platform to allow for boarding and alighting in each travel direction. The streetcar stops are expected to be similar in scale to the existing MAX BRT stops or standard bus stops, with some stops shared with existing bus service. Platforms would include shelters, transit system information, and other related features, and may include off vehicle fare machines. The majority of the stop platforms would be located on the far side of the cross-street intersections. There would be four single platform stops and seven paired platform stops as described below:

- North Market on 3rd Street west of Grand Boulevard (southbound)
- West Market on Delaware between 3rd and 5th Streets (southbound)
- South Market on 5th Street between Delaware and Grand (northbound)
- 8th and Main Street (southbound and northbound)
- 10th and Main Street: southbound at the existing KCATA 10th and Main Transit Plaza, and northbound north of 10th Street
- 12th Street (southbound and northbound)
- 14th Street (southbound and northbound)
- 16th Street (southbound and northbound)
- 18th Street (southbound and northbound)
- 20th Street (southbound and northbound)
- Union Station/The Link (South terminus stop-single platform in the median of Main Street).

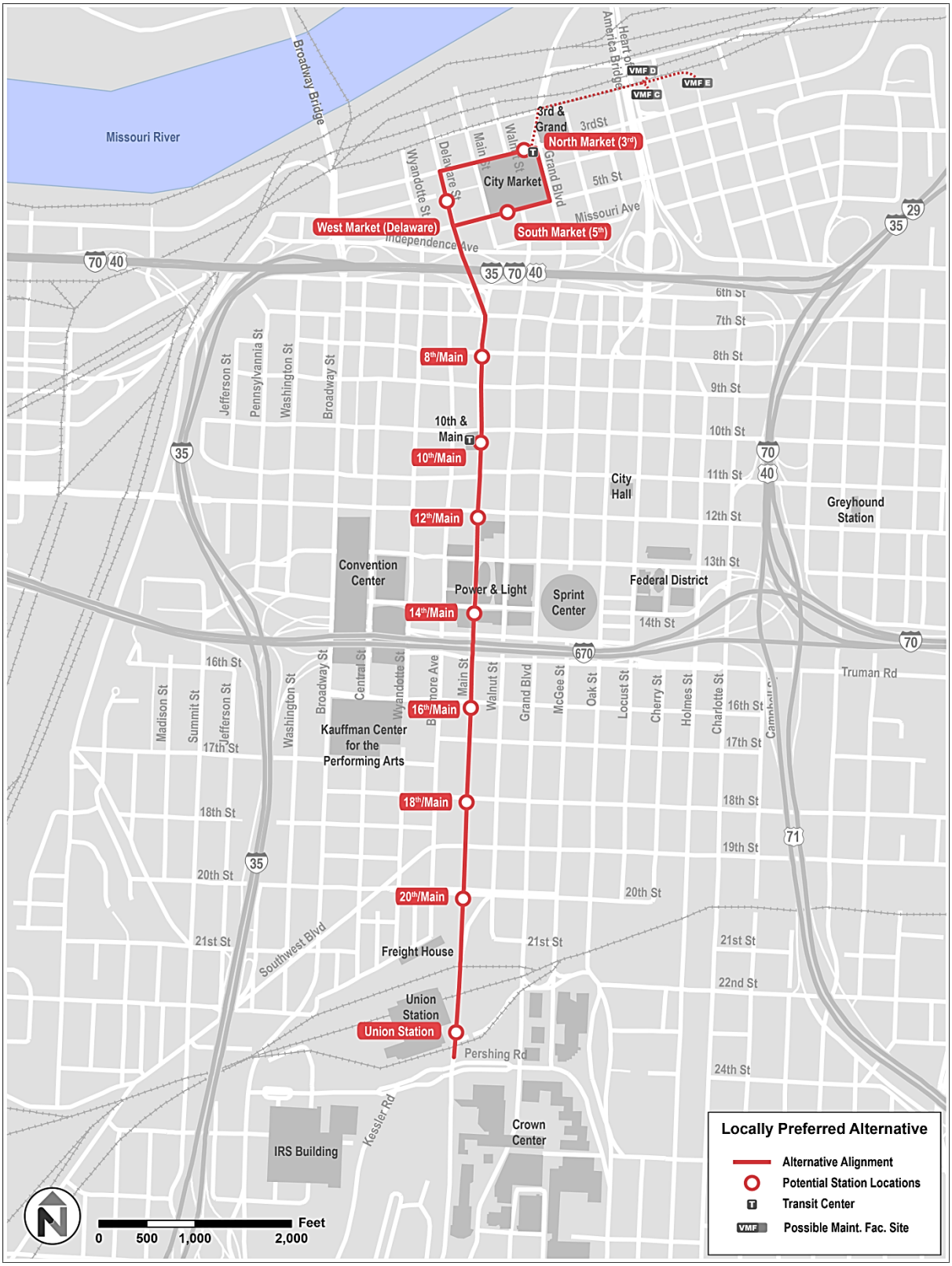


**Figure 1: Proposed Streetcar Alignment and Stop Locations**

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**Length.** The Streetcar alignment would be approximately 2 miles long (from the northern terminus to the southern terminus) or a total of approximately 3.9 track miles. An additional section of non-revenue service trackway would extend from the northern terminus at 3rd Street and Grand Boulevard to one of the three vehicle maintenance facility sites under consideration.

**Operations.** The Streetcars would on two sets of at-grade tracks, one northbound and one southbound. It would operate in travel lanes shared with general traffic, generally in the lane closest to the curb except, from 20th Street south to the terminus stop at Union Station where it would operate in exclusive lanes in the center of Main Street. Also, non-revenue service trackway would be located between the VMF and the northern terminus at 3rd and Grand.

**Vehicle Maintenance Facility.** A Streetcar operations and Vehicle Maintenance Facility (VMF) would be constructed to support operation and provide vehicle storage and maintenance services, including vehicle inspection, exterior washing, interior cleaning, repair activities, and spare parts storage. The facility must accommodate a minimum of five streetcar vehicles (four active vehicles and one spare), based on a preliminary assessment of vehicle requirements. Space for operations and administrative functions would also be included. Three potential sites have identified in the area northeast of the River Market District, located in the Columbus Park neighborhood, east of Highway 9 between East 1st Street/Guinotte Avenue and East 3rd Street. These sites, shown on Figure 3, were identified because of their proximity to the Streetcar alignment and compatibility with the industrial nature of surrounding land uses.

**Traction Power System and Substations.** The traction power supply and distribution system would include traction power substations, and overhead and underground wiring that would move power from the substations to the operating streetcar vehicles. All components, from the power utility supply to the vehicle pantograph's point-of-contact with the overhead wire, are included in this system. Streetcars would collect power from a contact wire by means of pantographs (i.e., hinged electric-rod device that collects electric current from overhead lines to power streetcars). The overhead contact wire would be a single wire (trolley wire) system. The traction power substations would be connected to the distribution circuits of the local power utility company. Five potential traction power substation locations have been identified, generally within existing public rights-of-way, parking garages or existing surface parking lots. Sites identified are at the following general locations:

- Site 1 is near the Vehicle Maintenance Facility sites
- Site 2 is near the intersection of Delaware and 6th Streets
- Site 3 is near the intersection of Main and 16th Streets
- Site 4 is near the intersection of Main and 20th Streets
- Site 5 is near the terminus at Main and Pershing

## 2. EVALUATION METHODS AND AREA OF POTENTIAL EFFECT

### 2.1 Research Methods

Following is a summary of the approach used for this *Historic Properties Survey Technical Report* process in support of the Kansas City Downtown Streetcar Project Environmental Assessment:

**Field Survey:**

- Reconnaissance Survey: The project area was initially examined to determine the number of properties to be included in the detailed survey. This activity was conducted in May 2012.
- Field Survey Methods: The intensive Historic properties reconnaissance survey was initiated. All structures or other potential historic resource over 50 years old were identified and examined for eligibility using archival research (see Archival Research, below).
- Site Visits: Several one-site visits to each property within the APE were conducted in order to fully assess the present condition and integrity of the property (i.e., identification of style, approximate date and obvious alterations and/or additions). This activity took place from May through July 2012.
- Photography: A digital image of each property, as required, was taken. Each inventoried property is keyed with the address of the property.

**Archival Research:**

- Previously surveyed resources were identified and inventory forms were collected.
- Nomination forms for properties previously listed in the National Register of Historic Places (NRHP) and/or the Kansas City Register of Historic Places, if applicable, were located and copied.
- Archival research was conducted in order to obtain information regarding the 42 properties that were not previously (before this study) examined, including two properties that were resurveyed due to modifications to the property since the previous surveys. All newly identified or changed properties were documented using a Missouri Historic Property Inventory Form and digitally photographed (4 x 5 images).
- Historical contexts of mass transit in downtown Kansas City and the individual neighborhoods within the APE were compiled and are included later in this report.

**Archival Information and Data Sources:** Research was compiled from, but not limited to, the following repositories and sources. For a complete list of all resources used for this report, please see the bibliography at the end of the report.

- Missouri Valley Room, Special Collections, Kansas City Public Library, Kansas City, Missouri. This local history room of the main branch of the public library is the repository for city directories, Sanborn Maps, atlases, trade journals, newspaper clippings, historic photographs and city and county histories.
- State Historical Society of Missouri-Research Center, Kansas City. This repository contains an outstanding collection of materials on Kansas City's built environment, including plans, drawings, periodicals and photographs.

- Historic Preservation Program, Department of Natural Resources, Jefferson City, Missouri. Missouri Cultural Resources Survey, National Register of Historic Places Nominations, and Determination of Eligibility reports are available through this office.

- Linda Hall Library, Kansas City, Missouri. This internationally significant engineering library includes a collection of professional engineering journals.

- Landmarks Commission, Kansas City, Missouri. Inventories, building permits and historic files are located in this office in City Hall.

- Ford, Bacon and Davis, Engineers, Greenville, South Carolina. Ford, Bacon and Davis were the designers and engineers for the Metropolitan Street Railway Company Powerhouse, located at 105 Grand Boulevard. Established in the late 1880s, Ford Bacon and Davis provided a company history.

**Evaluation of Project Effects on Identified Historic Properties:**

- Those resources not previously inventoried were examined using the *National Register Criteria for Evaluation* to determine National Register of Historic Places eligibility.
- Following the identification of historic properties, the next step was to evaluate the possible effects of the proposed project on all identified historic resources and/or districts. Project related effects could include "no historic properties affected, no adverse effect, or adverse effect" and were defined for all identified resources. Significant focus would typically be on any resource where there would be "adverse effects" from the project improvements. Typically if a project would have an "adverse effect" on any resource(s), then more extensive consultation would be required between FTA and the SHPO.

- This final report was prepared documenting the identification and evaluation of all resources that may be affected by the development of the proposed Streetcar Project. The report includes documentation of the historic context of the study area and assessment of whether the proposed action would have an effect on the identified resources, and whether the effect would be adverse.

**Section 106 Correspondence.** *Appendix A: Section 106 Consultation Correspondence* contains copies of the letters documenting consultation that has occurred so far and that is summarized below.

- On May 15, 2012, the FTA provided Notification of Undertaking and Request for Comments to nine Tribes.
- On May 17, 2012, the Iowa Tribe of Kansas and Nebraska notified FTA that they "have no objections to the proposed project if cleared through the SHPO."
- On June 1, 2012, FTA initiated the Section 106 process with the SHPO and requested review of the APE.
- On June 7, 2012, Jason Ross of the Delaware Nation responded to FTA stating "the project does not affect sites of interest of the Delaware Nation."
- On June 18, 2012, the SHPO responded to FTA concerning the proposed Downtown Streetcar Project and concurred with the APE.

### 2.2 Area of Potential Effect (APE)

The Area of Potential Effect (APE) for the architectural analysis generally extends one (1) block in each direction from the proposed Streetcar alignment or approximately 300 feet from Main Street, including the properties along the eastern portion of Baltimore Avenue and the western portion of Walnut Street. In addition the APE was extended to include several areas within historic districts along the proposed route and an area east of the River Market in the Columbus Park Neighborhood where there are 3 potential sites for the Streetcar vehicle maintenance facility. A smaller APE was defined for the archaeological investigation, which is more consistent with the project footprint. The architectural APE is shown on Figure 2, on the next page.

## 3. DISPOSITION OF RECORDS

Copies of this report and the supporting documentation are located at the Missouri SHPO office, the Kansas City, Missouri Landmarks Office, and the Federal Transit Administration office. A copy is also at the office of HDR Engineering and Architectural & Historical Research, LLC, Kansas City, MO.

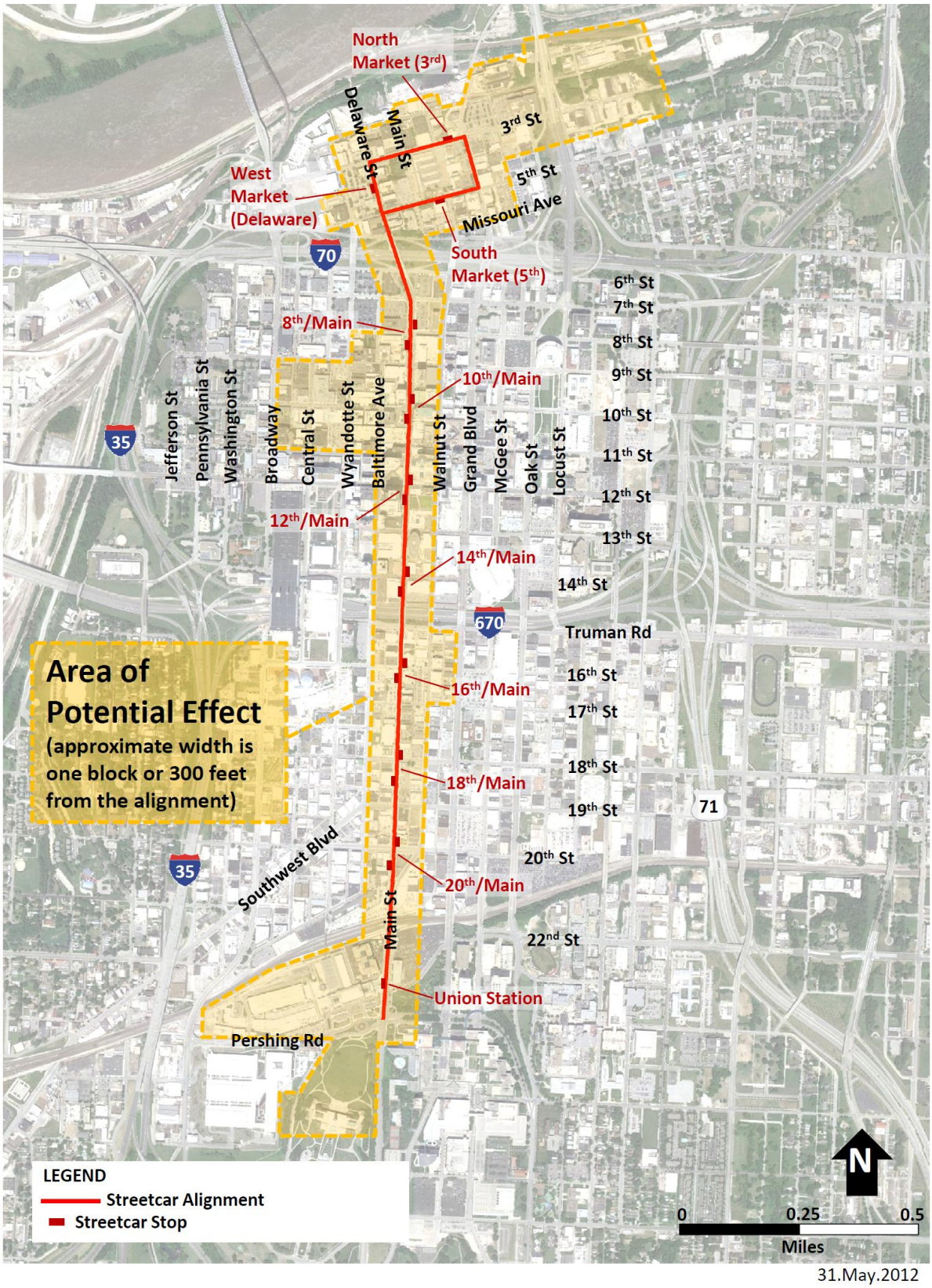


**Figure 2: Area of Potential Effect**

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## 4. RESULTS

### 4.1 Historic Context

This section provides an overview of "Mass Transit History in Kansas City, Missouri," and its relation to the proposed Kansas City Downtown Streetcar Project.

Spanning the years from 1869, when Nehemiah Holmes inaugurated the first railway line, to 1957 which marked the end of the streetcar era, Kansas City has employed every available form of mass transit including horse and mule-drawn cars, to cable lines, electric traction, and trackless trolleys. Over the years the physical development of the urban mass-transit system has been "perhaps more varied than is the case with transportation systems operating in other cities of size comparable with that of Kansas City, since it has experienced almost every vicissitude possible in the development of a traction company."[1]

Throughout the eighty-eight year period, well over 100 separate franchises and grants for the operation of a variety of urban mass transit systems, including The Kansas City Railway Company, The Grand Avenue Railway Company, and The Corrigan Consolidated Street Railway Company, had been awarded by the city. By 1905 The Metropolitan Street Railway Company, incorporated on July 19, 1886, took control of all the streetcar companies in Kansas City (fifteen companies had been absorbed in nineteen years). The Kansas City Railway and Light Company (organized in 1901) owned and controlled the Metropolitan, in addition to the Kansas City Electric Light Company.[2] In 1911, the Metropolitan was reorganized and emerged as the Kansas City Railways Company. After a series of post war strikes, which resulted in property damage and bloodshed, the railway went into receivership in 1920. The receivership ended in October 1926 when Kansas City Railways was succeeded by the Kansas City Public Service Company.[3]

Following WWII, when Kansas Citizens and the rest of the nation began their love affair with the automobile, the support of public transportation declined. Patronage fell from 136 million in 1946, to 66 million in 1954, reflecting both a post-war auto and gasoline production boom and the "dispersed nature of the expanded Kansas City metropolitan area in the postwar period."[4] In June 1957, five months after the Kansas City Public Service Company's streetcar franchise had expired, the last car lines (Country Club-Dodson and Rockhill), and two trolley bus lines were converted to motorbus. Soon thereafter, the corporate name of the Kansas City Public Service Company was changed to Kansas City Transit, Inc. Patronage continued to dwindle and by January 1969, the majority of Kansas City Transit's assets were acquired by the Kansas City Area Transportation Authority (KCATA).[5] For the purpose of this

1 Bion J. Amold, Report to Hon. William C. Hook, Circuit Judge, on the Value of the Properties of the Metropolitan Street Railway System of Kansas City, Missouri (Kansas City: n. p., 1912), 32.

2 A. Theodore Brown and Lyle W. Dorsett, KC: A History of Kansas City, Missouri (Boulder, Colorado: Pruett Publishing Company, 1978), 106.

3 Roy Ellis, A Civic History of Kansas City, Missouri (Springfield, Missouri: Columbia University, 1930), 101, 115; Terence W. Cassidy, "Kansas City," Motor Coach Age, November-December, 1975, 5; Cydney E. Millstein, "Historic Mill Creek Viaduct, Kansas City, Missouri: Historical and Descriptive Data, Photographs and Plans," May 22, 1996, 6.

4 Millstein, "Historic Mill Creek Viaduct, Kansas City, Missouri," 9.

5 Ibid, 9.

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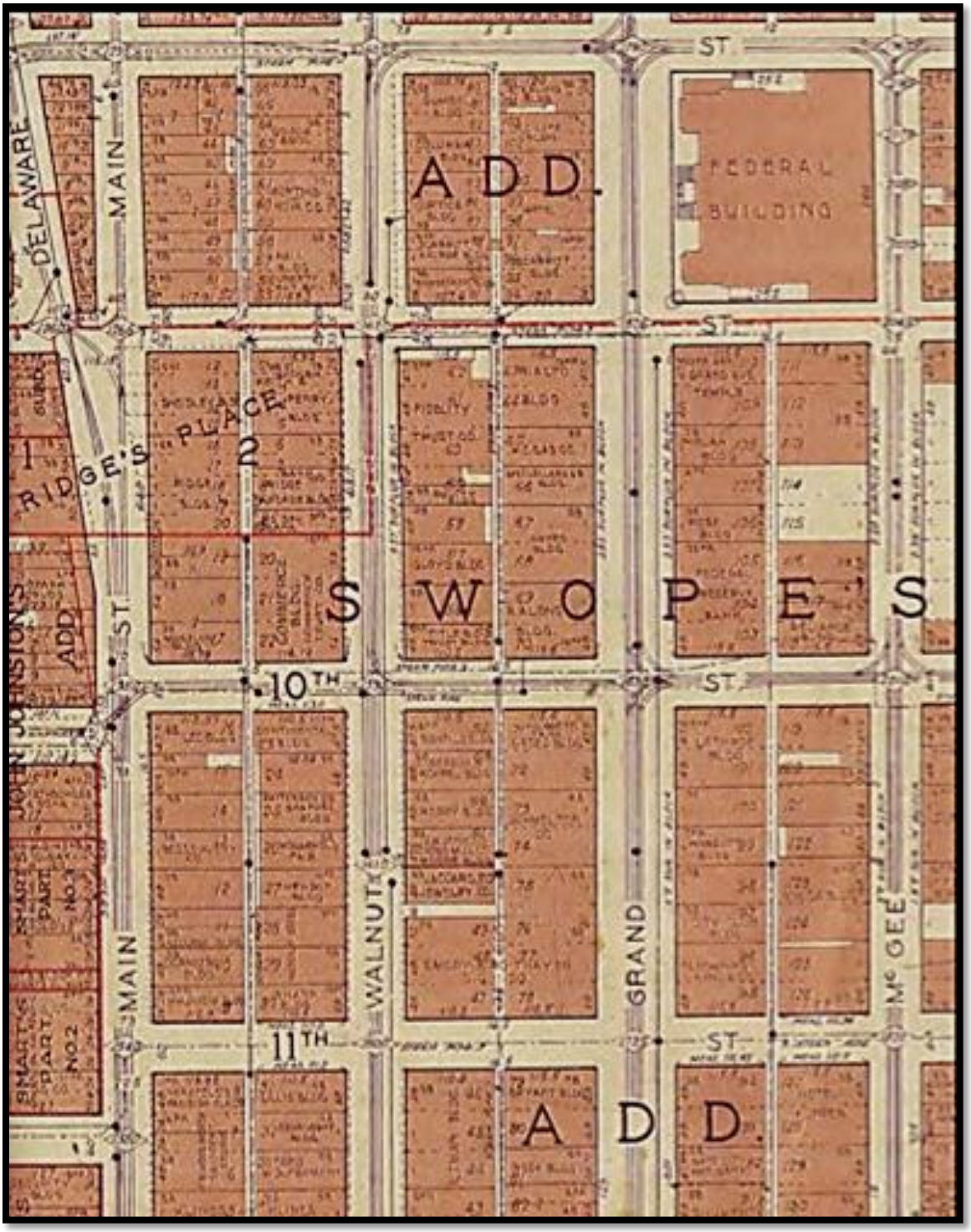


**Figure 3: 1925 CBD Streetcar Map**
Electric streetcar tracks in the Kansas City CBD along Main, Walnut, and Grand from 8th through 11th streets.
Source: *Tuttle-Ayers-Woodward Company. Atlas of Kansas City, Missouri and Environs, 1925.*
Note that there were double tracks throughout the area.

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report, only those lines, which historically were associated with the proposed streetcar alignment, are discussed in detail.

It is important to note that the thoroughfare presently designated for the location of the proposed Downtown Streetcar route, mostly along Main Street, has an undeniable link to the Kansas City metropolitan historic mass transit system, as described below. Extensions of and changes to these original lines that are most closely related to the proposed Streetcar alignment, are outlined separately.

Because it is not exactly certain which historic rail lines may have been buried under new roadway surfacing, it appears that there are no remnants of any of the above mentioned mass-transit lines in Kansas City. However, there are extant portions of the historic The Country Club line.

**Horse Car Companies**

According to Roy Ellis in his book A Civic History of Kansas City, Missouri, "these early horse car lines were regarded as civic assets of supreme importance . . . and were the subject of much boastful pride on the part of the citizens of the town."[6] Ellis described the general characteristics of the system as crude and rough. Along with horse and mule power, the cars were guided by a wooden turntable for turning cars around. It was not unusual that passengers walked alongside the cars in steep terrain. In the winter months, straw was strewn on the floors of the cars to warm customer's feet.[7]

Horse car lines, such as the ones described below, were common throughout the United States. Widespread adoption of these systems took place during the time of the Civil War. Although the horse trolleys quickly became popular, city governments had strong incentives to replace the horse-drawn systems with that of cable traction.

Because of several factors including the slowness of travel (four to six miles per hour), pavement cleaning (a horse dropped more than ten pounds of fecal material a day and drenched the pavement with urine), and fear of disease (the Great Epizootic, a respiratory and lymphatic disease of horses), horse trolley systems gave way to cable lines.[8]

**Kansas City and Westport Horse Railroad Company**. Organized in 1869 by Nehemiah Holmes, one of the city's pre-Civil War real estate promoters, the Kansas City and Westport Horse Railroad Company extended from the corner of 4th and Main Street east to Walnut Street, south to 11th Street east to Grand Avenue and south to 16th Street where the company's barn was located. This continuous line consisted of three horse and mule cars, each seating twelve passengers; one car would start from 16th and Grand while another car ran south from 4th and Main. By 1871, the line reached the Town of Westport (by means of Linwood and Broadway) and a new bam was constructed at 23rd Street and Grand Avenue. Never a financially successful venture, the Kansas City and Westport Horse Railroad Company was sold in 1874 and reorganized as the Westport and Kansas City Horse Railroad Company. In 1880, Walton H. Holmes, son of Nehemiah, managed the new enterprise. In 1886 it was sold to the Grand Avenue Cable Company (see below) and converted to a cable line.[9]

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6 Ellis, *A Civic History of Kansas City*, 102.

7 *Ibid*, 103.

8 Cydney E. Millstein, "St. Joseph Railway, Light, Heat and Power Company Shops Building," HABS No. MO-1930, United States Department of the Interior, National Park Service, January 1997.

9 "Horse Cars," *The Kansas City Journal Post*, February 18, 1923, n.p.; Theodore S. Case, ed., *History of Kansas City, Missouri* (Syracuse, NY: D. Mason and Company, 1888), 406-407; *A Civic History of Kansas City*, 101-104; *The Kansas City Times*, June 8, 1911, n.p. This last source outlines the various mass transit franchises in Kansas City from 1869-1903.

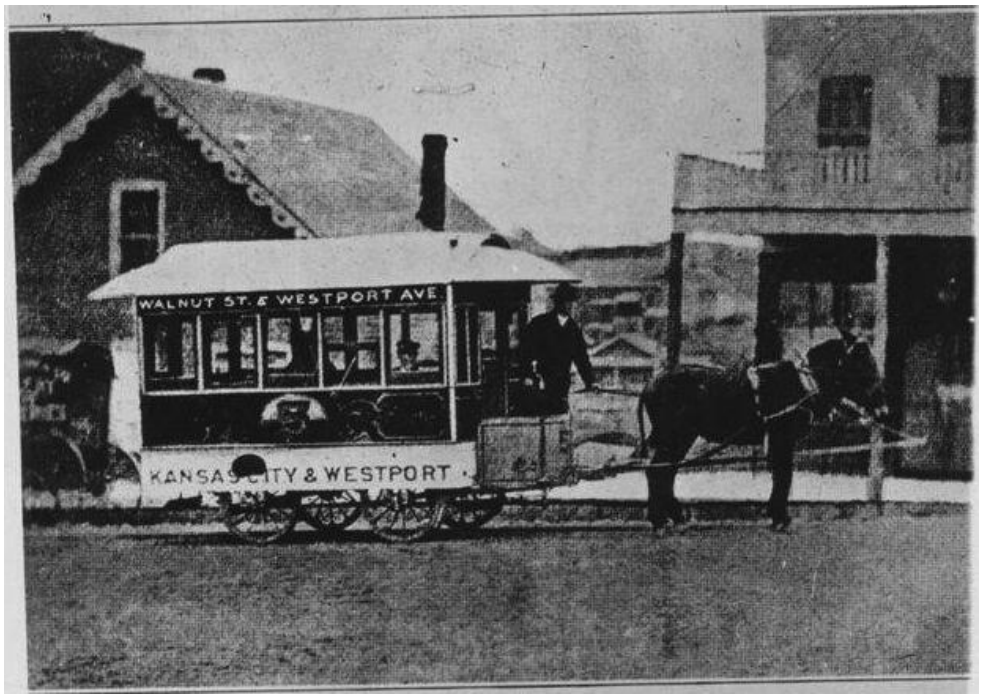


**Figure 4: Kansas City and Westport Horse Railroad Car**
Source: Missouri Valley Room Special Collections, Kansas City Public Library.

**Jackson County Horse Railroad Company**. Also organized in 1869, this railway company constructed the bulk of its line in the West Bottoms to State Line. A portion of their line, however, ran from the comer of 4th and Main Streets, to 5th and Grand Avenue south to 12th Street. It also included a portion of the Union Depot Street Railroad Company, which was purchased in 1874-75. This railway line was taken over by the Corrigan Consolidated Street Railway Company in 1884.[10]

**Cable Railway Systems**

Kansas City was the third city in the nation to adopt a cable railway system, which grew to be the third largest in the country. From 1885 to 1900, the cable car was Kansas City's principal means of transportation and by 1888, there were six cable companies in operation, employing over 1,200 men and representing an overall investment of approximately $10,000,000. Consequently, Kansas City's streets experienced an extraordinary boom in cable development and implementation, which in turn, changed the general character of the landscape and ultimately, helped to induce the city's expansion.

Numerous schemes for the development and improvement of the city were founded with remarkable rapidity. Real estate men saw their opportunity, and with the sagacity peculiar to their class, seized upon it. They saw that ultimately cable lines, annihilating distance and removing time, would penetrate to the exteriors of the city and additions were laid off as fast as they could be surveyed and the plats filed. The

[10] *Ibid*. The Corrigan Consolidated Street Railway Company was incorporated on July 16, 1884 and was conveyed to the Metropolitan Street Railway Company on July 24, 1886.

problem of rapid transit through the city, across the ravines and over the elevation was solved . . . The prosperity of the city was greatly advanced.[11]

The cable system in Kansas City functioned very similar to the original cable street railway line conceived by Andrew S. Hallidie in 1873. Passenger cars were propelled by an endless wire cable that moved continuously, passing at some point through an engine house around a driving drum. The cable was placed in a conduit between the rails. Certain cars were provided with a "grip", which controlled speed. Often a grip car was coupled with a passenger car; frequently, however, the gripping apparatus was situated in the forward section of the passenger car. Hallidie's grip design originally featured a screw-operated mechanism operated by a handwheel. Subsequently, the "grip" was later designed to resemble a brake handle and constituted the basic change from Hallidie's handwheel device.[12]

**The Kansas City Cable Railway Company.** Robert Gillham (1854-1899), the pioneer of the cable line in Kansas City, Missouri, was responsible for organizing The Kansas City Cable Railway Company, Kansas City's first cable traction enterprise.

New Jersey native Gillham, an engineer by training, moved to Kansas City in 1878, and immediately proposed a plan to connect the city's central business district on the bluffs, via a wrought-iron trestle, with the commercial section 200 feet below in the West Bottoms. He applied for a franchise in 1881, but initially was rejected due to opposition of local horse and mule-car operators.

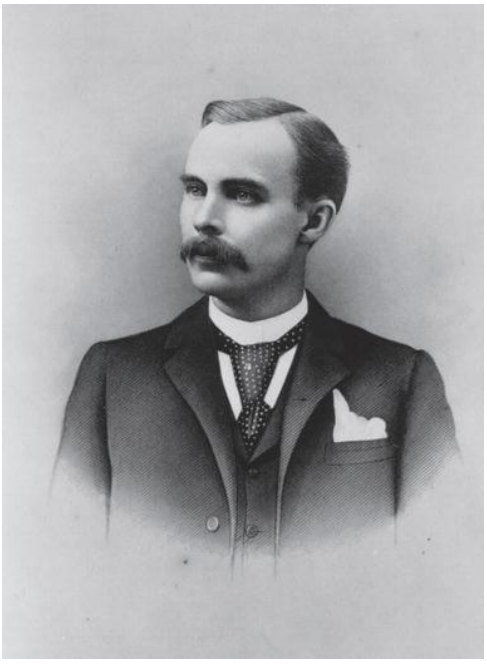

**Figure 5: Robert Gillham (1854-1899)**
Source: Missouri Valley Room Special Collections, Kansas City Public Library.

[11] *History of Kansas City, Missouri*, 410.

[12] William D. Middleton, *The Time of the Trolley: The Street Railway from Horsecar to Light Rail*, Vol. I (San Marino, CA: Golden West Books, 1987), 35-51.

On April 20, 1882, along with financiers George J. Keating and William J. Smith, Gillham procured a franchise for the construction of his cable line. One year later, on July 5, 1883, the Kansas City Cable Railway Company was organized and construction of the nascent line began. The inauguration in June 1885 of the company's original route, named the Ninth Street line, marked a new era in Kansas City's history. The route, extending from 8th and Woodland Avenue to the Union Depot on Union Avenue, used Grand Avenue (now Boulevard) for the transition from 8th to 9th Streets. Known as "Dead Man's Curve", this turn produced an "extremely difficult pull curve . . . impossible to turn in partial release in either direction without running the most severe hazard of losing the grip on a major grade."[13] Local accounts reported that many a passenger was thrown out of a car on this treacherous turn.[14]

A series of extensions of the KCCR's Ninth Street Line were constructed in 1886, 1887 and 1889, thereby connecting the east and southwest sections of the city. Financially, the KCCR was, at the time of its operation, the most successful company in Kansas City, returning "about 30% in its first year."[15] In 1895, when it was acquired by the Metropolitan Railway Company, the KCCR had a capital stock worth over 1 1/2 million dollars.[16]

**The Grand Avenue Railway Company**. Succeeding the Westport & Kansas City Horse Railway Company (see above), the Grand Avenue Railway Company was incorporated on March 27, 1886. Walton H. Holmes, who headed the Westport line, reformed his company after receiving a franchise in January 1886 to convert his existing line to cable.

The original route was the company`s main line which ran from 3rd and Walnut Streets, north on Walnut to 1st, then to the comer of 1st Street and Grand Avenue on the banks of the Missouri River, south on Grand to 3rd, to Walnut Street to 13th Street, back to Grand Avenue, then Main Street to 39th Street in Westport. A branch of this line, the Fifteenth Street line, extended from 15th Street (Truman Road) and Grand Avenue, east to Kensington Avenue. Both lines were completed in 1887. A powerhouse at 15th and Grand was also the location of the company's offices.

A steam "dummy" line was placed on a single track from Hunter (Linwood Boulevard) and Main Streets to Broadway, then south to 39th Street and west to Rosedale Avenue. An additional line, constructed in

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13 George W. Hilton, *The Cable Car in America* (San Diego: Howell-North, 1982), 255. Hilton states in his chapter on the Kansas City Cable Railway the "Dead Man's Curve" located in Kansas City was "one of the two notable in the country." See also *Report…on the Value of the…Metropolitan Street Railway System*, 101-102; *History of Kansas City, Missouri*, 407-411. The Kansas City Cable Railway Company financed and constructed the Ninth Street Incline that carried the Ninth Street line west to Union Depot. Affectionately referred to as the "Big-Dipper", the Ninth Street Incline, at a grade of 18 l/2 percent, was opened to the public on June 15, 1885. It was shut down on April 6, 1904.

14 *The Kansas City Star*, May 13, 1947, n. p. Hilton reports that Kansas City's "Dead Man's Curve" was "a continual source of mild accidents; in 1897, for example…H.W. Evans, returning from a dentist's office, was still so imperfectly in control of his faculties from anesthesia that he failed to take a firm grip at the curve, and was pitched into Grand Avenue."

15 *The Cable Car in America*, 257. In April 1885, while he was supervising repairs in the 9th and Washington Street powerhouse during construction of the Ninth Street Line, Gillham suffered a severe accident. Although he eventually recovered from a fractured skull, his involvement was curtailed and he really never realized much financial success from his pet project. Clift Wise, a young engineer, completed Gillham's work on the line's extensions. Smith sold out his interest in 1894 for $852,000. Subsequently, Gillham invested in and promoted several rival, local cable companies. Additionally, he was involved in the Omaha cable system, The Denver Cable Railway, the Montague Street Cable Railway, Brooklyn, New York, and the Cleveland Cable Railway.

16 Report. . . On the Value of the . . .Metropolitan Street Railway System, 101; See also the *Metropolitan Street Railway Company, Annual Report*, June 15, 1896. Discussions of the Kansas City Cable Railway can be found in *The Street Railway Journal* 4 (January, 1888) and 6 (February 1890).

1888, was operated on Holmes Street. On May 21, 1895, The Grand Avenue Railway Company was acquired by deed by the Metropolitan Street Railway Company.[17]


**Figure 6: Grand Avenue Cable-Car**
Grand Avenue Railway cable car making loop near 1st and Grand, 1887
Source: Missouri Valley Room Special Collections, Kansas City Public Library

***The Metropolitan Street Railway Company***. Incorporated on July 19, 1886, The Metropolitan Street Railway Company had its beginning in the purchase of the Corrigan Consolidated Street Railway Company, a horse line that was a consolidation, in 1884, of several subsidiary companies. Two of the six lines operated by Corrigan at the time of its acquisition by the Metropolitan were located, in part, in the center of the city: The 5th Street Line and the 12th Street Line. During a two-year period, from 1887 through 1888, the Metropolitan Company took advantage of the ordinances permitting cable construction acquired in the purchase of the Corrigan line and subsequently, rebuilt portions of the 5th and 12th street lines.[18]

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17 *The Cable Car in America*, 271-276; *History of Kansas City, Missouri*, 412-413; *Report. . . On The Value of the . . . Metropolitan Street Railway System*, 102-104. The current Downtown Streetcar route closely parallels the Grand Avenue Railway Company's historic route.

18 The history of the Metropolitan Street Railway Company is covered in several sources including: *Report. . . On The Value of the. . . Metropolitan Street Railway System*, 32-34, 97-106 (this comprehensive report includes a chart illustrating the company's acquisitions); *The Cable Car in America*, 265-270; *History of Kansas City, Missouri*, 413-414; *KC: A History of Kansas City, Missouri,* 105-107; and in *The Metropolitan Street Railway Company's Annual Reports*. The consolidation of Kansas City's mass transit lines was continually reported in various issues of *The Street Railway Journal*, as early as April

As mentioned above, the Metropolitan Street Railway Company had assumed control of fifteen mass transit companies by 1905. In doing so, it monopolized the entire metropolitan area, including Kansas City, Missouri; Kansas City, Kansas; Rosedale and Independence.

1895. A lengthy article covering the general operations of the MSRC appeared in "System of the Metropolitan Street Railway Company of Kansas City," *Street Railway Journal*, 14 (February 1898), 67-72.

**Electric Traction**

By 1908, all lines of the Metropolitan Street Railway, except the western section of the 12th Street Line, had been converted to electricity. At the time of the conversion, the Metropolitan operated over 200 miles of single track and maintained 600 cars.[19] Most of the principal car types that were used by the Metropolitan were universal throughout the United States. As described in William D. Middleton's *Time of the Trolley*, they included the closed car (the most common type), the open car, the center-entrance car, the convertible car, and the streamlined PCC (developed during the Presidents' Conference Committee during the l930s).

Kansas City's adoption of the overhead system of current collection was also typical of the rest of the country. This type of system, as characterized by Middleton, employed a trolley pole which was held against an overhead wire by means of spring tension in a swiveling trolley base; power was generated, in the early years, by power houses and later, by substations. Single and double iron tracks featuring various forms of welded or cast joints were commonly used and were set on conventional wooden railroad ties, often supported by steel ties or concrete supports.

**Figure 7: Pershing Road**
Looking west along Pershing Road from just east of Main, 1926
Source: Missouri Valley Room, Special Collections, Kansas City Public Library

[19] Carrie Westlake Whitney, *Kansas City, Missouri: Its History and Its People, 1808-1908*, Vol. I. (Chicago: The S.J. Clarke Publishing Company, 1908), 272-273. The harrowing 12th Street trestle, which carried the westernmost section of the Metropolitan's 12th Street cable line, was the location of the last fragment of Kansas City's entire cable network. The final train ran on October 13, 1913.

It is interesting to note that many years prior to the total electrification of the city's mass transit lines---and even before the introduction of cable traction to Kansas City---John C. Henry, an uncelebrated telegraph operator, was experimenting with the use of over-head cable. Because Kansas City, like other cities across the nation, was in the height of the cable craze, Henry never had the chance to convince the public that his invention had merit. The story of Henry and his legacy to Kansas City is as follows.

John C. Henry. Before the induction of Frank Julian Sprague's Richmond Union Passenger Railway Company (1887-1888), the first truly successful electric railway system in the United States, there were several individuals who experimented with electric traction. Leo Daft, Edward M. Bentley, Walter H. Knight, Sidney H. Short and Charles J. Van Depoele were all ambitious inventors who "developed the electric railway to the edge of practicality."[20] Noted among these men was John C. Henry, "the pioneer of electric railway in Kansas City"[21] and the first in the nation to employ the use of overhead current collection."[22] Henry's initial successful experiment took place on a track at 39th and Broadway Boulevard.[23]

Born in Woodstock, Ontario, in 1848, John C. Henry immigrated in the early 1870s to Trego County, Kansas, where he prospered as a farmer. Henry, by training, was also a telegraph operator and experimented frequently in electricity. While on his farm in Wakeeney, Kansas, Henry conceived his idea of operating a car by electricity by means of an overhead trolley wire. Several historical accounts state that Henry approached a local architect by the name of Cobleigh, who prepared drawings of his invention for submittal to the United States Patent Office, Washington, D.C. Henry's immediate plans were thwarted, however, when western Kansas was hit by a grasshopper plague. Consequently, Henry lost his livestock and property.

All but bankrupt, Henry left the Kansas plains for Kansas City, Missouri, in 1880 and began work as a telegraph operator and train dispatcher for the Kansas City, Fort Scott and Memphis Railroad. During his spare time, he continued his research in electricity and in March 1884, Henry secured his first patent for a combined electric fire and police alarm.[24] In the fall of that year, Henry convinced several local capitalists to invest in his electric trolley inventions, thereby introducing Kansas City and the nation to a new form of mass transit. The new enterprise, The Henry Electric Railway Company, began experiments on December 15, 1884, with a capital stock of $500,000.

The components of Henry's trolley apparatus, composed of a two-wire overhead system that featured a troller (roller) for current collection, were initially tested during the winter of 1884. In an article that appeared in *The Street Railway Review*, October 15, 1900, Henry wrote that he was offered the use of an old horse car and a half-mile of track between the town of Westport and the Kansas City Fair Grounds, from Walton H. Holmes, president of the Westport and Kansas City Horse Railway Company, for his trial run. The location for this landmark experiment was at 39th and Broadway; a frame building (no loner extant) near 39th Street was selected as a power house. In his own words, Henry described the undertaking:

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20 *The Time of the Trolley*, 64.

21 *A Civic History of Kansas City, Missouri*, 108.

22 *The Time of the Trolley*, 60. In an obituary Henry was characterized as "one of the world's pioneer inventors of electrical apparatus for street railways." See "Death of John C. Henry," *Street Railway Journal*, 17 (1901), 578.

23 "History of the Street Railways in Kansas City," *The Railwayan*, 6 (February 1923), 4. The article was based on a previously published article by John C. Henry, which appeared in *The Street Railway Review* (October 15, 1900). See also Floyd C. Shoemaker, ed., "Missouri History Not Found in Textbooks," *Missouri Historical Review*, 15 (July 1921), 729.

24 John C. Henry, "Combined Fire and Police Alarm," Patent No. 295.249, March 18, 1884. As listed in *Specifications and Drawings of Patents issued from the United States Patent Office for April 1884* (Washington, D.C.: Government Printing Office,1884), 1153-55; 318-319 (drawings).

*We suspended a pair of hard drawn copper wires of No. 1 gage over the track at an elevation of about 14 feet from the ground. This wire was supported from the brackets and span wires by thin metal straps, which left the underside of the trolley wire smooth, providing an unobstructed runway for the trolley, which was a small carriage having grooved horizontal contact wheels which ran along and gripped the underside of the wire. The trolley was connected to the car by flexible wires leading from a pole or mast on the car roof, the object being to provide a flexible connection at all times with the wire which in several places was a dozen feet to one side of the track.*

*Our car was an open summer one with seats down the center facing outward. This construction permitted the motor to project up through the floor onto the front platform…It was supported in an iron frame with speed changing gearing somewhat similar to that used in lathes. The frame at one end had a bearing on the car axle, and was spring supported at the other [end]. The motor was regulated with a rheostat.*[25]

None of the company's officers and directors was brave enough to take the trial trip, so Henry rode solo. After attaining a speed of twelve miles an hour, the car jumped the track, coming to an abrupt stop high up on a bank. After damage to the car was repaired, Henry was dumped on the next run over a hedge fence alongside the track. Undaunted by the event, Henry explained that "we were usually able to get back onto the track because we had connection with both wires and could change the gearing . . . to obtain tremendous leverage."[26] In spite of these incidents, Henry's electric trolley was hailed a success by his investors.

In 1885, the same year the cable car was introduced to Kansas City, Henry filed two patents with the U.S. Patent Office that enabled him to organize a new electric traction line. One of these patents, "Speed-Changing Mechanism"[27] was designed for vehicles propelled by electricity, while the second "Electric Railway" consisted of a complete description of an electric motor and car, trackway and overhead conductors, overhead support, insulator, and conduits of the system.[28] Subsequent to obtaining these patents, Henry attempted to organize a new electric line in the fall of 1885, but on the advice of his directors, consented to continue his experiments for another year.[29] Then on January 23, 1886, the Henry Electric Company incorporated and received a charter, which took control of the patents made by Henry, in addition to the promotion of electrical locomotion.

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25 As quoted in *The Railwayan*, March 1923, 3-4.

26 *Ibid,* 4.

27 John C. Henry, "Speed Changing Mechanism," Patent No. 345,057, July 6, 1886. As listed in *Specifications and Drawings of Patents Issued From the United States Patent Office for July 1886* (Washington, D.C.: Government Printing Office, 1886), 363-367, 91-92 (drawings).

28 John C. Henry, "Electric Railway," Patent No. 345,845, July 20, 1886. As listed in *Specifications and Drawings of Patents Issued From the United States Patent Office for July 1886* (Washington, D.C.: Government Printing Office, 1886), 1504-1508, 390-391 (drawings).

29 July 14, 1885, Henry addressed the stockholders of the Henry Electric Railway Company about his inventions and patents. See John C. Henry, "Electric Railways," *The Kansas City Review Devoted to Science, Art, Industry and Literature*, 9 (August 1885), 25-27, for a reprint of his speech.

After a series of successful operations of his electric inventions on a segment of the Kansas City, Ft. Scott & Gulf Railroad, Henry began the conversion of the East 5th Street horse line to electric traction, although his original investors had shifted their interests to the booming real estate market in Kansas City.[30] He succeeded, however, in organizing a new enterprise, The Kansas City Electric Railway Company, in the fall of 1886 and with financial backing, Henry leased double tracks on the existing East Fifth Street Line. By October, an engine house had been constructed with the engines and boilers in position, and cars had been delivered. But due to a city council repeal of the East Fifth Street Line's franchise, whose tracks the Kansas City Electric Railway Company had leased, the company suffered a slight delay in operation of their new electric line.

Apparently, the repeal had no effect on the implementation of the trolley line. In an 1887 issue of *The Street Railway Journal* it was reported that, "The Kansas City Electric Railway has proven a complete success." The article stated that the line carried "thousands of passengers daily . . . with four and five [summer] cars regularly…at a speed of eight miles an hour."[31] However, with the onset of winter and the increase in public sentiment for cable cars, patronage all but disappeared, and the company fell into receivership. Unable to persuade investors to back his scheme for a permanent line, Henry left Kansas City for San Diego to install his system of electrification for the new Electric Rapid Transit Street Railroad Company.

In 1889, Henry left San Diego for New York where he remained for a number of years investigating electric railroad properties and improving his traction systems. It was during these years that he attained considerable prominence as an expert to some of the largest electric corporations, including the Stanley Electric Manufacturing Company. By 1901, the year of his death, Henry had received 73 patents. In addition, there were three applications for patents on automobiles, gearless motors and series-parallel controllers which were pending in the U.S. Patent Office. After a battle with lung disease, Henry died in Denver on May 3.[32]

[30] Henry stated in the May 21, 1886 issue of *The Electrician* that on "January 29, 1886, I hitched our electric car Pacinotti to a Kansas City, Fort Scott & Gulf coal car, weighing 17,500 pounds. . . Yesterday I coupled the same motor car to a Chicago, Burlington and Quincy car. . . I claim the distinction of being the first to haul regular standard gauge freight cars by electricity."

[31] "Kansas City Electric Railway," *The Street Railway Journal*, 1887, 684. Several unbound pages of *The Street Railway Journal* were located in the Terence Cassidy Collection, Western Historical Manuscript Collection, University of Missouri-Kansas City. Often specific publication dates and volume numbers were not identified.

[32] Biographical information regarding John C. Henry was gleaned from several sources, in particular: *Time of the Trolley*, 60-62; *The Railwayan*, 6 (February 1923), 3-5; and 6 (March 1923), 3-4; *A Civic History of Kansas City*, 108-109; and "Death of John C. Henry," *Street Railway Journal*, 17 (1901), 578.

**Freight Lines, Extensions and Mergers: The Dodson/Country Club Lines**

Originally operated as a steam-powered, dummy freight line, the Dodson Line ran from on an eight mile track from 85th and Prospect Avenue to 40th and Summit streets.[33] The small-scale team railroad was called a dummy line because its engine was hidden behind the familiar siding of a horse car in order to prevent frightening horses that passed the line on its intercity route. This historic railway was the only facility for transferring freight cars to and from the Westport industrial district. In 1907, the Metropolitan Street Railway Company took over the dummy line and electrified it, maintaining and improving the freight terminals and incorporating the rail line with its passenger-carrying electric system. Passenger and freight cars used the same tracks of the 8-mile route, diverging at the edge of the terminal yards until the last of Kansas City streetcars ran on June 23, 1957.

**Figure 8: Club "56" Line**
Route 56, Country Club line car traveling near Grant's Department Store, located at 1917 Main, c. 1950s
Source: Missouri Valley Room, Special Collections, Kansas City Public Library.

At one time the Dodson Line "gave promise of furnishing the most direct service to the south side of the city." Shortly after the line was electrified, the line was "double-tracked, following the right-of-way to 59th Street," adjacent to the comparatively undeveloped Country Club residential district. The historic Dodson line was later incorporated into the Country Club Line, which operated one of Kansas City's most

[33] The Dodson Line has its roots in the Kansas City and Clinton Branch of the Tebo and Neosho Railroad Company (1870). It later took the title of the Kansas City, Memphis and Mobile Railroad Company and in 1880 it was sold to the Kansas City Southern Railway Company. The property was next acquired by the Kansas City and Southeastern Railways Company and then by the Kansas City and Westport Belt Railway Company incorporated on July 16, 1897. The Dodson line was operated by the KC&WBR, which leased cars and purchased power from the Metropolitan Street Railway Company from 1907. Under the terms of the franchise of July 7, 1914, the Kansas City & Westport Belt was merged with the Kansas City Railways Company; thus the Dodson line became the property of the KCR Company. See *Report . . .On the Value of the . . . Metropolitan Street Railway System*, 126-127; "The Dodson Line," *The Railwayan* 6 (January 1923), 11; "Community Freight Service," *Electric Railway Journal* 58 (1921), 242.

picturesque streetcar routes along the private right-of-way. This historic remnant of the Country Club Line, owned by the KCATA, remains intact. A portion of this route was converted into a pedestrian/bicycle trail.

**The Question of Appropriateness of Placing Rail Transit on Kansas City's Boulevards: Historic Context and the Original Boulevard Plan for Kansas City**

In helping to understand and assess some of the more critical concerns regarding the historic context of Kansas City's boulevard system and its relation to public transportation, it is important to consider Main Street and Grand Boulevard and its association with Kessler's original parks and boulevard plan for Kansas City, in addition to the advent and implementation of a city-wide mass transit system (as discussed above).

Perhaps the most complete example of a comprehensive city plan was the 1893 program for a park and boulevard system for Kansas City, Missouri. Largely envisioned by the brilliant landscape architect George Edward Kessler (1862-1923), the 1893 report fused all of Kessler's prior experience with the Romantic Park movement and the ideals of the City Beautiful. In a nutshell, it preserved the major topographic features of the landscape and joined them together as a continuous open space system with boulevards and parkways. The plan also proposed civic beautification, replacing slums with formal sunken gardens, fountains, pergolas and flowerbeds. Thus, the park and boulevard system of Kansas City integrated one of the principal goals of the City Beautiful . . . "the monumental and scenic restructuring of the center of the city."[34]

When Kessler selected his boulevard routes, Grand Avenue, as it was then called, was never part of his original vision or included in subsequent plans for Kansas City, Missouri. This was due to the fact that as early as 1858, Grand Avenue was already in existence. In Charles Spalding's *Annals of the City of Kansas* (1858), it was stated that Grand Avenue was "decidedly one of the handsomest and most attractive streets in the State"[35] and already one of the principal business streets of the city. Because Grand Avenue had developed as a commercial strip with blocks of businesses closely hugging the street, it was extremely difficult for Kessler and city leaders to adopt and implement the standard 100-foot boulevard as recommended in the 1893 report. This standard developed a central roadway forty-feet wide with thirty-feet of parking on each side. The parking areas included three rows of trees on each side of the street, with sidewalks of eight feet. Considering the overall condition of the existing built environment, it would have been impossible to physically and appropriately convert this densely populated thoroughfare into the proposed landscape plan. It is also important to point out that it was not until August 1990 that Grand Avenue was formally endorsed as a boulevard, under the jurisdiction of Kansas City's Park Department.

It is clear that an extensive system throughout the urban core and beyond was well in place by the turn-of the century. By 1894, Kansas City boasted of the third largest cable system in the country and by 1908, nearly all 200 miles of track had been converted to electricity. A 1925 *Tuttle-Ayers-Woodward Company Atlas of Kansas City, Missouri and Environs* illustrates the exact location of these lines, including multiple tracks in place on Grand Avenue and Main Street. It cannot be ignored that mass transit in Kansas City was a necessary and well-used means of transportation and its location, in many

[34] As quoted in Tourbier and Walmsley, Inc., Architectural & Historical Research, Kansas City, Missouri and Theis Doolittle Associates, Inc., Kansas City. Missouri, "Landscape Architectural/Historic Survey of Parks and Boulevard, 1893-1940, Kansas City, Missouri," Board of Parks and Recreation Commissioners, Kansas City, Missouri, and Department of Natural Resources, Jefferson City, Missouri, Vol. I, 31.

[35] Charles Carroll Spalding, *Annals of the City of Kansas* (Kansas City: Van Horn and Abeel's Printing House, 1858), 39.

instances, spurred commercial and residential development. Kessler, in his 1893 report, recognized the viability of mass transit and incorporated roads with existing overhead lines into his plan.

**Architectural/Historic Overview and Context**

The following analysis contains historical information taken primarily from the "Old Town Historic District National Register of Historic Places Nomination (1977)," the "Midtown Survey (l985)," and the "Historic Analysis Central Business District (1986)", all written by Sherry Piland, an architectural historian formerly with the Landmarks Commission. In both the CBD and Midtown reports, Ms. Piland organized a succinct, general history of Kansas City in chronological order by decades. Applicable data was often pulled directly from the these reports and correlating architecture, as catalogued and inventoried along the proposed Downtown Kansas City Streetcar Project, was referenced within the historic context within each identified district recognized by the Landmarks Commission, Kansas City, Missouri (see below).

Other sources were examined and used in the text of this report including "Landmarks Commission Historic Resources Survey Plan of Kansas City, Missouri", which includes a comprehensive historical overview of Kansas City, historical contexts and corresponding property types, and recommendations for further survey or resurvey; *Kansas City, Missouri: An Architectural History, 1826-1976*; and *Kansas City a Place in Time*.

It is important to note that while this survey and final report aimed to inventory and analyze all of the properties located along the proposed Downtown Streetcar route, it was not the intent to extensively document the development of each district. The above named studies should be referred to if additional historical information is necessary. The four districts outlined within this report are as follows: Old Town/River Market, Columbus Park Neighborhood, The Central Business District and Midtown. The architectural/historical overview ends in 1965, the (approximate) date established by the arbitrary fifty-year limit imposed by the National Register.[36] Following this report is a section outlining those properties presently listed in the National Register and/or Local Register, in addition to those eligible for National Register listing.

**Old Town/River Market Area**. The River Market or Old Town Area, bounded on the north by the Missouri River, on the south by I-70/35, on the east by the approaches to the ASB Bridge, and on the west by Broadway, is the original, commercial center of Kansas City and an important early Missouri River landing site. The River Market is comprised of the 10-acre 1940s City Market (at the site of the original 1857 Public Market), a wide variety of mid-to late-19th century and 20th century commercial buildings, and a riverfront archeological site.

Included in the River Market area are several individually NR listed properties and the 16 block Old Town Historic National Register District (with expansions I through IV), located in the general vicinity of Grand and Missouri Avenues and Wyandotte and Second Streets. Reflecting the layout of the entire River Market area, the NR district is plotted with streets that run roughly at right angles and parallel to the Missouri River. The Old Town district, the site of the incorporation of the Town of Kansas in 1850 and encompassing all of the original plat of "Old Town" (the first plat in the city) is the oldest area of Kansas City. Grand Avenue, included in the proposed Downtown Streetcar route, commercialized as early as 1859, was the earliest access to the Missouri River. Kansas City's first (and second) city hall, first cemetery, original town square and early county government buildings were situated in Old Town. Public transportation to and from the River Market area was made possible by Nehemiah Holmes who

[36] While the fifty-year cut-off date would be 1962, officials from FTA and the MO SHPO agreed on a cut-off date of 1965 as that may be the date of the implementation of the Downtown Streetcar project

operated his Kansas City and Westport Horse Railway Company that ran a mule and horse line from 4th and Main Street to the Town of Westport. The first of Kansas City's mass transit lines, the Kansas City and Westport Horse Railway Company helped to stimulate business and promote development to the south, east and west of Old Town.

Typically, the buildings located in the River Market area are constructed close to the sidewalks or curb line with the long axis at right angles to the street; height varies from one to six stories. The majority of the properties are of brick, feature flat roofs and stone foundations. Several of the late 19th century and early 20th century properties are embellished by rich stone and/or brick work and cast iron facades.

Of the 117 properties that were surveyed in the River Market area as part of this study, it was found that 105 buildings and structures are listed in the National Register of Historic Places within a district or individually listed (Old Town Historic District, including four expansions to the original nomination, and The Cold Storage Lofts). There are eight properties that were surveyed within the River Market area as part of this study that appear eligible for listing in the National Register (see Table No. 3). The most significant of these properties is the historic Metropolitan Street Railway Company Power Plant built in 1903-1904 in the Romanesque Revival Style. Along with its affiliated buildings, it dominates the streetscape in the northeast section of the River Market Area. Until this study, the property has not been examined in depth.

Another property that appears to have historical significance is the Chicago and Alton Railroad Depot, attrib. to the brilliant engineer Octave Chanute. Its date of construction is c. 1886. Like the Metropolitan Street Railway Power House, it too, has not been the focus of any previous study.

One of the earliest attempts to revitalize the River Market area began in 1972. Called the River Quay, this venture failed and as a result, several properties were left vacant and subsequently, many historic buildings were demolished. Beginning in 1987, a significant number of properties, mostly within the Old Town NR district, were successfully renovated by the River Market development project and individual developers. In addition, the Town of Kansas archeological site was the subject of several inventory survey projects. A significant urban planning project is that of the 2nd Street Corridor and Missouri River Pedestrian Bridge. The former added distinctive landscaping to the River Market, while the former stretches from 2nd and Main Street north to the Missouri River as an outlook platform and connection to the Missouri River Heritage Trail.

**Columbus Park Neighborhood.** Holy Rosary Roman Catholic Church, located in the heart of Columbus Park, initially served as an anchor for a growing community of Italian immigrants and their descendants. The neighborhood has retained many of the descendants of the first Italian immigrants that built their homes and businesses in what is historically known as the Holy Rosary Neighborhood. The parish that was formed in the 1890s continues to serve not only the descendants of its original founders but also many other groups of immigrants including: Cuban, Russian, Cambodian, Mexican and Haitian and several Asian groups that arrived on the doorsteps of Columbus Park during the later decades of the 20th Century.

Italians were by far the largest single ethnic group to settle in Kansas City. Of the nearly four million Italian immigrants to the United States prior to WWI, nearly 3,000 established their homes and businesses in Kansas City. The area that the Italians first settled was close to the city market. They also shared parts of the north end with the Irish, as well as Jews and Blacks, but it was the Italian families that stayed to build their community.

Kansas City's Italian community also remained in a clustered neighborhood "…to a greater degree than most immigrant groups in other medium sized cities…and …Italian communities were much more integrated." Bill Nigro, a descendant of the Nigro family that immigrated to the area stated "…while some parish members of Holy Rosary Church moved from the parish years ago, often their last request is to return to Holy Rosary for their funeral mass."

Most of the buildings in the immediate vicinity of Holy Rosary Roman Catholic Church (originally built in 1895), were constructed prior to 1925. In 1914, the new Karnes School had a student population comprised of 98% Italian or Russian-Jews. Samuel and Michael Nigro, beginning as street vendors with a pushcart of vegetables, built a two-story building at the northwest corner of Campbell and Missouri Avenue, known as the Nigro Drugstore. Many of the Italian businesses that sprang up around Holy Rosary Church started off in a similar fashion.

Over succeeding decades many of Kansas City's Italian residents moved to the Northeast neighborhood just east of The Paseo Boulevard along Independence Avenue. However, the two communities have remained close through family, friends and cultural ties. By the 1950's the federal government demolished much of the northeast portion of Columbus Park to build Guinotte Manor (1954), a public housing project. As other ethnic groups including Blacks, Cubans, Mexican, and Southeast Asians moved into Columbus Park, Holy Rosary and the Don Bosco Center began serving the needs of a diverse immigrant community.

Despite the ethnic changes in the Columbus Park area, the Holy Rosary Catholic Church neighborhood has retained its Italian roots through its architecture and continued use of the buildings left behind by the influential culture of the Italian immigrants that settled the area in the between 1890 and 1930. The area has also retained a number of descendants of the original Italian families that contributed to the development of the district.

The neighborhood also features an area that is mostly comprised of light industrial and commercial buildings around the area of Holmes, Charlotte, 3rd and 2nd Streets. This area is included in the APE of this Downtown Streetcar Study. Of the thirteen buildings that were surveyed in the Columbus Park Neighborhood, two properties appear eligible for listing in the NRHP. These include the Kansas City Power and Light Convertor Station (1927) and a commercial/residential property (1890).

**Central Business District.** The Central Business District (CBD) is generally bounded by on the north by 6th Street, on the south by 15th Street, on the east by Troost Avenue and on the west by Jefferson Street. Perhaps the most significant area of Kansas City, the CBD contains the some of the city's most outstanding commercial properties, is the governmental center of the city and county, and the center of city finance and trade. Within the CBD, there are many individually listed NR properties, as well as NR and locally registered districts.

Because of its ties with the early history of Kansas City as a river landing, Grand Avenue became the main link between the Missouri River and the Town of Westport (4 miles to the south), as early as the 1840s. South of the riverfront settlement, deep gorges served as roadways through the bluffs and rugged terrain; only Main and Market Streets had been graded by 1857. Most of the commercial activity from the pre-Civil War years through the mid-1870s occurred in the River Market area.

As Kansas City evolved as a railroad center and as the population increased, the city expanded southward. The establishment of major urban transit lines (see historical overview of mass transit in Kansas City above) along all major streets of the urban core stimulated the spread of the city's development to the south and to the east during the latter part of the 1870s.

The decade of the 1880s proved to be one of significant growth in Kansas City's history; population burgeoned, boundaries expanded, and construction boomed. In just ten years, the population increased from 55,000 in 1880 to 133,000 by 1890. In 1885, the cable car was introduced by the Kansas City Cable Railway Company and subsequently, cable car lines mushroomed throughout the metropolitan area, encouraging movement within the city and making the development of out-lying and newly annexed areas possible. Heralded by the construction of the New York Life Building at 20 W. 9th Street in 1887, the business center moved south from the original commercial area near the river to the area of 9th and Main Street, during the height of a marked construction boom that lasted from 1886 until the collapse of the market in 1888. In April 1888 alone, there were over 3,000 buildings under construction.

During the decade of the 1890s, the city continued to experience growth, although much slower than that of the preceding decade. Two important events occurred: a major annexation which extended the city limits south to 49th Street in 1897, taking in the town of Westport, and the adoption of a nationally significant park and boulevard plan for the entire city. It was also in the 1890s that the conversion of cable car operations to electric mass transit began.

From 1900-1910, Kansas City's population increased by 54 percent, due in part to a significant annexation in 1909. Landmark advances in construction techniques, including steel frame construction and the use of reinforced concrete, helped to radically alter Kansas City's skyline. The Chicago School of architecture, with its hallmark tripartite fenestration, also had a major influence on commercial building design, especially in the CDB's core.

Kansas City's economy, bolstered by a strong agribusiness trade, railroad and jobbing activity, continued to grow through the following years, from 1910 through WWI. Construction activity swelled to meet the demands of a growing population, especially after a post-war building hiatus. Hotels, movies theaters, clothing stores and automobile-related buildings were added to Kansas City's distinctive streetscapes.

Although Kansas City continued strong growth during the Pendergast years of the 1920s, the city began to implement regulation over construction and development. In 1920, the first City Planning Commission was formed to design some controls on the use to which ground could be put, the height of the buildings erected, and the area of the lot that could be occupied by a building. In 1923, the first local zoning ordinance was enacted and in 1927, a major revision of the building code was adopted. As buildings heights increased, the zoning ordinance required setbacks on new high-rise construction.

While the trolley was still a viable means of transportation, especially along the major streets and boulevards of Kansas City, there was a marked rise in the use of the automobile.

During the 1920s, a building boom, which peaked in 1925-26, followed the postwar depression. Art Deco became a popular style in architecture, while references to historical styles were employed less frequently. By the end of the decade, Kansas City was achieving a truly high-rise skyline. A 1929 survey listed Kansas City as 8th in the nation in number of buildings over 10 stories tall.

Boss Thomas Pendergast, who had gained political control in 1925, made a significant impact on the city during the depression years by using the economic hard times as a means to unite the community around local improvement projects. Pendergast and City manager H. F. McElroy conceived of a "Ten-Year Plan" for Kansas City and Jackson County. This $50,000,000 bond issue underwrote a massive public works program, modernized out-dated city and county facilities and provided jobs for a growing number of unemployed workers. Due to the deepening economic depression, virtually all large-scale, privately financed construction ceased after 1932. In architecture, Art Deco and Art Modeme were the popular styles.

In the aftermath of Pendergast's conviction, a reform government was elected in Kansas City in 1940. A master plan for the city developed by City Manager L.P. Cookingham was passed in 1947, the first such proposal since the "Ten Year Plan". In addition, the enactment of the Missouri Urban Renewal Act made possible "353" designations, which provides generous tax abatement as condemnation powers for developers who invest in blighted areas. During the decade of the 1940s, architecture turned to a more simplified style, with an emphasis on geometric lines and a rejection of applied ornament.

In the portion of the greater Central Business District that lies within the survey area, fifty-five buildings were surveyed, with 28 properties listed in the National Register of Historic Places. Twenty buildings are included in the West Ninth Street/Baltimore Avenue Historic District (with two boundary increases) and eight individual listings.

It was found that ten buildings within the Central Business District appear to be currently eligible for listing in the NRHP. Included in this count are a few buildings that will be eligible for listing in the very near future or have exceptional significance. Examples of the eligible buildings include: Commerce Tower, 911 Main Street (1962-1965), Osco Drug Store, 921-931 Main Street (1940), Harzfeld's, 1101 Main Street (1913) and the Walnut Street Apartments, 708 Walnut Street (1962-1963). The "Muse of the Missouri," a fountain dating from 1963 and located at 9th and Main Street, also appears eligible for listing.

**Midtown.** Consisting of approximately 5 1/2 square miles, the Midtown District extends from 15th Street on the north to 31st Street on the south, from Troost on the east to Southwest Trafficway on the west. Within the Midtown District, there are many individually listed NR properties, as well as NR and locally registered districts (see Table No. 3). All of the properties surveyed in this district are of commercial construction.

From the founding of Kansas City to 1880, there are no buildings that have survived in the entire Midtown district, according to the Midtown Survey. Commercial areas in the Midtown district would have developed first along Main Street and Grand Avenue, the main routes leading from the riverfront to Westport. The last portion of Midtown, lying between 23rd and 31st Streets, was incorporated into the city limits in 1885.

The introduction and ensuing success of the cable car and electric trolley had much to do with the overall development of the Midtown area. Cable railways operated good routes from the Central Business District southward beginning in 1885, promoting the development of commercial and residential neighborhoods, especially close to Main Street and Troost Avenue. The Grand Avenue Railway received a franchise in 1886 to run a cable car line south from the city market area along Grand Avenue and Main Street to Westport (40th Street). Subsequent lines followed.

As previously discussed, a major annexation in 1897 extended the city limits south to 49th Street. Kansas City grew in total area from almost 13 square miles in 1890 to over 25 square miles by 1900. Initial work on the famed parks and boulevard system began to unite and beautify Kansas City.

The most active period of construction in the history of the Midtown District occurred during the first decade of the 20th Century, undoubtedly due to the 54% increase in the city's population in this period. According the Midtown survey, the majority of this construction in the overall area was residential in nature.

The construction of Union Station, which began in 1910 and completed in 1914, had a considerable impact on the surrounding Midtown area, setting off a real estate boom in the area of 17th and Main

Streets. In 1912, the bluffs of Main Street were cut through south of Union Station, adding new roadways through Midtown.

By the beginning of the 1920s, the hiatus in construction that occurred after WWI had ended. An increase in the city's growth was stimulated by a city-wide "Build-Now" campaign and an "Own Your Own Home" campaign, sponsored by the Real Estate Board. Although residential development proved to be very strong during the 1920s, an increase in commercial construction in the general Midtown area, especially along Broadway, Main, and Troost, emerged as well. As in the decades of the past, the residential and commercial growth pattern of Kansas City to the south closely followed the mass transit line routes and the expansion of the parks and boulevard system.

In the survey area, the construction of smaller commercial buildings out-paced the construction of the more prominent, large-scale structures. Small-scale properties from the 1920s found along the proposed route are from one to three stories, constructed of brick, and feature a modest display of terra-cotta or stone trim at the main facade. The economic depression of the 1930s halted all residential construction in the entire Midtown area and slowed commercial building activity to just a trickle. Post-WWII building efforts all but paralleled the preceding decade.

In the Midtown Neighborhood within the APE of the Downtown Streetcar Project, there are 102 buildings that were examined. There are two districts listed including the Crossroads Historic Freight District and the Walnut Street Warehouse and Commercial Historic District. Additionally, ten individual properties are listed in the NR. After close examination, it appears that there are twenty-three properties eligible for listing in the NR.[37]

### 4.2 Inventory of Historic Resources

**Overview.** Two hundred eighty-seven (287) properties (buildings, structures, objects and landscapes) were identified within the APE and evaluated for NRHP status. This total includes properties that are located within four National Register of Historic Places Districts, along the proposed Streetcar alignment, including the Old Town Historic District, West 9th Street/Baltimore Avenue Historic District, Walnut Street Warehouse and Commercial District, and Crossroads Historic Freight District. It is important to note that all the resources located in the Old Town Historic District have been individually identified in Table 2 due to the significant amount of proposed Downtown Streetcar route activity in this historic area. Because the three other historic districts are located adjacent to the alignment the individual resources within these other three NR districts have not been individually itemized in Table 2, but are included in the overall count of historic resources. The locations of the Historic Properties identified within the APE are shown on Figure 9.

Of these historic resources twenty-one (21) single sites and four (4) historic districts (with multiple contributing resources) are listed in the NRHP. Nineteen (19) properties previously have been determined to be eligible for the National Register, and twenty-three (23) have been newly determined eligible based on the current research for the Downtown Streetcar Project. Figure 9 and the two tables summarize the findings of the Historic properties technical evaluation. Table 1 summarizes the NHRP status of all historic resources identified within the APE.

[37] Main Street, since its inception, has gone through many changes over the years. The general alignment at the north end near where the Junction at 9th Street was located has been modified. In addition, the streetscape, especially that of this thoroughfare along the stretch of Midtown, has suffered from primary façade alterations and the implementation of several surface parking lots, thereby creating a number of "intrusions" within the area, which in turn, has diminished the integrity of the overall area. Because of these changes, Main Street, as a linear district, does not appear to be eligible for listing in the National Register of Historic Places.

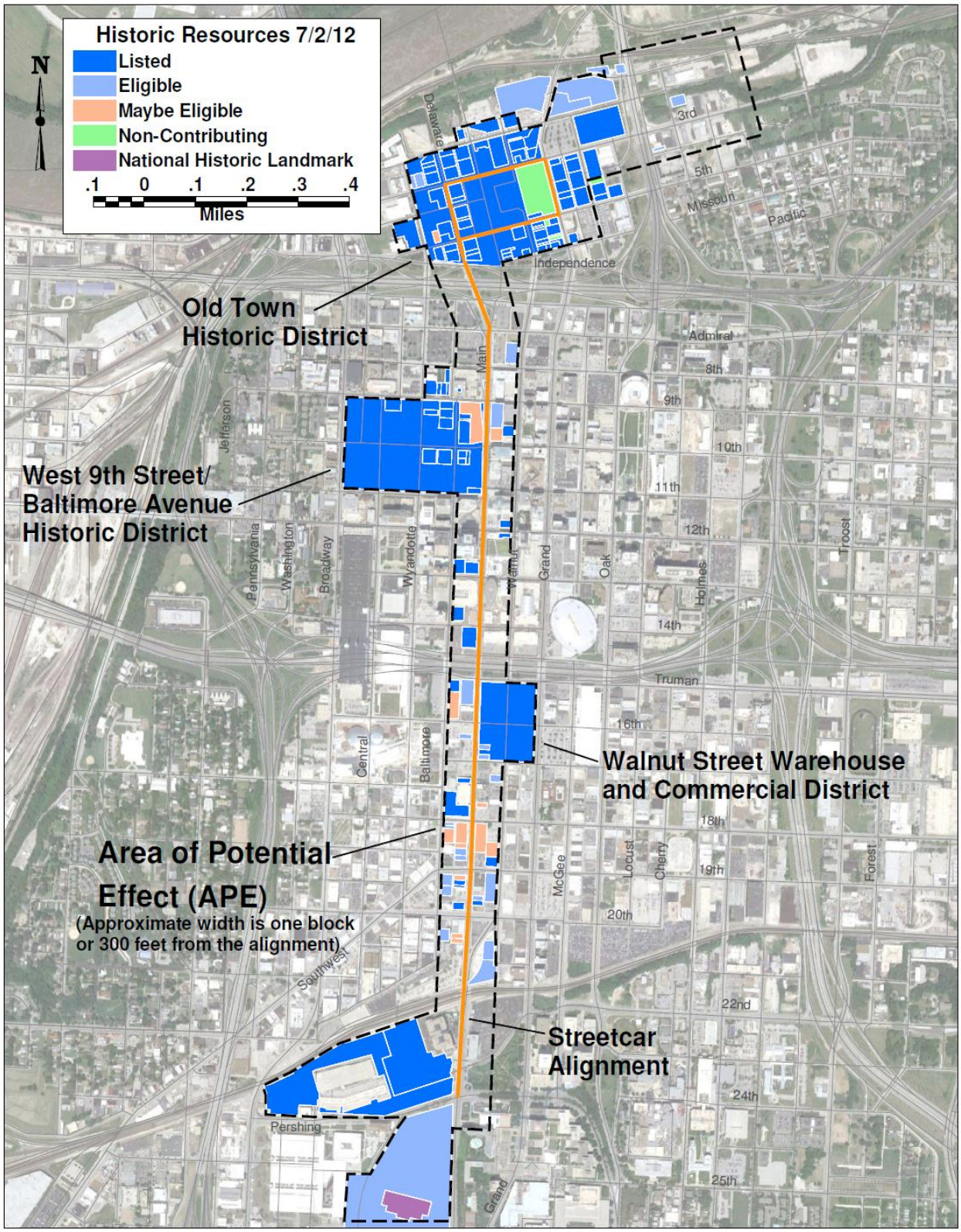


**Figure 9: Location of Historic Resources within the APE**

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**Table 1: Summary of National Register of Historic Places Resources within the Area of Potential Effect**

| NRHP Listed/Eligibility | Number of NHRP Resources in APE |
|---|---|
| NRHP Listed | 145 |
| Previously determined eligible | 19 |
| Currently determined eligible | 23 |
| **Total** | **187** |
| The total number of NR listed properties shown above includes all resources within each NR district, as called out in Table 2. | |

Table 2 provides a brief summary overview of each of the resources evaluated an inventoried, including the location and address, its historic (or current) name, a brief description, the NRHP status and the criteria that make it eligible.

**Newly Surveyed NRHP Eligible Properties**

As part of this project, there are forty-two (42) properties that were newly examined and surveyed. No previous examination or inventory of these properties was on file at the Landmarks Commission, Kansas City, Missouri. These new inventories are highlighted in green in Table 2.

Copies of these new National Register Nominations and all inventory forms can be found in *Appendix B: Documentation of Properties Newly Inventoried*.

**Previously Documented NHRP Properties and Eligible Properties**

As stated above, there are many National Register listed single sites and historic districts that are located within the APE. Old Town Historic District and its four boundary increases), the West Ninth Street/Baltimore Avenue Historic District (and its two boundary increases), the Walnut Street Warehouse and Commercial District and the Crossroads Freight District line the APE from north to south. In addition, as stated above, there are 19 properties that were previously determined eligible as recorded in two main survey projects dating from 1977 and 1994, respectively. It should be noted that upon reevaluation fifteen previously determined resources, mostly located along Baltimore Avenue and Walnut Street, were determined to be not eligible mainly due to modifications over time. In addition, due to "coming of age" two properties previously determined not eligible were determined eligible. The documentation of these resources can be found in *Appendix C: Documentation of Properties Previously Inventoried* and *Appendix D: Nomination Forms for Historic Properties Listed in the National Register of Historic Places*.

**Table 2: Properties Identified and Evaluated within the APE, National Register Status and NRHP Criteria**

| Street | Number | Historic [Current] Name | Brief Description | NRHP Status: Listed, Eligible or Not Eligible | NRHP Criteria |
|---|---|---|---|---|---|
| Delaware | 200-206 | Chase Bag Company | 1922: Four-Story Brick Commercial Building | Listed: "Old Town Historic District" #25 | A and C |
| Delaware | 208-210 | W. B. Young Supply Company | 1905; Four-Story Brick Commercial Building | Listed: "Old Town Historic District" #27 | A and C |
| Delaware | 218 | Townley Metal | 1890: Four-Story Brick Victorian Eclectic | Listed: "Old Town Historic District" #28 | A and C |
| Delaware | 213-223 | Askew Saddlery Company | 1892; Six-Story Brick | Listed: "Old Town Historic District"#29 | A and C |
| Delaware | 301-305 | Poor Freddie's Restaurant (DeLofts Inc.) | c. 1881; Three-Story Brick Commercial Building | Listed: "Old Town Historic District" #34 | A and C |
| Delaware | 302-304 | Morgan Drug Co | 1869; Four-Story Italianate | Listed:"Old Town Historic District" #35 | A and C |
| Delaware | 306-308 | J M Shelley and Co. | C. 1870; Three-story Italianate | Listed: "Old Town Historic District" #36 | A and C |
| Delaware | 310 | Threkelt and Company | c. 1867; Three-Story Renaissance Revival | Listed "Old Town Historic District" #38 | A and C |
| Delaware | 309-311 | 309 Ebenezer Building | 1890; Five-story Chateauesque Style | Listed: "Old Town Historic District'" #37 | A and C |
| Delaware | 312-314 | Gates and Kendall | C. 1873: Three-Story Brick | Listed: "Old Town Historic District" #40 | A and C |
| Delaware | 313 | Graham Paper Company | C. 1895; Four-Story Victorian Eclectic | Listed: "Old Town Historic District" #39 | A and C |
| Delaware | 315 | J. P. Campbell and Co. | c. 1874; Two-Story Brick Commercial Building | Listed: "Old Town Historic District" #41 | A and C |
| Delaware | 401 | Pacific House | 1868; Three-Story Renaissance Revival | Listed: "Old Town Historic District" #45 | A and C |
| Delaware | 412-414 | Tootle, Hanna and Leach Dry Goods Co. | C. 1869; Three-Story Brick Building | Listed: "Old Town Historic District" #51 | A and C |
| Delaware | 413-415-417 | Tootle Hanna and Co. | C. 1880; Three-Story High Victorian Gothic | Listed: "Old Town Historic District" #52/53 | A and C |
| Delaware | 416-418 | McCord and Nave Grocery | C. 1869; Three-Story Commercial Brick | Listed: "Old Town Historic District" #54 | A and C |
| Delaware | 423 | (Delaware Lofts; 5 Delaware Condominium) | 2004-2005; Four-Story Contemporary | Not eligible | N/A |
| Delaware | 429 | Western Medical and Surgical Institute | c. 1874; Three-Story Brick Building | Listed: "Old Town Historic District" #58 | A and C |
| Delaware | 500-502 | Board of Trade | 1877; Three-Story High Victorian Italianate | Listed: "Old Town Historic District" #61 | A and C |
| Delaware | 507-509 | Kansas City Paper House | C. 1895; Five-Story Brick Commercial Building | Listed: "Old Town Historic District" #60 | A and C |
| Delaware | 511 | Bishop, Christie and Frame's Saloon | C. 1885: Three-Story Commercial Structure | Listed: "Old Town Historic District" #63 | A and C |
| Delaware | 512-516 | Ennis-Hanly-Blackburn Coffee | 1904; Four-Story Commercial Brick Building | Listed: "Old Town Historic District" #65 | A and C |

| Street | Number | Historic [Current] Name | Brief Description | NRHP Status: Listed, Eligible or Not Eligible | NRHP Criteria |
|---|---|---|---|---|---|
| Delaware | 517 | Harrow-Taylor Butter Co. | 1917; Two-Story Tapestry Brick | Listed: "Old Town Historic District" #67 | A and C |
| Main | 136 | C. A. Burton Machine Company | C. 1905; Four-Story Commercial Brick Building | Listed: "Old Town Historic District II" | A and C |
| Main | 200-220 (6 W. 3rd Street) | Wm. Volker Building | C. 1880; Six-Story Commercial Brick Building | Listed: "Old Town Historic District" #24 | A and C |
| Main | 201 | Kansas City Water Department Building | C. 1904-1905; Two-Story Commercial Brick Building | Listed: "Old Town Historic District I" | A and C |
| Main | 521 | G. W. Jones Company | C. 1881; Three-Story Commercial Brick Building | Listed: "Old Town Historic District" #20 | A and C |
| Main | 525 | Carlat and Sons | C. 1886: Two-Story Commercial Building | Listed: "Old Town Historic District" #71 | A and C |
| Main | 529 | Odd Fellows Hall | 1884; Victorian Eclectic Four-Story Brick Commercial Building | Listed: "Old Town Historic District" #19 | A and C |
| Walnut | 119 | Schwarzschild and Sulzberger Beef and Provisions | C. 1895; Two-Story Industrial Brick Building | Listed: "Old Town Historic District I" | A and C |
| Walnut | 140 | O.C. Evans Wholesale Produce Co. | C. 1910; Two-Story Commercial Brick Building | Listed: "Old Town Historic District III" | A and C |
| Walnut | 200-210 | Townley Metal and Hardware Co. | 1895; Five-Story Commercial Brick Building | Listed: "Old Town Historic District I" | A and C |
| Walnut | 207-209 | Kawmo Grocery Co. | 1912; Three-Story Commercial Building | Listed: "Old Town Historic District I" | A and C |
| Walnut | 213-217 | Christopher Mercantile | C. 1922; Two-Story Commercial Brick Building | N/C: "Old Town Historic District I" | N/A |
| Walnut | 427-429 | Merchants Bank | 1920; Two-Story Commercial Brick Building. | Listed: "Old Town Historic District" #2 | A and C |
| Walnut | 501 | Oldham Hotel | 1916; Five-Story Tapestry Brick Building | Listed: "Old Town Historic District" #4 | A and C |
| Walnut | 505 | Harden Seed | 1917; Five-Story Tapestry Brick Building | Listed: "Old Town Historic District" #6 | A and C |
| Walnut | 507 | Horton Oyster and Chop House | C. 1879; Three-Story, Queen Anne Style Building | Listed: "Old Town Historic District" #7 | A and C |
| Walnut | 504-506-508 | Gillis House (includes 15-25 E. 5th Street) | 1926: Two-Story Tapestry Brick Building | Listed: "Old Town Historic District" #3 | A and C |
| Walnut | 509-13 | Swope Building | C. 1880; Two-Story Brick Building | Listed: "Old Town Historic District" #8 | A and C |
| Walnut | 515-17 | Matt Foster Commission House | C. 1883: One-Story Brick Building | Listed: "Old Town Historic District" #9 | A and C |
| Walnut | 518 | Mullett Brothers Photographic Supply | C. 1872; Four-Story Brick Victorian Eclectic | Listed: "Old Town Historic District" #10 | A and C |
| Walnut | 520 | John W. German and Co. | 1885; Four-Story Brick Commercial Building | Listed: "Old Town Historic District" #12 | A and C |
| Walnut | 523 | Clemons and Mason Commission House | 1891: Three-Story Brick Commercial Building | Listed: "Old Town Historic District" #13 | A and C |
| Walnut | 525-27 | Evans Douglas Fruit Co. | 1905; Two-Story Brick Commercial Building | Listed: "Old Town Historic District" #14 | A and C |

| Street | Number | Historic [Current] Name | Brief Description | NRHP Status: Listed, Eligible or Not Eligible | NRHP Criteria |
|---|---|---|---|---|---|
| Walnut | 524-528 | Scott Cromwell Co. | 1893; Three-Story Brick Commercial Building | Listed: "Old Town Historic District" #15 | A and C |
| Walnut | 529 | Tralle Saloon | 1905; Two-Story Brick Commercial Building | Listed: "Old Town Historic District" #16 | A and C |
| Missouri Avenue | 112 | Unknown | 1913; Two-story Brick Commercial Building | Listed: "Old Town Historic District IV" #1 | A |
| Missouri Avenue | 124 | DeFeo Building | 1913; Two-story Brick Commercial Building | Listed: "Old Town Historic District IV" #2 | A |
| East 1st | Holmes | Riverfront Heritage Trail | c. 2000; Trail link to communities and parks. | Not Eligible | N/A |
| East 1st | 500 | Chicago and Alton RR depot | c. 1886; One-story, Brick Warehouse | Eligible | A and C |
| East 1st | 720 | Unknown | 1947; One-Story Concrete-block, Industrial building | Not eligible | N/A |
| East 1st | 720-A | Unknown | Quonset Hut, One-Story | Not Eligible | N/A |
| East 1st | 899 | U. S. Sprint Communications | C. 1990s; Two-Story concrete Building | Not Eligible | N/A |
| West 3rd | 14 | Police Garage | c. 1899; Two-Story Brick Commercial Building | Listed: "Old Town Historic District" #32 | A and C |
| West 3rd | 114-116 | F. Menown, Coffee and Spice Miller/Hale Harness and Fire Supply | C. 1894 Three-Story Brick Commercial Building | Eligible; Expansion to the Old Town District | A |
| East 3rd | 100 | L. Yukon and Sons Wholesale | 1956; Two-story, Brick Commercial Building | Listed: "Old Town Historic District IV" #9 | A |
| East 3rd | 201 | Phillips Petroleum Company Filling Station | 1939; One-story, Brick, Commercial Building | Listed: "Old Town Historic District IV" #11 | A |
| East 3rd | 315 | Muehlbach Brewing Co. Keg Washing Building | 1937; Two-story, Brick, Commercial Building | Listed, N/C: "Old Town Historic District IV" #19 | A |
| East 3rd | 413 | [Defeo Produce Warehouse] | 1920-1935; Two-Story Concrete and Brick Commercial Building | Not Eligible | N/A |
| East 3rd | 415 | Heartland Food Brokers | c. 1980s; One-Story Brick-faced Commercial Building | Not Eligible | N/A |
| East 3rd | 500 | Kansas City Cold Storage Company Building | 1922; 1928; Tudor Revival Industrial Brick Building | Listed | A and C |
| East 3rd | 601 | Monark Egg Company | 1935 with additions; One-Story Concrete Building | Not Eligible | N/A |
| East 3rd | 700 | [Caddy Shack] | 1949; One-Story Cinder Block Building clad in vinyl | Not Eligible | N/A |
| East 3rd | 701 | Campbell 66 Trucks | C. 1940s; Concrete Block Building | Not Eligible | N/A |
| East 3rd | 720 and 720A | Motor Freight Company | C. 1940s; One-Story Brick Industrial Building | Not Eligible | N/A |
| East 3rd | 720A | Auto Repair Shop | C. 1940s; One-Story Concrete Block Building | Not Eligible | N/A |
| Cherry | 315 | [Pho's KC] | c. 1900; Two-Part Commercial Block | Eligible | A and C |

| Street | Number | Historic [Current] Name | Brief Description | NRHP Status: Listed, Eligible or Not Eligible | NRHP Criteria |
|---|---|---|---|---|---|
| Charlotte | 300 | Motor Freight Station and Private Garage | c. 1940s; One-Story Brick Industrial Building | Not Eligible | N/A |
| Holmes | 110-114 | Whitlow, W. H. D. | 1959: One-Story Cinder Block Building | Not Eligible | N/A |
| Holmes | 205 | KCP&L Electric Plant Convertor Station | c. 1927; Two-Story Brick Industrial Building | Eligible | A |
| Holmes | 300 | Monark Egg Corporation | 1960; Two-Story Brick Industrial Building | Not Eligible | N/A |
| East 4th Street | 410 | Muehlbach Brewing Co. Cold Storage Building | 1951; Two-story, Brick, Commercial Building | Listed: "Old Town Historic District IV" #20 | A |
| West 5th Street | 114-118 | Gros[s], Sam | 1906-09; Two-Story, Brick Commercial Bldg. | Eligible | A and C |
| West 5th Street | 115 | Ackerman-Quigley Litho | C. 1905: Four-Story Brick Commercial Building | Listed: "Old Town Historic District" #68 | A and C |
| West 5th Street | 120-122 | Gross, Sam | 1907; Two-Story Brick Commercial Building | Eligible | A and C |
| West 5th Street | 200 (also listed as 501 Wyandotte) | Richards Conover Hardware Company | c.1881; Four-story, High Victorian Italianate, Brick Building | Listed: "Old Town Historic District" #70 | A and C |
| East 5th Street | 113 | Unknown | 1927; One-Story, Brick Commercial Building | N/C: "Old Town Historic District IV" #7 | N/A |
| East 5th Street | 400 | Venice Café | 1925; One-Story, Brick Commercial Building | Listed: "Old Town Historic District IV" #23 | A |
| East 5th Street | 416 | Unknown | 1900; Two-Story, Brick Commercial Building | Listed: "Old Town Historic District IV" #24 | A |
| Locust | 422 | Unknown | 1945; One-story, Brick, Commercial Building | Listed: "Old Town Historic District IV" #25 | A |
| Grand | 100 | KC Power House and Light Co. Storage Facility | c. 1927; Two-Story, Brick Industrial Building (supporting 115 Grand) | Eligible | A |
| Grand | 108 | Kansas City Power and Light Company Head House | 1928; Industrial, Supporting Brick Structures for Energy Plant located at 115 Grand | Eligible | A |
| Grand Boulevard @ 1st Street | 100-115 | Coal Bridge | 1929; Support Structure for 115 Grand | Eligible | A |
| Grand | 115 | Metropolitan Street Railway Power Plant | 1903-04; Five-Story Romanesque Revival Brick Industrial Building | Eligible | A and C |
| Grand | 212 | Safeway Warehouse Building | 1922; Three-story, Brick, Commercial Building | Listed: "Old Town Historic District IV" #10 | A |
| Grand | 303 | Muehlbach Brewing Co. Bottling Warehouse | 1939; One-story, Brick, Commercial Building | Listed: "Old Town Historic District IV" #12 | A |

| Street | Number | Historic [Current] Name | Brief Description | NRHP Status: Listed, Eligible or Not Eligible | NRHP Criteria |
|---|---|---|---|---|---|
| Grand | 400 | Wholesale Market Building (Steamboat Arabia) | 1942; Two-story, Brick, Commercial Building | Listed, N/C: "Old Town Historic District IV" #8 | N/A |
| Grand | 407 | Hammer Brothers | 1925; Two-story, Brick, Commercial Building | Listed: "Old Town Historic District IV" #13 | A |
| Grand | 415 | Unknown | 1917; Two-story, Brick, Commercial Building | Listed: "Old Town Historic District IV" #14 | A |
| Grand | 417 | American Steel and Wire | 1920; Three-story, Stucco-clad, Commercial Building | Listed: "Old Town Historic District IV" #15 | A |
| Grand | 500 | North Side Democratic Club | 1927; Two-story, Brick, Commercial Building | Listed: "Old Town Historic District IV" #6 | A |
| Grand | 506 | Gaetana Gusmana Public Garage | 1927; One-story, Brick, Commercial Building | Listed: "Old Town Historic District IV" #5 | A |
| Grand | 516 | Unknown | 1911; One-story, Brick Commercial Building | Listed, N/C: "Old Town Historic District IV" #4 | N/A |
| Oak | 318 | Muehlbach Brewing Company Storage Building | 1939; Two-story, Brick, Commercial Building | Listed: "Old Town Historic District IV" #18 | A |
| Oak | 400 | Schlitz Brewing Company Beer Storage Building | 1957; One-story, Brick, Commercial Building | Listed: "Old Town Historic District IV" #17 | A |
| Oak | 412 | Consumer Meat Products Garage | 1924; One-story, Brick, Commercial Building | Listed: "Old Town Historic District IV" #16 | A |
| Oak | 415 | Studna Garage Building | 1922; Two-story Brick, Commercial Building | Listed: "Old Town Historic District IV" #22 (also listed individually) | A |
| Main | 720 | Executive Plaza / Tower Properties | 1972-73; Ten-Story, Steel-Frame, Reflective Glass Building | Eligible; in the future | C |
| Main | Median at 9th | Muse of the Missouri Fountain | 1963; Wheeler Williams, Artist | Eligible | C |
| Main | 800 | Parking Garage | c. 1990 | Not Eligible | N/A |
| Main | 811 (see 800 Walnut Street for connecting parking garage) | 811 Main Building | 1975; 12-Story, Steel Frame Aluminum, Glass and Concrete Modern Building | Eligible | C |
| Main | 850 | Merchants Produce Bank | 1976-77; Three-Story, Concrete, Post-Modern Building | Not Eligible | N/A |
| Main | 911 | Commerce Tower | 1962-65; Thirty-Story, Steel Frame, Concrete and Glass International Style Building | Eligible | C |
| Main | 910-920 | 10 Main Center | 1966-69; Twenty-Story, Steel Frame, Concrete International Style Building | Eligible | C |

| Street | Number | Historic [Current] Name | Brief Description | NRHP Status: Listed, Eligible or Not Eligible | NRHP Criteria |
|---|---|---|---|---|---|
| Main | 920 | Ten Main Center Parking Garage | 1966-69; Six-Story Steel Frame, Concrete International Style Garage and Office | Eligible | C |
| Main | 921-931 | Osco Drug Store | 1940 (remodel in 1966); Seven-Story Steel Frame Modern Building | Eligible | C |
| West 10th Street (at Main) | 15 | Land Bank Building / Hanover Building | See West Ninth/Baltimore Avenue Historic District Boundary Increase I | Listed | A and C |
| Main | 1021 | Bus Terminal and Fountain | 1994; 2008; Bus Terminal | Not Eligible | N/A |
| Main | 1009-1025 | Commerce Bank Building Garage | 1986; Seven-Story Reinforced Concrete | Not Eligible | N/A |
| Main | 1034 | Parking Garage | 1996 | Not Eligible | N/A |
| Main | 1044 | George B. Peck Dry Goods Co. Building | 1914; Eleven-Story, Glazed Brick Chicago Style Building | Listed | A and C |
| West 11th Street (at Main) | 106 | Continental Hotel | 1924; Eight-Story Brick and Stone, Late Gothic Revival Commercial Building | Listed: Also included in the "Hotels in the Downtown Area of Kansas City" | A and C |
| Main | 1100 | City Center Square | 1974-77; Thirty-Story, Concrete Modern Building | Not Eligible | N/A |
| Main | 1101 | Harzfeld's | (1913; 1920 add. 1985-87) Eleven-Story, Steel Frame Glazed Tile Three-Part Commercial Block | Eligible | A and C |
| Main | 1111 | Town Pavilion | 1985-1987; 38-Story, Steel Frame, Granite and Glass, Post-Modern Building | Not Eligible | N/A |
| Main | 1200 | One Kansas City Place | 1985-1987; 43-Story, Steel Frame with Granite and Glass | Not Eligible | N/A |
| Main | 1232-34 | Loew's Midland Theatre | 1926-1927; Six-Story, Steel and Masonry, with glazed tile Beaux Arts Building | Listed | A and C |
| Main | 1300 (Primary) | Kansas City Power and Light District | 2005-2008; Mixed-Use Entertainment District New Urbanism | Not Eligible | N/A |
| Main | 1301 (Primary) | H & R Block World Headquarters | 2004-2006 | Not Eligible | N/A |
| Main | 1400 | Mainstreet Theatre | 1921; Three-Story Reinforced Concrete, Masonry and Tile; Byzantine Revival elements | Listed | A and C |
| Main | 1501 | Goodyear Tire and Rubber Company | 1966; One-Story, Concrete Block Commercial Building | Not Eligible | N/A |
| Main | 1517 | Ambrosie Brothers Cutlery Company | 1945; One-Story, Masonry Commercial Building | Not Eligible | N/A |
| Main | 1519 | Glenn Springs Creamery Company | 1898; Two-Story Brick Commercial Building | Not Eligible | N/A |

| Street | Number | Historic [Current] Name | Brief Description | NRHP Status: Listed, Eligible or Not Eligible | NRHP Criteria |
|---|---|---|---|---|---|
| Main | 1520-22 | Lane Blue Print Co. | 1889: Three-Story Masonry and Stone Two-Part Commercial Block Building | Eligible | C |
| Main | 1608 | Fisher Grocery | 1899; Two-Story Brick and Cast-Iron Victorian Commercial Building | Eligible | A and C |
| Main | 1617 | MO&KS Telephone Co | c. 1900; Three-Story Masonry Two-Part Commercial Block Building | Eligible | C |
| Main | 1625-27 | The Davidson Building/Film Exchange Building | 1919; Twelve Story, Reinforced Concrete Brick and Terra Cotta, Three-Part Commercial Block Building | Eligible | A and C |
| Main | 1701-1703 | Price Candy Company Building | 1908/alt.1952; Three-Story, Brick, Two-Part Commercial Block Building | Eligible | A and C |
| Main | 1712 | Globe Storage and Transfer Co. Building. | 1902; Seven-Story, Masonry Three-Part Commercial Block Building | Listed | A and C |
| Main | 1713-15 | Thompson Engineering Company Building | 1946; One-Story Concrete block with Brick | Not Eligible | N/A |
| Main | 1717 | Forslund Pump & Machinery Building | 1919; Two-Story Tapestry Brick Building | Not Eligible | N/A |
| Main | 1722-38 | Parking Garage | 2005; Structural Steel | Not Eligible | N/A |
| Main | 1733-35 | Kansas City Brass Company (Gallup Map) | 1947; One-Story Concrete Block and Brick Building | Not Eligible | N/A |
| Main | 1737 | Unknown | c. 1950; One-Story | Not Eligible | N/A |
| Main | 1740 (1735-41 Baltimore) | TWA World Headquarters Building (Barkley, Inc) | 1956; Two and Three-Story, Steel Frame and Reinforced Concrete with Metal and Stucco | Listed | A |
| Main | 1801 | Kansas City Bank and Trust Company | 1957-58; Three-Story Steel Frame and Concrete Brutalist Building | Eligible | C |
| Main | 1808-1814 | Vining's News Bureau | 1904; 1920; add. 1945; One to Three-Story Commercial Building | Not Eligible | N/A |
| Main | 1818-1820 | Gateway Savings and Loan Association Building | 1925/ alt. 1968; One-Story Masonry Building | Not Eligible | N/A |
| Main | 1822 | Southwest Boulevard State Bank | 1915 / add on 1950 and 1955; Two-Story Reinforced Steel Frame and Concrete; Stone and Brick. Classical Elements | Eligible | C |
| Main | 1828-1830 | Kaw Valley Paint and Oil Company | C.1884/alt: 1914 and 1948; Two-Story, Two-Part Commercial Block | Eligible | C |

| Street | Number | Historic [Current] Name | Brief Description | NRHP Status: Listed, Eligible or Not Eligible | NRHP Criteria |
|---|---|---|---|---|---|
| Main | 1900 | Gateway Pharmacy | 1915; One-Story Steel Frame, Brick and Terra Cotta | Eligible | C |
| Main | 1901-1911 | Multiple owners | 1901; Two-Story, Reinforced Concrete with Terra Cotta Neo-Classical elements | Eligible | C |
| Main | 1904-1906 | Monroe Hotel | 1920; Five-Story Reinforced Concrete with Brick and Terra Cotta Building | Listed | A an C |
| Main | 1908 | Thomas J. Pendergast HQ Building. | 1926; Two-Story Brick Two-Part Commercial Block Building | Listed | A |
| Main | 1910 | All Nations Hotel | c. 1920; One-Story, Brick Commercial Building | Not Eligible | N/A |
| Main | 1915-17 | Kansas City Willys Light Company | 1920; Three-Story, Brick Commercial Building | Not Eligible | N/A |
| Main | 1921 | Best Hotel | c.1920; Two-Story, Brick Commercial Building | Eligible | A and C |
| Main | 1924 | Rieger Hotel | 1915; Five-Story, Brick Commercial Building | Listed | A and C |
| Main | 1925 | Midwest Hotel | 1915; Five-Story, Brick and Terra Cotta, Commercial Building | Listed | A and C |
| Main | 2000-2012 (Primary: #15, W. 20th Street) | Multiple Tenants | 1915/2005; One-Story, Brick and Glass, Commercial Building; (updated survey) | Not Eligible | N/A |
| Main | 2014-2016 | Forum Lunch | 1919; Two-Story, Brick Commercial Building | Eligible | A and C |
| Main | 2016 ½ - 2018 | Hotel Otten | 1918; Three-Story, Brick Commercial Building | Eligible | A and C |
| Main | 2022-2024 | Hutter & Waldner Restaurant | 1918; Two-Story, Brick Commercial Building | Not Eligible | N/A |
| Main | 2200 | Amtrak Passenger Train Terminal | C. 1980s; One-Story Steel Frame Glass and Metal Building | Not Eligible | N/A |
| Main | 2300 | Two Pershing Square | 1986; Two, 11-story steel frame and glass buildings connected by a vertical shaft | Not Eligible | N/A |
| Main | 2301 | Blue Cross Blue Shield | 1978-1980; Eight-Story, Steel Frame Concrete and Glass | Not Eligible | N/A |
| Baltimore | W. 9th St. | "W. 9th St./Baltimore Avenue Historic District and Expansions" | 1880-1931; various styles and materials as displayed by 20 individual resources | Listed: "West 9th Street / Baltimore Ave. Historic District" | A and C |
| Baltimore | 1019-1023 (see 920 Main) | Parking Garage | Unknown | Not Eligible | N/A |

| Street | Number | Historic [Current] Name | Brief Description | NRHP Status: Listed, Eligible or Not Eligible | NRHP Criteria |
|---|---|---|---|---|---|
| Baltimore | 1031-1041 | Alright Auto Park | 1970-1971; Underground, two-story parking (updated survey). | Not Eligible | N/A |
| Baltimore | 1221-1233 | Midland Office Tower | 1926-1927; Twelve-Story, Steel and Masonry with Glazed Tile, Beaux Arts Building (Part of the Midland Theatre) | Listed | A and C |
| Baltimore | 1327-1335 | President Hotel | 1925; Fifteen-Story, Steel frame, Brick, Tudor Revival Building | Listed | A and C |
| Baltimore | 1400 Block | Power and Light District | 2005-2008; Mixed-Use Entertainment District New Urbanism | Not Eligible | N/A |
| Baltimore | 1509-1513 | Lowe & Campbell Building | 1925; Six-Story Reinforced Concrete, Brick and Terra Cotta, Neo-Classical styled Building. | Listed | A and C |
| Baltimore | 1535 | Aristocrat Motors | 1946; One-Two Story, Masonry, Brick and Glass Building. Art Deco; altered | Not Eligible | N/A |
| Baltimore | 1615 | Wagner Electric Corporation | 1926; One-Story, Masonry, Brick and Concrete Block; altered | Not Eligible | N/A |
| Baltimore | 1617 | Daniels Tested Products Company | 1948-49; Two-Story, Masonry and Brick; altered | Not Eligible | N/A |
| Baltimore | 1621 | Pitney-Bowes | 1951; One-Story, Masonry and Concrete Building | Not Eligible | N/A |
| Baltimore | 1701 | Martin and DuFrain Auto Repair Company | 1922; One-Story, Masonry and Brick Commercial Building; altered | Not Eligible | N/A |
| Baltimore | 1715 | Braniff Airways | 1937; One-Two Story Cinder Block and Metal Commercial Building; altered in 1957 and c. 2000 | Not Eligible | N/A |
| Baltimore | 1721 | Star Brass Works | 1908; Two-Story, Masonry and Brick Commercial Building (fire damage in 1911) | Not Eligible | N/A |
| Baltimore | 1801-1803 | Ken Smith Golf Club Mfg. | 1951; One-Story, Masonry and Brick Commercial Building. Addition in 1953 | Eligible | A |
| Baltimore | 1809-11 | Frolich Cigar Company | 1926; One-Story, Masonry and Brick Commercial Building. | Not Eligible | N/A |
| Baltimore | 1819 | White Goods Mfg. Company | 1937; Three-Story Masonry and Brick Commercial | Not Eligible | N/A |
| Baltimore | 1901 | Quick Tire Service | 1923; Two-Story, Masonry, Tapes Commercial Building | Eligible | C |
| Baltimore | 1911-17 | Glasco Electric Company | 1929; One-Story Masonry and Brick Art Deco Commercial Building | Eligible | C |

| Street | Number | Historic [Current] Name | Brief Description | NRHP Status: Listed, Eligible or Not Eligible | NRHP Criteria |
|---|---|---|---|---|---|
| Baltimore | 1919 | Independent Tile Company | 1928; One-Story Masonry and Brick Commercial Building | Not Eligible | N/A |
| Baltimore | 1925 | Unknown | One-Story Masonry Commercial Building | Not Eligible | N/A |
| Baltimore | 2009-2011 | Keystone Oil Company | 1902; One-Story Masonry and Brick Commercial Building | Eligible | A |
| West 22nd Street | Bounded by Broadway, Baltimore, W. 20th and W. 22nd streets | Historic Freight District | 23 Resources | Listed: "Crossroads Historic Freight District" | A and C |
| Walnut | 708 (also listed as 722) | Walnut Tower Apartments | 1962-63; Thirteen-Story, Concrete and Brick Modern Commercial Building | Eligible | C |
| Walnut | 800 (see 811 Main Street) | Parking Garage for 811 Main Street | 1975; Five and Six-Story, Steel Frame Aluminum, Glass and Concrete Modern Parking Garage | Eligible | C |
| Walnut | 828 | Commerce Bank Parking Garage | 2009; Multi-Story Reinforced Concrete and Steel Parking Garage | Not Eligible | N/A |
| Walnut | 900 | Parking Garage | c. 1990 | Not eligible | N/A |
| Walnut | 922-24 | National Bank of Commerce | 1908; Fifteen-Story, Stone Clad, Beaux Arts Commercial Building | Listed | A and C |
| Walnut | 1000 | Commerce Bank Building | 1984-86; Eighteen Story, Reinforced Concrete, Granite, Post-Modern Commercial Building | Not Eligible | N/A |
| Walnut | 1012 (also listed as 10 Petticoat Lane) | Ten Petticoat Lane (Executive Hills-Galleria) | c. 1988-89; Five-Story, Structural Steel and Granite Commercial Building | Not Eligible | N/A |
| Walnut | 1130 | Boley Building | 1909; Six-Story, Metal and Glass Curtain Wall with Art Nouveau element Commercial Building | Listed | A and C |
| Walnut (Legal: 25 W.12th Street) | 1202 | Chambers Building | 1915; Twelve-Story, Steel Frame, Glazed Terra Cotta Three-Part Commercial Block Building | Listed | A and C |
| Walnut | 1220 (Primary) | Power and Light District | 2006-08; Various Mixed-Use properties. New Urbanism | Not Eligible | N/A |
| Walnut | 1400 | Power and Light Entertainment District | 2005-2008: Multiple Buildings: New Urbanism | Not Eligible | N/A |
| Walnut | 1500 – 1700 | "Walnut Street Warehouse and Commercial District" | 17 buildings originally listed in 1999. 12 additional listed in two expansions in 2008. | Listed: "Walnut Street Warehouse and Commercial District" | A and C |

| Street | Number | Historic [Current] Name | Brief Description | NRHP Status: Listed, Eligible or Not Eligible | NRHP Criteria |
|---|---|---|---|---|---|
| Walnut | 1710 | Unknown original occupant | 1900; Two-Story, Brick Commercial Building | Eligible | A and C |
| Walnut | 1718 | Unknown, (1917/Welding shop) | 1900; Two-Story, Brick Commercial Building | Not Eligible | N/A |
| Walnut | 1730 | Faultless Hand Laundry | 1900; One-Story, Brick Commercial Building | Not Eligible | N/A |
| Walnut | 1816 | Sunshine Safety Lamps | 1920;Two-Story, Brick Commercial Building | Not Eligible | N/A |
| Walnut | 1824-26 | O.K. Auto Radiator Co. | 1919;One-Story, Brick Commercial Building | Not Eligible | N/A |
| Walnut | 1828-34 | Corrigan Building | 1920; Ten-Story, Reinforced Concrete, Brick, Commercial Arts and Crafts Style Building | Listed | B and C |
| Walnut | 1910 | Rex Welder and Engineering Company | 1944-45; One-Story, Brick Commercial Building | Eligible | A and C |
| Walnut | 2020 | Superior Moving | C. 1915; Five-Story, Masonry and Brick Commercial Building | Eligible | A and C |
| Walnut | 2030 | Roach and Musser Manufacturing Co. | c. 1880; Three-Story Heavy Timber and Masonry Commercial Building | Eligible | A and C |
| Walnut | 2100 | Western Storage and Warehouse | c. 1892; Three-Story, Brick Romanesque Revival Commercial Building | Eligible | A and C |
| West Pershing Road | 30 | Union Station | 1914-Six-Story Masonry, Granite and Limestone Beaux-Arts Style Building | Listed: 1972 NR Also: Kansas City Register, 1986. | A and C |
| West Pershing | Pershing Road and Main Street | Penn Valley Park | 1900-1926; 176-acre park | Eligible | A and C |
| East Pershing | One | Westin Crown Center and the Link | 1971-1973; Ten-Story, Reinforced Concrete and Glass. Part of a landmark, mixed use development | Eligible | A and C |
| East Pershing | Pershing Road and Main Street | Washington Park | 1921; 4.74-acre park | Not Eligible | N/A |
| W. 26th Street | 100 | Liberty Memorial | 1919-1938 Beaux Arts Classicism and Egyptian Revival Complex | Listed: NR and National Historic Landmark: 2005 | C |

### 4.3 Assessment of Effects

Any effects on historic properties listed in or determined eligible for inclusion in the National Register of Historic Places must be reviewed for compliance with Section 106 using the rules and regulations found in 36 CFR Part 800.5 regarding criteria of effect and adverse effect. Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires Federal agencies to take into account the effects of their undertakings on historic properties, and afford the Advisory Council on Historic Preservation a reasonable opportunity to comment. The historic preservation review process mandated by Section 106 is outlined in regulations issued by ACHP. Revised regulations, "Protection of Historic Properties" became effective January 11, 2001.

The responsible Federal agency first determines whether it has an undertaking that is a type of activity that could affect historic properties. Historic properties are properties that are included in the National Register of Historic Places or that meet the criteria for listing in the National Register. According to the Section 106 regulations, the final step in the process is to assess the effect(s) that a project may have on any historic properties in the APE. There are three possible findings of effect: 1) no historic properties affected; 2) no adverse effect; and 3) adverse effect.

**No Build Alternative Effects**

Because there would be no new transit improvements constructed or operated within the study area with the No Build Alternative, there would be “no historic properties affected”.

**Streetcar Alternative Effects**

With the Streetcar Alternative there would be “no adverse effect” to any identified historic resources within the APE. The reintroduction of modern streetcars into the study area would be compatible with the historic context of the area and the history of mass transit in the area. Also, because the proposed Streetcar improvements would be primarily constructed within existing street right-of-way there would be no direct impacts to nearby historic resources that would result in adverse effects.

Based on the analysis of the surveyed properties within the APE, none of the National Register listed properties or those that have been determined eligible for NR listing would be adversely affected by the implementation of the Downtown Streetcar project, either directly (construction of the line and stops) or indirectly (line-of-site) impacts. Construction of the Downtown Streetcar improvements would not have an adverse visual effect to identified historic resources because of it is clear that Kansas City maintained mass transit lines for well over 100 years of continued operation. Thus the visual elements of the proposed Downtown Streetcar project in a sense duplicate the historic features of the previous streetcar lines. It is important to note that the noise analysis has found there will be no adverse noise impacts, as well. All the project improvements that are proposed to be implemented within the existing public right-of-way and therefore, there will be no modification or alteration to any features or characteristics of identified historic properties that qualify them for listing in the National Register of Historic Places. Additionally, because of the historic context regarding mass transit in Kansas City, the proposed project will not diminish any of the Aspects of Integrity (NPS Bulletin, *How to Apply the National Register Criteria for Evaluation*; revised 1995) of any properties including location, design, setting, materials, workmanship, feeling or association.

Relative to the Vehicle Maintenance Facility Sites, which do require land acquisition, there would be no adverse effects to any identified historic resources because there are no identified historic resources on any of the three sites.

**Table 3: Summary of Evaluations of Effect of the Streetcar Alternative on Identified Historic Properties**

| Type of Effect | Effects of the Streetcar Alternative |
|---|---|
| No Adverse Effect | 187 |
| Adverse Effect | 0 |

## 5. RECOMMENDED MITIGATION

**SHPO Review of Engineering Design.** As the project design advances, the Missouri SHPO will be provided the opportunity to review and comment on engineering design plans to ensure that the project improvements will remain in keeping with the historic context of the area, and to insure that there is no adverse effect. The Downtown Streetcar Project does not require modifications to existing buildings, structures, objects or landscapes.

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## APPENDICES:

**A. Section 106 Consultation Correspondence**

**B. Documentation of Properties Newly Inventoried.** New research was done on these properties for the Kansas City Downtown Streetcar Project.

**C. Documentation of Properties Previously Inventoried**. National Register eligibility was evaluated during previous studies.

**D. Nomination Forms for Historic Properties Listed in the National Register of Historic Places.**