

United States Department of the Interior  
National Park Service

## National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking x in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a) Use a typewriter, word processor, or computer to complete all items.

### 1. Name of Property

Historic name: Crossroads Historic Freight District

Other name/site number: \_\_\_\_\_

### 2. Location

214 W. 21 Street; 101-12 W. 22 Street; 2000-28 Baltimore; 2101-2133 Broadway; 2030-2114 Central; 2101-2121 Central; 2000-2124 Wyandotte; 2019-43 Wyandotte.

not for publication

Kansas City

vicinity

state Missouri code MO county Jackson code 095 zip code 64108

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this x nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register criteria. I recommend that this property be considered significant \_\_\_\_\_ nationally \_\_\_\_\_ statewide X locally. (See continuation sheet for additional comments.)

Signature of certifying official Claire F. Blackwell/Deputy SHPO

Date 15 November 2007

State or Federal agency and bureau \_\_\_\_\_

In my opinion, the property \_\_\_\_\_ meets \_\_\_\_\_ does not meet the National Register criteria.  
(\_\_\_\_\_ See continuation sheet for additional comments.)

Signature of commenting or other official \_\_\_\_\_

Date \_\_\_\_\_

State or Federal agency and bureau \_\_\_\_\_

### 3. National Park Service Certification

I, hereby, certify that this property is:

\_\_\_\_\_ entered in the National Register.

\_\_\_\_\_ See continuation sheet

\_\_\_\_\_ determined eligible for the National Register.

\_\_\_\_\_ See continuation sheet

\_\_\_\_\_ determined not eligible for the National Register.

\_\_\_\_\_ removed from the National Register.

\_\_\_\_\_ other, (explain:) \_\_\_\_\_

Signature of Keeper \_\_\_\_\_

Date of Action \_\_\_\_\_

Property Name Crossroads Historic Freight DistrictCounty and State Jackson County, MissouriPage 2**5. Classification**

Ownership of Property	Category of Property	No. of Resources within Property	
		contributing	noncontributing
<u>X</u> private	<u>    </u> building(s)		
<u>    </u> public-local	<u>  x  </u> district	<u>  21  </u>	<u>  1  </u> buildings
<u>    </u> public-State	<u>    </u> site	<u>    </u>	<u>    </u> sites
<u>    </u> public-Federal	<u>    </u> structure	<u>    </u>	<u>  1  </u> structures
	<u>    </u> object	<u>    </u>	<u>    </u> objects
		<u>  21  </u>	<u>  2  </u> Total

Name of related multiple property listing:  
(Enter "N/A" if property is not part of a  
multiple property listing.):No. of contributing resources previously  
listed in the National RegisterRailroad Related Historic Commercial and  
Industrial Resources in Kansas City, Missouri

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**6. Functions or Use**Historic Functions  
(Enter categories from instructions.)Current Functions  
(Enter categories from instructions.)TRANSPORTATION: rail-relatedCOMMERCE/TRADE: RestaurantCOMMERCE/TRADE: BusinessCOMMERCE/TRADE: BusinessCOMMERCE/TRADE: WarehouseCOMMERCE/TRADE: WarehouseINDUSTRY/Manufacturing FacilityCOMMERCE/TRADE: Warehouse**7. Description**Architectural Classification  
(Enter categories from instructions.)Materials  
(Enter categories from instructions.)OTHER: railroad designFoundation CONCRETELATE 19<sup>TH</sup> & 20<sup>TH</sup> CENTURY REVIVALS/Colonial RevivalWalls BRICKLATE 19<sup>TH</sup> & 20<sup>TH</sup> CENTURY AMER. MOVEMENTS/Commercial StyleLATE 19<sup>TH</sup> & 20<sup>TH</sup> CENTURY AMER. MOVEMENTS/ChicagoRoof ASPHALTOther METAL/steelLIMESTONENarrative Description (Describe the historic and current condition of the property on one or more  
continuation sheets.)

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## 8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations (Mark "x" in all the boxes that apply.)

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or a grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years of age or achieved significance within the past 50 years.

## Areas of Significance

Enter categories from instructions.)

Areas of Significance	Period of Significance	Significant Dates
<u>COMMERCE</u>	<u>1887-1944</u>	<u>1887-1888</u>
<u>ARCHITECTURE</u>	<u>1887-1944</u>	
	<u>1887-1944</u>	

	Cultural Affiliation
	<u>N/A</u>

## Significant Person

N/A

## Architect/Builder

Hogg, James O.  
Zimmerman, A.G.

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

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### 9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

☐ preliminary determination of individual listing  
(36 CFR 67) has been requested  
☐ previously listed in the National Register  
☐ previously determined eligible by the National Register  
☐ designated a National Historic Landmark  
☐ recorded by Historic American Buildings  
Survey # \_\_\_\_\_  
☐ recorded by Historic American Engineering  
Record # \_\_\_\_\_

Primary location of additional data:

☒ State Historic Preservation Office  
☐ Other State agency  
☐ Federal agency  
☐ Local government  
☐ University  
☒ Other

Specify repository:

City of Kansas City, Missouri  
Department of Planning and Development

### 10. Geographical Data

Acreage of property 18.6 acres

UTM References

A	<u>1/5</u>	<u>3/6/2/8/0/0</u>	<u>4/3/2/7/8/6/0</u>	C	<u>1/5</u>	<u>3/6/2/9/5/0</u>	<u>4/3/2/7/7/0/0</u>
	Zone	Easting	Northing		Zone	Easting	Northing
B	<u>1/5</u>	<u>3/6/2/9/4/0</u>	<u>4/3/2/7/8/4/0</u>	D	<u>1/5</u>	<u>3/6/2/8/3/0</u>	<u>4/3/2/7/6/4/0</u>

☒ See continuation sheet

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

### 11. Form Prepared By

name/title Sally F. Schwenk

organization Historic Preservation Services, LLC date May 25, 2000

street & number 818 Grand Boulevard, Suite 1150 telephone (816) 221-5133

city or town Kansas City state Missouri zip code 64106

### Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items.)

Property Owner (Complete this item at the request of the SHPO or FPO.)

Name \_\_\_\_\_

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_



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Crossroads Historic Freight District  
Jackson County, Missouri

"Railroad Related Historic Commercial and  
Industrial Resources in Kansas City, Missouri"

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**SUMMARY**

The proposed Crossroads Historic Freight District is approximately one mile south of the Kansas City, Missouri Central Business District and lies immediately north of the recently rehabilitated Union Station and its rail lines. [Figure 1.] The District lies on level ground and shares the same grade as the rail lines. It is generally bounded by Broadway on the west, Baltimore Avenue on the east, West 20<sup>th</sup> Street on the north and West 22<sup>nd</sup> Street on the south. Southwest Boulevard runs diagonally to the southwest from 20<sup>th</sup> Street; the district boundary parallels this at a point directly behind the buildings on the south side of the Boulevard. The District boundaries include the Chicago-Milwaukee & St. Paul Freight depot. [Figure 2.]

The District includes 21 contributing resources and two non-contributing resources dating from 1887 to 1958.<sup>1</sup> Contributing resources date from 1887 to 1944 and fall under the following property types/sub-types established in the Multiple Property Listing "Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri." Twenty-one are "Industrial Facilities and Commercial Distribution Buildings" property types. Of these, nine are "Industrial Manufacturing Facility and Warehouse" sub-types, six are "Commercial Warehouse" sub-types and three are "Commercial Distribution Office and Warehouse" property sub-types. One resource is an "Office and Sales Building" property type. One is an "Auxiliary Support Resource/Transportation Rail Related" property type/sub-type. One is an "Auxiliary Support Resource" property type ("Transportation Road Related" sub-type). Noncontributing resources include two "Industrial Facilities and Commercial Distributing Buildings" property types (one "Commercial Warehouse" sub-type and one "Industrial Manufacturing Facility and Warehouse" property type). As such they have functional associations with two historic contexts established in the above referenced Multiple Property Listing --"The Evolution of Kansas City Railroad Freight Industry, 1859-1950" and "Commercial and Industrial Businesses Located Near Rail Freight Facilities, 1865-1950."

Architectural styles and types found in the District include: Renaissance Revival (1), Colonial Revival (1), Chicago School (2), Tapestry Brick (1) Two-part Vertical Block (2), Two-part Commercial Block (8), Three-part Vertical Block (2), Stacked Vertical Block (1), Modern (1) and Other (2). These building convey associations with the Multiple Property Listing historic context, "Commercial and Industrial Architecture in Kansas City's Railroad Freight Districts 1869-1950."

The district's setting reflects its history of commercial and industrial use. Composed entirely of industrial and commercial facilities that relied on easy access to rail transportation for the distribution of goods, the buildings are sited on a traditional grid system. Vestiges of the rail spurs heading north from the main track bed, immediately south of 22<sup>nd</sup> Street, are still visible west of Main Street and include an active spur that runs east from the District between Walnut and Grand to the printing offices of the *Kansas City Star*. Rail lines from the freight rail yard enter into alleys that run north and south, bisecting the blocks and running horizontal to loading docks designed for box cars. Some alleys and streets have brick paving. Other streets have asphalt or cement.

The Crossroads Historic Freight District encompasses a unique collection of manufacturing and commercial businesses and warehouses. With the exception of the Chicago-Milwaukee & St. Paul Depot building erected in 1887-1888, all of the buildings date from 1901-1944 of which, 73 percent date to the period before World War I. The majority of the buildings

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<sup>1</sup> In addition to the contributing and non-contributing buildings in the district, there are three that are already listed on the *National Register of Historic Places*. Their property types include two "Industrial Facilities and Commercial Distribution Buildings/Industrial Manufacturing Facility and Warehouse" property type/sub-types and one "Industrial Facilities and Commercial Distribution Buildings/Commercial Distribution Office and Warehouse" property type/sub-types

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represent functional commercial and industrial styles identified in the "Historic Resources Survey Plan of Kansas City" and discussed in Section E of the Multiple Property Listing. Most contain minimal elements associated with a particular architectural style. A few reflect conscious stylistic designs and include adaptations of popular styles of the era in which they were constructed. Despite the general absence of high-style academic design, prominent architects and architectural firms designed a majority of the buildings. As a group, their restrained designs, dark brick facades and dense grouping, contribute to the district's unique sense of place.

The following individual building descriptions are organized by street address numerically and then, alphabetically. Contributing Properties meet minimal registration requirements for property types contributing to a district. Descriptive information about integrity notes elements that affected their evaluation as contributing or non-contributing properties in the district. Information relating to style also denotes type.

**CONTRIBUTING PROPERTIES**

1. 214 W. 21<sup>st</sup> Street

**Building Date: 1909**

**Stories: 2 Plan: Triangular Style: Other:**

**Photo #: 36**

**Architect: (Unknown)**

**Builder: Flanagan Brothers**

**Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/Industrial Manufacturing Facility and Warehouse.**

**Integrity:** Except for the boarding up of the windows, the building retains its original integrity.

**Description:** This load bearing brick building has a flat roof and faces south onto West 21st Street. The building features segmental arch windows that carry three tiers of radiating brick voussoirs. The building terminates in tile coping and a monitor roof projection is visible on the east facade. The rough limestone foundation contrasts with the brick walls. Fenestration is symmetrical. The façade facing onto West 21<sup>st</sup> Street has a central vertical bay created by a loading dock with a window above. Flanking the bay are two vertical bays on each side created by full size segmental arch windows.

2. 101-123 W. 22<sup>nd</sup> Street Chicago-Milwaukee & St. Paul RR Freight Depot **Building Date: 1887-1888**

**Stories: 2 Plan: Rectangular Style: Other**

**Photo #: 49, 50, 52**

**Architect: (Unknown)**

**Builder: (Unknown)**

**Property Type/Sub-Type: Auxiliary Support Resources/Transportation Rail Related**

**Integrity:** The integrity of this building is an important consideration given the building's role as the stimulus to the development of industrial and commercial rail-related resources in the immediate vicinity. Its ability to communicate its original function is important. Deterioration, fire damage and recent conversion to restaurant uses has impacted the integrity of the building. These alterations to the building's original design preclude the building from being classified as a contributing building to the district under Criteria C ARCHITECTURE as delineated in the Multiple Property Form Section F. However, because the building retains integrity in its location, setting, materials, and an adequate degree of the elements that create the form, plan, space, structure and style of the property's design, it continues to convey to the general public, strong feelings and associations with its original function, design and period of construction. In addition, it retains strong physical and functional association with the historic railroad, industrial and commercial resources in the immediate vicinity. Therefore the building is a contributing resource under Criteria C in COMMERCE. New

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construction/demolition/alteration includes loss of two bays of the one-story warehouse building six bays west of the depot structure on the primary façade. The center portion of the north façade of depot building is obscured by a two-story wood framed addition that projects slightly from the building. Two entrance canopies have been erected on the south side (secondary façade) to serve the restaurants' entrances. These are constructed in such a way that if removed, the integrity of the building's original materials and spatial arrangements would not be compromised. On the south side at the west end, a one-story rectangular wood addition with a flat roof has been added, covering four loading bays. This is inset on a secondary elevation and is distinguishable as a non-historic addition. The limestone foundation below the obscured bays may be compromised. The openings are intact. If removed the integrity of this wall will not be severely compromised. Many loading dock bays have masonry infill that is slightly recessed. The openings' loading dock floor and brick surround with metal corner plates located at the bottom of each side of the bays are intact. Other bays have multi-pane metal windows, slightly recessed from the outer face of the bay that retain the elements of the original opening. The windows were installed after removal of masonry infill, and testify to the reversibility of the masonry infill. In several instances, on secondary facades, the top of the bays appears to be compromised. On the west end, one of the bays has wood infill that fits the original loading bay enclosure, a door has been cut in one side that caused the removal of a 3-ft. section of the limestone foundation. Alterations to the freight depot building connected to the warehouse structure include replacement windows that fit the original opening and replicate the original arrangement of sash and lights. A door has been cut into a window opening on the south side. A tapered stone chimney has been added to the west gable that connects with the one-story warehouse building. A new metal roof replaces the original. The roofline, eaves and pitch reflect the original configuration. The historic footprint and configuration that is associated with freight depot design is intact. The setting has been impacted by the loss of rail lines immediately adjacent to the freight warehouse loading docks on the south side of the building. This is mitigated by the presence of active rail lines directly to the south across three rows of parking spaces that parallel the tracks. The addition of a handicap ramp and associated outdoor restaurant patio seating on the south and east are in historically open space adjacent to the building. They are executed in such a way that the functional aspects of the building and its traditional open spaces are still apparent.

**Description:** Oriented on an east-west axis, this brick depot building is at the east end of the two-story structure, has a limestone foundation, an end gable roof. Fenestration on both stories of the main building consists of symmetrical placement of segmental arch windows. A small segmental arch window is in the east end gable. Extending west from the depot facility is a one-story wing that housed warehouse space. The warehouse section has loading bays on the north, south, and west walls. The north and south elevations feature bays created by slightly projecting brick pilasters with a central loading bay opening. The loading bay openings have segmental arches and floors that rest on the limestone foundation. The east end of the depot and the west end of the warehouse wing have corbel brickwork that runs parallel to the gable roof approximately three feet below the eaves. Each gable elevation has three bays created by projecting brick pilasters. Those on the depot incorporate symmetrical fenestration. Remodeled portions date to 1968 and the late 1990s.

**3. 2000-02 Baltimore Liquid Carbonic Company<sup>2</sup>****Building Date: 1913****Stories: 6 Plan: Rectangular Style: Two-part Vertical Block****Photo #: 1, 2, 51****Architect: Smith, Rea & Lovitt****Builder: Hucke and Sexton****Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/Industrial Manufacturing Facility and Warehouse.**

<sup>2</sup> The building was listed in the *National Register of Historic Places* on April 29, 1994.

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**Integrity:** The original windows are in a deteriorated condition. New front doors replace the original. Despite the deteriorated condition and alterations on the ground floor, the building's size, scale, massing, materials and ornamental features retain sufficient integrity to contribute to the district.

**Description:** The main facade of this reinforced concrete building with brick veneer faces Baltimore and has three vertical bays created by paired brick pilasters extending from the second through sixth stories. The central bay from the third through sixth floors incorporates a tripartite window composed of one large central window flanked by narrow windows. The double hung sashes have 3-over-1 lights. The bays flanking the central bay have paired windows with double hung sashes with 3-over-1 lights. The second floor window arrangement is the same, with the exception that the windows are taller and have 6-over-1 lights. On the ground floor is an entrance with a dressed stone surround in a side bay. The other two bays have loading dock openings. A decorative stone banding runs above the basement level and above the first floor on the east and north facades. A shaped parapet wall has stone coping.

4. 2004-06 Baltimore Rosenberger Distillery-J. A. Folger & Co. Building Date: 1906

**Stories: 3      Plan: Rectangular      Style: Two-part Commercial Block      Photo #: 1, 51**

Architect: (Unknown) Builder: (Unknown)

**Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/Industrial Manufacturing Facility and Warehouse.**

**Integrity:** CMU infill of the loading dock bays alters the first floor of the building. The glass block infill of the windows directly above the bays may be a historic alteration. With the exception of the loading dock area, the size of the original openings is visible as well as the framing materials. The fenestration of the upper floors remains undisturbed. The building retains sufficient integrity of size, scale, materials and decorative and stylistic treatment to contribute to the integrity of the district.

**Description:** The ground story of the east facade of this brick building once contained a loading dock and the main entrance. Brick pilasters separate the area into two sections. The original loading dock bays have CMU and stucco enclosures. The brick pilasters with stone banding remain intact. Glass blocks fill the window openings above created by the pilasters that rise from ground level. Ribbed terra cotta denotes three openings in each of the two sections. The second and third stories have multi-paned rectangular windows. Stone banding appears at the corners and is interspersed along the window surrounds. The parapet wall terminates in stone coping. The building contains 22,000 square feet.

**5. 2008-10 Baltimore Building Date: 1908**

**Stories: 4      Plan: Rectangular      Style: Stacked Vertical Block      Photo #: 1, 51**

**Architect: (Unknown)** **Builder: George E Bowling**

**Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/Commercial Warehouse**

**Integrity:** The first floor of this brick building has been painted. With the exception of the paint and replacement windows on the ground floor, the building retains its original integrity. The replacement windows appear to replicate the original. Paneled doors enclose the original loading bays. The third story window openings have brick infill. All of the original openings are intact. Because of its size, scale and massing as well as the retention of all window openings, the building retains sufficient integrity to contribute to the district's sense of place.

**Description:** This brick building has a flat roof and stone sills. The ground story of the east facade contains four bays created by brick piers. The two central bays incorporate loading docks. The flanking side bays are mirror images

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incorporating an entrance door and a small square window. On the second story, triple windows with double hung sashes with 4-over-1 lights fill each bay. The windows on the upper floors have segmental arches. The third story has the original paired, multi-pane metal windows in each bay. The window openings on the fourth story have brick infill. A cornice composed of corbelled brick brackets caps the building.

**6. 2016 Baltimore Stearns Paint Mfg. Co. Building Date: 1903**  
**Stories: 4 Plan: Irregular Style: Renaissance Revival Photo #: 1.**  
**Architect: (Unknown) Builder: (Unknown)**  
**Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/Industrial Manufacturing Facility and Warehouse.**

**Integrity:** This brick building retains considerable integrity. With the exception of glass block infill in the original opening of the central entrance that, depending on the date of installation, could be a historic alteration, all of the original design elements are intact.

**Description:** The basement level of this brick building has coursed stone and features paired segmental arch windows. The central bay provides the main entrance and consists of a section filled with glass blocks that extend from the basement level through the top of the first story. Window treatment from the basement level through the fourth story is identical and consists of paired segmental arch windows. The parapet wall has a brick corbel cornice. The piers of the corners of the building extend beyond the wall surfaces. Stone coping tops the parapet wall surrounding the flat roof. A shed roof loading dock extends from the south rear wall.

**7. 2020-2028 Baltimore Robert Keith Furniture and Carpet Company Building Date: 1901; 1914**  
**Stories: 4 Plan: Irregular Style: Two-part Commercial Block Photo #: 1, 46, 51, 53**  
**Architect: (Unknown) Builder: (Unknown)**  
**Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/Commercial Warehouse**

**Integrity:** There appears to be no significant changes to this building. Minor changes include four new loading dock doors, glass infill in one loading bay to create an office entrance and double-hung sash replacement windows with 4-over-4 lights replicating the original. There are numerous areas where brick has been patched.

**Description:** This four-story brick building has a flat roof and a brick corbel cornice. Shallow horizontal brick quoins adorn the corners of the first floor. Five loading bays compose the first floor. The upper floors have double hung, rectangular sash windows with stone sills set in brick voussoirs. They occur singly, except for a paired grouping on the second floor. Two floors were added to the original two-story building in 1914. A brick stringcourse denotes the second and third stories.

**8. 2101-07 Broadway Piggly-Wiggly-Bird Co. Building Date: 1925, 1926,**  
**Stories: 3 Plan: Rectangular Style: Tapestry Brick Photo #: 10-14**  
**Architect: H.A. Drake Builder: (Unknown)**  
**Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/Commercial Warehouse**

**Integrity:** The building retains all of its original elements with the exception of glass infill in the two south bays of the primary façade; the openings remain intact. The remaining windows appear to be the originals. The remainder of the

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building is intact and reflects its original appearance.

**Description:** The west facade of this reinforced concrete building with brick veneer has a central elaborated doorway with terra cotta ornamentation. With the exception of the glass block infill on the southern half of the facade on the first and second stories, the original multi-pane, fixed sash metal windows with central hopper windows on the first and third stories remains intact. On the second story are double hung sash metal windows with 6-over-8 lights.

9. 2109-13 Broadway A. M Hughes Paint & Glass Co. Building Date: 1904  
Stories: 4 Plan: Rectangular Style: Two-part Commercial Block Photo #: 10, 11, 14, 17  
Architect: (Unknown) Builder: (Unknown)

**Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/Industrial Manufacturing Facility and Warehouse.**

**Integrity:** The original windows have been replaced throughout. Window openings remain the same.

**Description:** Vertical piers create six vertical bays on this brick building. The second through fourth stories are composed of groups of paired and tripartite windows separated by brick piers. The spandrels below the windows are the width of the vertical piers, thus creating a grid. A centrally placed entrance has a surround of decorative blocks. Tile coping tops the parapet wall. A loading dock is located at the rear of the building.

10. 2117-33 Broadway J.I. Case Threshing Machine Co. Building Date: 1913  
Stories: 7 Plan: Irregular Style: Three-part Commercial Block Photo #: 10, 11, 13, 14, 17  
Architect: P.M. Adams (Racine, Wis.) Builder: (Unknown)

**Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/Commercial Distribution Office and Warehouse**

**Integrity:** A new entry storefront with awning has been installed. The first floor windows are covered with vertical metal siding, some punctured with small windows or vents. The fenestration above is intact. The building enjoys considerable integrity due to the retention of the fenestration on the upper floors, the size of the building, and its massing, materials and retained design elements.

**Description:** The west facade is characterized by a separation into nine bays by the use of compound brick arches that extend from the second through seventh stories. Stone band courses define the separation of the first from the second, and the sixth from the seventh stories. The parapet wall incorporates patterned brickwork.

11. 2030 Central A. D. Jacobson Company Building Date: 1944  
Stories: 1 Plan: Irregular Style: Modern Photo #: 19, 35  
Architect: Keene & Simpson (44); Leon Maslan (58) Builder: Weeks Const. Co.; Interstate

**Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/Industrial Manufacturing Facility and Warehouse.**

**Integrity:** This CMU building with brick veneer has undergone a series of renovations and alterations including glass block infill in the window openings on the northern part of the east facade. It appears that the northern portion of the west side of the building may be an extension of the original. (Building permits show an addition to the building in 1958).

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Other changes include a new ramp with a railing and brick infill of window on the northern portion of the east façade. This is one of the few industrial buildings found in the district that reflects the modern movement in American industrial/commercial architecture. Its one-story height, use of blond brick material and streamlined approach to design provide sufficient integrity to communicate its time period and function as well as the evolution of the district over time.

**Description:** This buff brick building with a flat roof faces east onto Central. Brick piers that separate individual window units create the bays in this building. The original metal windows are multi-pane fixed sashes. There are two entrances on the east façade. Glass block windows flank the entrances. On the southwest portion of the lot is a one-story brick structure with a limestone foundation. The east elevation is open for storing piping. Erected in 1958 it is a noncontributing structure.

**12. 2100-02 Central Meriden Creamery Company Building Date: 1912**  
**Stories: 3 Plan: Rectangular Style: Two-part Commercial Block Photo #: 16, 20, 21, 24**  
**Architect: (Unknown) Builder: Fogel Construction Co.**  
**Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/Industrial Manufacturing Facility and Warehouse.**

**Integrity:** New aluminum double hung windows replace the originals. The entrance does not retain its original configuration. Original window openings are intact.

**Description:** Situated on a corner, this reinforced concrete building with brick veneer faces east. The façade has symmetrical fenestration created by a central vertical entrance bay with single window above flanked by two vertical bays on each side composed of single windows. The reinforced concrete building has a high stone foundation. The recessed entrance has a wood surround. A brick stringcourse runs below the second story windows. The rectangular windows have stone sills. A cornice projects from the parapet wall. The building was constructed to carry an additional five stories.

**13. 2101 Central Pabst Brewing Company Building Date: 1911, 1925,**  
**Stories: 2 Plan: Rectangular Style: Two-part Commercial Block Photo #: 33, 34**  
**Architect: (Unknown) Builder: (Unknown)**  
**Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/Commercial Distribution Office and Warehouse**

**Integrity:** With the exception of brick infill in a second story window, this brick building retains its original integrity.

**Description:** The main entrance to this corner building is on the west end of the north façade. The brick building features a symmetrical placement of single, rectangular, double-hung sash windows with 1-over-1 lights and stone sills. A terra cotta band runs above the second story windows. A stepped parapet with coping has corner projections. The building shares a common east wall with 2107-17.

**14. 2107-17 Central Pabst Brewing Company Building Date: 1917, 1924, add.**  
**Stories: 4 Plan: Rectangular Style: Three-part Vertical Block Photo #: 15, 18**  
**Architect: Frank H. Smith, Dayton, Ohio (1924) Builder: (Unknown)**  
**Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/Commercial Warehouse**

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**Integrity:** The second through fourth floors have new windows. Original openings are intact.

**Description:** The main facade of the brick building faces west. On the ground floor are seven loading dock bays. Brick piers divide the facade above into seven bays. Paired, double hung sash windows with stone sills are located in each bay. A stone stringcourse runs below the 3rd story windows. The end four bays of the parapet wall have a curvilinear projection. Two stories were added to the original two-story building in 1924.

**15. 2108-12 Central**

**Building Date: 1910**

**Stories: 4 Plan: Irregular Style: Two-part Commercial Block Photo #: 20, 22, 24**

**Architect: Frederick C. Gunn**

**Builder: Alpine Construction Co.**

**Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/Commercial Distribution Office and Warehouse**

**Integrity:** Based on a 1939 tax photograph, this brick building retains its appearance from that time period with the exception that the parapet and cornice area have been removed. Windows are replacements for the original.

**Description:** The main facade of this reinforced concrete building with brick veneer faces east. Brick piers divide the facade into three bays. Each bay has an entrance door and display window with brick below. Above the door and window configuration in each bay are multi-pane transoms. A slightly recessed cream-colored stucco surround visually unites the bays on the second, third and fourth floors. In the central recessed bay there are four, single rectangular windows with double hung sashes and 1-over-1 lights. The flanking bays have three windows identical to those in the central bay. Stone is used for flat capitals on the first floor piers and for geometric stone decorative banding at the top of each brick pier. A 1964 alteration extended the loading dock from the north facade.

**16. 2114 Central D. A. Morr Transfer & Storage Co.**

**Building Date: 1905-06**

**Stories: 6 Plan: Irregular Style: Two-part Commercial Block Photo #: 20, 22, 24, 25**

**Architect: James O. Hogg**

**Builder: Urban Construction Co.**

**Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/Commercial Warehouse**

**Integrity:** With the exception of alterations to the entrance, replacement of the first floor windows, brick infill in basement windows and the reconfiguration of the rear west loading blocks, the building retains its original integrity.

**Description:** This reinforced concrete building with brick veneer stands at the northwest corner of West 22nd Street and Central, and derives its irregular plan shape from the pattern of the street due to rail lines that run into the district. The first story features a c. 1955 recessed entrance with vertical yellow brick banding. The brick veneer on the first story has horizontal bands. A stone stringcourse separates it from the upper stories. The foundation is rough dressed limestone. The rectangular windows have limestone sills. The building has a symmetrical appearance created by paired and single windows on all the facades. The galvanized metal windows manufactured by the Zahner Company, a Kansas City architectural sheet metal business, pivot out and have 2-over-2 lights. The second through sixth stories feature brick pilasters that organize the bays and terminate in round arches at the parapet level.

**17. 2121 Central National Biscuit Company**

**Building Date: 1910**

**Stories: 7 Plan: Irregular Style: Chicago School**

**Photo #: 18, 17, 23**

**Architect: A.G. Zimmerman (Chicago)**

**Builder: George Seidhoff Construction Co.**



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**Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/Industrial Manufacturing Facility and Warehouse.**

**Integrity:** As one of the largest buildings in the district, its massing and size are important elements. The building retains almost all of its original windows on the second through seventh floors. On the primary façade that faces onto Central Street, the first floor has been painted. At the south end, a loading dock has been created out of the original boiler room area. Windows of this area on the south wall have been shortened (the original sashes are in place on the interior of the wall). At various places in the upper stories, entire bays have been removed to allow equipment to be removed.

**Description:** The main façade of this massive reinforced concrete building with brick veneer faces west. Square stair towers on the north and south ends of the primary façade have recessed balcony areas with barrel brick ceilings and iron railings. Each has an arched recessed entrance with wrought iron grille work. The south tower has windows set back from the railings, while the balconies of the north tower are open. The large, central portion of the building between the towers is seven stories in height. Vertical brick piers create 11 bays. Terra cotta string courses run above the seventh floor and near the top of the towers. At the north end of the building is a two-story section that originally served as the stable and has three wagon bays with double hung sash windows above. An irregular, one-story section that housed the original boiler room is at the south end of the building. It has an interior skylight but has been altered to serve as a loading dock. A rear addition enclosing the original loading dock appears to date from the period after W.W.I. The addition features brick the same color as the original with a white glazed brick rather than terra cotta stringcourse forming the cornice. The interior of the sixth and seventh stories is an open space and houses the upper portion of the brick ovens that line the east wall. Only one oven is missing. Directly below on the fifth floor are the lower portions of the ovens.

**18. 2000-12 Wyandotte Columbia Graphophone and Dictaphone Company<sup>3</sup>**

**Building Date:** 1920 **Stories:** 3 **Plan:** Rectangular **Style:** Three-part Vertical Block

**Photo #:** 4, 39. **Architect:** John G. Braecklein **Builder:** George Bowling

**Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/Commercial Distribution Office and Warehouse**

**Integrity:** Bronze colored, double hung sash windows replace the original windows on the second and third stories.

**Description:** A series of single windows with double hung sashes create a symmetrical east façade of the first story of the brick building. A loading bay is at the south end of the primary façade. The brick piers that define the bays have horizontal, stone band ornamentation. A stone band course runs directly above the apertures on the first story, visually uniting the bays. The second story features a series of segmental arch windows with radiating brick voussoirs and stone keystones. The third story windows have rectangular openings. A stone band course runs below and above the windows. Above this are a brick parapet and a flat roof.

**19. 2014-20 Wyandotte Kewanee Boiler Co. Building Date: 1918**

**Stories:** 1 **Plan:** Rectangular **Style:** Colonial Revival **Photo #:** 4, 32

**Architect:** Shepard, Farrar & Wiser **Builder:** H. Stiver

**Property Type/Sub-Type: Office and Sales Building**

**Integrity:** The original columns at the entrance support a later, Neo-Colonial entablature with a curved roof. Other than this modification, the building contains all of its original exterior elements including the original windows.

**Description:** The main facade of the one-story brick building faces east on Wyandotte. The center bay contains the entrance that consists of two pairs of column and pilasters that supports a modern entablature with a curved roof. Two

<sup>3</sup> This building was listed in the *National Register of Historic Places* on May 5, 2000.

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large windows with segmental arches with keystones and stone sills flanked the entrance. The replacement glazing consists of a tripartite arrangement of a large central fixed sash flanked by narrow, fixed sashes with an identical arrangement of transom lights. The row of five single windows on the secondary elevations also have segmental arched windows with keystones and stone sills and have the original double hung sashes with an arched transom pane. The roof is flat and surrounded by a stepped parapet with stone coping. The parapet on the primary façade has rectangular cast stone panels that contain circle motifs flanking an arched central segment of the parapet wall with a central diamond ornament. A stone stringcourse separates the parapet wall and extends along the perimeter of the building. Bands of soldier course brick run above and below the windows and the corner piers feature brick quoins. At the time of construction of this building, the company erected a detached 24 x 36 foot brick storage building at the rear of the property. In 1964 the property owner enclosed the space between the two buildings with metal siding, encapsulating structural elements used in the manufacturing process.<sup>4</sup>

**20. 2019 Wyandotte (117 W 20 Street) H. D. Lee Mercantile Company Building Date: 1916-17****Stories: 9 Plan: Irregular Style: Chicago School Photo #: 2, 7, 5, 38****Architect: J.C. Sunderland Builder: Gray Construction Co.****Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/Industrial Manufacturing Facility and Warehouse.**

**Integrity:** While the new windows installed on the third story are tripartite, the glazing and profiles do not replicate the original. Although the original openings between the stone piers are intact, inappropriate brick and aluminum window infill detract from the original design of the building. With these exceptions, the building retains integrity in size, scale, massing, materials and ornamentation.

**Description:** The main facade of this reinforced concrete building with brick veneer faces north. The nine-story, brick and stone building has a symmetrical appearance created by brick piers that separate regularly spaced rectangular windows. The horizontal spandrels below the windows are the same dimensions as the vertical brick piers creating a grid effect typical of the style. The west and north facades of this corner building features stone facing on the first two stories. A terra cotta band course separates the eighth from ninth stories. A stair tower is at the south end of the building. Terra cotta banding decorates the tower and caps the parapet wall. Loading bays punctuate the first story of the south facade. A one-story addition extends on the south facade.

**21. 2029-43 Wyandotte Safeway Stores (regional office)<sup>5</sup> Building Date: 1929, 1949, 1976.****Stories: 4 Plan: Rectangular Style: Chicago School Photo #: 5, 37****Architect: Archer & Gloyd (28), Charles E. Keyser (34,49) Builder: J. H. Thompson Construction. Co.****Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/Industrial Manufacturing Facility and Warehouse.**

**Integrity:** New windows that do not replicate the original and brick infill impact the integrity of the building. However, the original openings are intact. Because of the high degree of ornamentation and pattern as well as the retention of scale, massing and materials, these alterations do not significantly affect the integrity of this building. Such changes are

<sup>4</sup> Because the two buildings are connected by the metal addition they are counted as one resource per National Register guidelines.

<sup>5</sup> This building was listed in the *National Register of Historic Places* on May 5, 2000.

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reversible.

**Description:** The end bays of the west facade of this four-story, reinforced concrete building with brick veneer contain arched openings on the ground level and arched tripartite windows on the upper floor. The primary façade has five bays defined by terra cotta clad piers that extend from the second story upward into the shaped parapet. A stone panel on the parapet inscribed in raised relief with the legend: "SAFEWAY STORES INCORPORATED" spans the width of central three bays. Stone stringcourses divide the building horizontally at the floor level and stone sills add to the horizontal divisions. In addition to the piers, vertical divisions occur in the end towers as well. In 1934, the owner remodeled some areas; and, in 1949, added a loading dock. The north façade has a 1976 addition. The building contains 84,000 square feet.

**22. 2100 Wyandotte J. W. Jenkins & Son Music Co.**

**Building Date: 1920**

**Stories: 7 Plan: Rectangular Style: Other**

**Photo #: 4**

**Architect: (Unknown)**

**Builder: (Unknown)**

**Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/Commercial Warehouse**

**Integrity:** Decorative concrete block fills the windows on the first floor.

**Description:** The primary entrance to this building is at the east end of the north facade. Brick piers mark the corner bays of the building. Windows on the first floor have been filled in. A stringcourse runs between the first and second floor. Loading dock/garage entrances are on the east facade. Water permits and building permits do not indicate an architect or builder.

**23. 2124 Wyandotte Westinghouse Electrical and Manufacturing Co.**

**Building Date: 1923**

**Stories: 3 Plan: Irregular Style: Other**

**Photo #: 28**

**Architect: Paul H. Anthony**

**Builder: Miller-Stauch Construction Co.**

**Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/Industrial Manufacturing Facility and Warehouse.**

**Integrity:** This warehouse building was once part of a manufacturing complex. It retains all the character defining elements of auxiliary warehouse buildings associated with manufacturing facilities as distinguished from commercial warehouse buildings.<sup>6</sup> Aluminum windows and brick fill some original openings. The top story retains its original metal multi-paned industrial style windows. The addition of a one-story addition on the north, secondary elevation did not irreversibly damage the structure. If removed in the future, the historic building would be intact. The retention of original fabric, unaltered window and door openings and subtle ornamentation qualifies it as a contributing resource to the district.

**Description:** This three-story, reinforced concrete building with brick veneer is at the northwest corner of East 22<sup>nd</sup> Street and Wyandotte. A one-story addition of the north side of the original structure now serves as the primary entrance. The addition is windowless and contains an entrance and one loading bay. The original structure is irregular in plan to conform to the site. Metal windows with fixed sashes have multiple panes. A stone stringcourse and coping define the parapet that incorporates shield medallions centered in the elevation. The foundation is limestone.

**24. 2049 Wyandotte Safeway Stores Garages**

**Building Date: 1934**

<sup>6</sup> As defined in *Bulletin 16A How to Complete the National Register Registration Form*, pp. 20 and 22, a distinction in function between commercial and industrial warehouses is made due to different associative functions.

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**Stories: 1 Plan: Rectangular Style: Other**

**Photo #: 41**

**Architect: Unknown**

**Builder: John H. Thompson**

**Property Type/Sub-Type: Auxiliary Support Resources/Transportation Road Related**

**Integrity:** Originally designed for trucks, this small simple building has five bays created for trucks on its north side. All but one of the garage bays have masonry infill. The west side that runs parallel to Wyandotte retains its façade. A truck bay on the southwest side has masonry infill that is recessed. The original opening is intact. The façade that runs parallel to 22<sup>nd</sup> Street has masonry infill in three of five bays on the first floor that is not recessed. Three of six openings on the east façade have infill. Because of its location and stylistic references to the adjacent Safeway Stores regional office and distribution warehouse at 2029-43 Wyandotte it retains sufficient physical associations to contribute to the district.

**Description:** The main façade of this building faces north and consists of a series of garage door openings. A secondary garage door is at the southwest corner. Concrete coping terminates the brick walls. Brick projecting piers separate garage openings and delineate bays on the Wyandotte street elevation.

**NON-CONTRIBUTING PROPERTIES**

**25. 2018-26 Baltimore. Atlas Beverage Company**

**Building Date: 1936**

**Stories: 1 Plan: Rectangular**

**Style: Other**

**Photo #: 53**

**Architect: (Unknown)**

**Builder: (Unknown)**

**Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/Commercial Warehouse**

Inappropriate infill, reconstruction, and alteration of original openings severely impact this simple, one-story building. Originally, the façade had two loading bays. One has stucco panel infill and an entrance. The other is bricked over and a window opening created that does not conform to the original opening. Sets of fixed sash multi-pane windows have been removed. The stepped parapet design remains intact, as does the band course that runs across the façade above the first third of the building. Brick patching does not match the original in color or jointing.

**26. 2030a Central Storage Structure**

**Building Date: 1958**

**Stories: 1 Plan: Triangular**

**Style: Other**

**Photo #: 12, 15**

**Architect: Unknown**

**Builder: Unknown**

**Property Type/Sub-Type: Industrial Facilities and Commercial Distribution Buildings/ Manufacturing Facility and Warehouse**

A roughly triangular storage structure for metal piping is located to the west of the main building at this address. It has a limestone foundation and CMU walls on the north, south and west sides. There is no roof. Its date of construction is 1958, a date that does not fall within the 50 year cut-off date for National Register eligibility.

**Buildings once occupied the vacant lots at 2112-18 and 2021-27 Wyandotte; per National Register guidelines, these properties are not counted as resources.**

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**Figure 1. Location Map Crossroads Historic Freight District**



Ehrenkrantz Eckstut & Kuhn Architects

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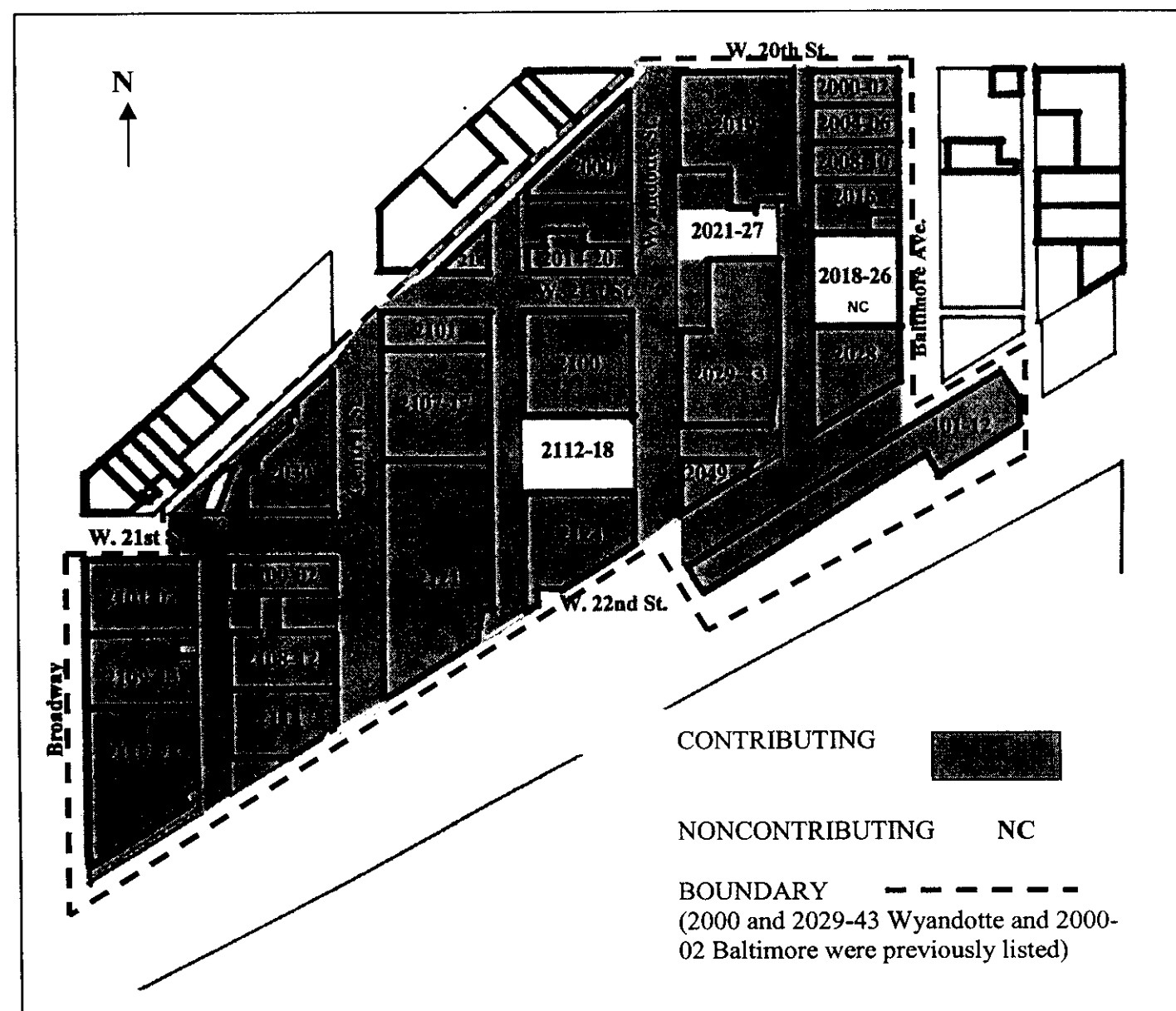
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**Figure 2. Sketch Map of District Boundaries and Contributing Properties**



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**Architect/Builder: (Continued)**

Adams, P.M.  
Anthony, Paul H.  
Braecklein, John G.  
Drake, H.A.  
Fuller, Arthur B.  
Gunn, Frederick C.  
Smith, Frank H.  
Sunderland, J.C.  
Archer & Gloyd  
Keen & Simpson  
Shepard, Farrar & Wiser  
Smith, Rea & Lovitt

**SUMMARY**

The Crossroads Historic Freight District is significant under National Register Criterion A in the area of **COMMERCE** and under Criterion C for the area of **ARCHITECTURE**. The proposed district was one of four major late nineteenth and early twentieth century commercial and industrial areas that evolved in areas adjacent to rail freighting facilities in Kansas City. The District includes 21 contributing resources and two non-contributing resources.<sup>1</sup> Its period of significance begins with the construction of a freight depot in 1888 and continues to 1944, the date of construction of the last building erected in the District. With the exception of the freight depot, all date from the twentieth century the majority of which were erected before World War I. The historic significance of the Crossroads Historic Freight District is based on its associations with the history and development of rail transportation and commercial and industrial districts in Kansas City that are documented in the **Multiple Property Form, “Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri.”** In particular, the properties in the Crossroads Historic Freight District have direct associations to the historic contexts established in the Multiple Property Listing -- “The Evolution of Kansas City Railroad Freight Industry, 1859-1950,” “Commercial and Industrial Businesses Located Near Rail Freight Facilities, 1865-1950,” and “Commercial and Industrial Architecture in Kansas City’s Railroad Freight Districts 1869-1950.” The District’s association with the evolution of Kansas City’s railroad freight industry dates to the construction of three railroad facilities: the Chicago-Milwaukee & St. Paul Freight Depot, constructed in 1887-1888 at 22<sup>nd</sup> Street and Baltimore Avenue; the Grand Avenue Station, constructed in 1889-90, near 22<sup>nd</sup> Street and Grand Boulevard (now demolished); and the Union Station on Pershing Boulevard (24<sup>th</sup> Street), that opened in 1914. The majority of buildings and structures in the district reflect typical commercial and industrial enterprises located near rail freight facilities during the first half of the twentieth century. Contributing resources include the following property types/sub-types established in the Multiple Property Form -- “Industrial Facilities and Commercial Distribution Buildings (Sub-type: “Industrial Manufacturing Facility and Warehouse,” “Commercial Warehouse,” and “Commercial Distribution Office and

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<sup>1</sup> As noted in Section 7, there are three properties previously listed in the *National Register of Historic Places*.

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Warehouse.”); “Office and Sales Building” property type; “Auxiliary Support Resource” (Sub-type: “Transportation Rail Related”); and Auxiliary Support Resource (Sub-type: “Transportation Road Related”). The buildings, as a whole, have architectural significance due to the commonality of their original function and property types and as representative examples of styles utilized by architects in the late nineteenth and early twentieth century for these particular property types. All of the contributing properties meet the relevant registration requirements for their property types. They retain a strong integrity of association and location. Individually, they retain the distinct characteristics that qualify them as a property type and sub-type. At a minimum they serve as representative examples of specific styles of architecture commonly used for their property types. Many, because of their integrity of design, materials and workmanship, are individual examples of the work of a number of architects noted for their commercial designs. The property types and larger historic contexts relating to the significance of the Crossroads Historic Freight District are fully documented in the Multiple Property Form. The following commentary expands upon these larger contextual themes as they specifically relate to the Crossroads Historic Freight District and document the district’s significance.

**ELABORATION**

**THE DEVELOPMENT OF TRANSPORTATION FACILITIES IN MIDTOWN, KANSAS CITY**

The history of the city’s Crossroads Area in Midtown Kansas City has inextricable connections with the development of transportation. Not only did the evolution of the streetcar lines determine the city’s commercial and residential growth patterns, but commercial enterprises that depended on national and regional markets developed around the railroad lines of the Kansas City Belt Railway Company, the Chicago-Milwaukee & St. Paul Railroad company and, after completion of the Union Station, the rail lines of the Kansas City Terminal Railway Company.<sup>2</sup>

During the early twentieth century, what became known as the Crossroads Area emerged as a commercial center serving rail-reliant commercial and industrial businesses.<sup>3</sup> The area, roughly bounded by 15<sup>th</sup> Street on the north, the Union Station through tracks on the south (at approximately 23<sup>rd</sup> Street), Broadway on the west and Grand Avenue<sup>4</sup> on the east, initially included an alignment of railroad tracks south of 22<sup>nd</sup> Street and two depots constructed in the late 1880s -- the Chicago-Milwaukee & St. Paul Railroad Freight Depot and the Grand Avenue Station constructed by the Kansas City Belt Railway.

In 1903 a disastrous flood inundated the city’s primary railroad freight and industrial area located in the West Bottoms at the confluence of the Kaw and Missouri rivers. In reaction to the flood and the need for more space, the owners of the 1873 Union Depot in the West Bottoms selected a 44 acre site near 23<sup>rd</sup> and Main Street as the new

<sup>2</sup> Sherry Piland, and Ellen J. Uguccioni, “Midtown Survey,” (Kansas City, MO: Kansas City Missouri, Landmarks Commission, 1984), 12.

<sup>3</sup> Ibid., 20.

<sup>4</sup> Originally dedicated as Grand Avenue, and changed in the 1990s to Boulevard.



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location for a passenger and freight terminal. In addition to its proximity to the city's main commercial area and accessibility to established lines and businesses in the West Bottoms, the proposed site featured a fairly level expanse of ground that was not susceptible to flooding.<sup>5</sup> Moreover, it included rails installed earlier by the Kansas City Belt Railway Company that ran east out of the West Bottoms through a cut to the proposed site.<sup>6</sup>

By early 1905, the *Kansas City Star* reported that all interested railroads agreed upon the location and cost of a new depot.<sup>7</sup> On July 7, 1909, the council granted the Kansas City Terminal Railway Company a 200 year franchise with authorization to run “through” tracks, and responsibility for constructing 26 viaducts and 11 subways. The following September, city voters approved the plan, and construction began in 1911.<sup>8</sup> The Union Station opened on October 30, 1914. The new terminal combined freight and passenger operations and provided convenient access to local interurban rail lines and trolleys.

Three buildings, 2109-13 Broadway and 2016 and 2028 Baltimore are the only surviving resources in the District having direct associations with the construction of the Chicago-Milwaukee & St. Paul Railroad Freight Depot between the time of its construction in 1888 and the announcement of plans to erect a passenger and freight terminal immediately south of the depot. Eleven of the extant resources to the District date from 1905-06 when plans emerged to erect a new passenger and freight terminal in the Crossroads Area and the 1914 opening of the Union Station. They are clustered along 21<sup>st</sup> Street along Broadway, Central and Baltimore streets. The remainder of the buildings that contribute to the District reflect the continued use of the Chicago-Milwaukee and St. Paul Freight yards as well as the freighting services provided by the Union Station terminal after 1914. Their dates of construction have direct associations with the historic contexts “The Evolution of Kansas City Railroad Freight Industry, 1859-1950” established in the Multiple Property Form.

**COMMERCIAL AND INDUSTRIAL DEVELOPMENT PATTERNS IN THE MID-TOWN  
CROSSROADS AREA**

What today is called Mid-Town was during the city's initial settlement phase, undeveloped land through which trails passed connecting the river landing on the southern bank of the Missouri River to the inland town of Westport. By 1858, a trail that roughly corresponded to Grand Avenue was the main road between the two settlements. The city incorporated into the city limits the section of land between 15<sup>th</sup> Street (Truman Road) and 20<sup>th</sup> street in 1859.<sup>9</sup> It was not until the 1880s, however, that development in the Crossroads Area occurred. During this decade a real estate boom prompted the construction of the Grand Avenue Railway cable car line along Grand

<sup>5</sup> William H. Wilson, *The City Beautiful Movement in Kansas City*, Second Edition (Kansas City, Missouri: Lowell Press, 1990) 91, 197 and A. Theodore Brown and Lyle W. Dorsett, *K. C.: A History of Kansas City, Missouri* (Boulder: Pruitt Publishing Company, 1978), 91, 168, 197.

<sup>6</sup> These lines became the artery of the new terminal. *Kansas City Star*, December 1, 1926.

<sup>7</sup> Wilson, 97.

<sup>8</sup> Ibid., 198.

<sup>9</sup> Piland and Ugaccioni, 14.

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Avenue and Main Street, linking commercial and residential districts between the city market and Westport.<sup>10</sup> Commercial and residential development mushroomed along this route by the late 1880s. In addition to housing, buildings located on busy thoroughfares frequently featured mixed-uses with commercial businesses occupying the first story and residential apartments or offices in the upper stories. Another area of mixed use occurred along Southwest Boulevard between Main Street and the community of Rosedale, Kansas on the Missouri-Kansas state line.

By 1888, railroad tracks already passed through the 24<sup>th</sup> and Grand area and the Kansas City Belt Railroad line operated a small terminal near Grand Avenue. The same year the Chicago-Milwaukee & St. Paul Railroad Company erected a freight depot north of their tracks on W. 22<sup>nd</sup> Street. The convenience of these facilities prompted the initial industrial development in the Crossroads Area. A series of simple brick warehouse buildings and factories fed by the “belt line” appeared south of 20<sup>th</sup> Street. The buildings usually had loading docks providing access to a railroad siding and faced south across an ugly wasteland cut by an open sewer called O.K. Creek. Main Street to the east was “a bumpy wagon rut over the “belt line’ tracks,”<sup>11</sup> leading to the pasture land and scattered homes to the south. Extant buildings dating to the Crossroads Historic Freight District’s first period of development associated with these rail facilities are the 1888 depot facility; the Robert Keith Furniture and Carpet Company warehouse at 2028 Baltimore, constructed in 1901; and two paint manufactures -- the Stern Paint Manufacturing Company at 2016 Baltimore, constructed in 1903, and the A.M. Hughes Paint and Glass Company at 2109-13 Broadway, built in 1904. These buildings were 4-story, masonry structures.

The announcement of plans in 1905-06 for a new Union Station stimulated new construction south of 20<sup>th</sup> Street near the concentration of warehouses and manufacturing facilities erected during the previous two decades.<sup>12</sup> A number of industrial and commercial companies erected factories, offices and warehouses in the area around the Chicago-Milwaukee & St. Paul Railroad Freight Depot and yards directly north of the proposed station. These were more substantial buildings than those previously built in the area. Most were four to six stories in height and, unlike their counterparts in older industrial and commercial areas in the city, had minimal architectural ornament. The Crossroads Historic Freight District today reflects the real estate boom that resulted directly from the construction of the Union Station. Surviving manufacturing facilities from this period include the Rosenberger Distillery (1906)/J.A Folger (1909) building at 2004-06 Baltimore, a box manufacturing plant at 214 W 21<sup>st</sup> Street (1909), the National Biscuit Company building at 2121 Central (1910); the Meriden Creamery Company facility at 2100-02 Central (1912), and the H. D. Lee Mercantile Company’s factory and warehouse at 117 W 20 Street (1917). All are examples of the “Industrial Facilities and Commercial Distribution Buildings/Industrial Manufacturing Facilities and Warehouses” property type/sub-type.<sup>13</sup> Distribution outlets erected during this period include the Pabst Brewing Company building at 2101 Central (1910), the building at 2108-12 Central (1910), and the J.I. Threshing Machine Company building at 2117-33 Broadway (1913); all are “Industrial Facilities and Commercial Distribution Buildings/ Commercial Distribution Office and Warehouse” property type/sub-types. The D. A. Morr Transfer &

<sup>10</sup> Ibid., 18.

<sup>11</sup> Ibid., 25 and Wilson, 98.

<sup>12</sup> Piland and Uguccioni, 18, 25.

<sup>13</sup> Property type or sub-type is in Section F of the Multiple Property Form.

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Storage Co. Building at 2114 Central (1905-06) and the building at 2107 Central (1917) comprise warehouse buildings from this period that are "Industrial Facilities and Commercial Distribution Buildings/Commercial Warehouse" property type/sub-types.

During this period the appearance of the surrounding area changed as well. The Union Station site, its grade and proximity to existing street systems, presented a number of practical challenges that resulted in substantial changes in topography and infrastructure. In all, the railroad constructed of twenty-six viaducts and eleven subways, a number in the immediate vicinity of the station itself.

While construction activities in the city slowed during World War I, the erection of new buildings between the close of the war and the start of the Great Depression matched that seen earlier in the century. In the Crossroads Historic Freight District this included: the Kewanee Boiler Co. building an "Office and Sales" property type, at 2014-20 Wyandotte (1918); the regional offices of the Columbia Graphophone and Dictaphone Company at 2006-12 Wyandotte (1920) and the Safeway Store building at 2029-43 Wyandotte (1929) both of which are examples of the "Industrial Facilities and Commercial Distribution Buildings/Commercial Distribution Office and Warehouse" property type/sub-type; and the J.W. Jenkins & Son Music Co. building at 2100 Wyandotte (1920), the Westinghouse Electrical and Manufacturing Co. warehouse at 2124 Wyandotte (1923), the Piggly-Wiggly-Bird Co. building at 2101-07 Broadway (1925-26) all of which are examples of the "Industrial facilities and Commercial Distribution Buildings/Commercial Warehouses" property type/sub-type.

Commercial and industrial facilities continued to be constructed on vacant lots in the Crossroads Area through the 1930s, 1940s and post-W. W II period. Most examples from these eras are north of 18<sup>th</sup> Street and are not in the proposed district. While they continue to feature simple masonry construction, the later buildings typically have modern, streamlined styling and are often clad with light colored brick. Only two buildings in the Crossroads Historic Freight District date from the 1930s and 1940s and they reflect the decline in construction during the Great Depression and the World War II period. They are the 1936 Atlas Beverage Company warehouse building at 2018-26 Baltimore ("Industrial facilities and Commercial Distribution buildings/Commercial Warehouses") and the A. D. Jacobson Company commercial plumbing and heating company at 2030 Central (1944). ("Industrial Facilities and Commercial Distribution Buildings/Industrial Manufacturing Facilities and Warehouses")

By virtue of their function, these buildings are resources that have direct associations with the historic context, "Commercial and Industrial Businesses Located Near Rail Freight Facilities, 1865-1950." They reflect the types of businesses that located adjacent to freight areas and the continuum of these types of businesses as the railroad freighting business evolved during the twentieth century. As such they have significance as representative examples of important periods of industrial and commercial growth in Kansas City. They convey information about changing technology and business practices relating to manufacturing and wholesale distribution of raw materials and manufactured goods.

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**ARCHITECTURE AND PROPERTY TYPES IN THE CROSSROADS HISTORIC FREIGHT DISTRICT**

The Crossroads Historic Freight District contains a significant number of commercial buildings that retain a sufficient degree of their original architectural integrity and possess historical significance as a grouping of industrial and commercial facilities associated with the creation of freight railroad facilities in the Midtown area. Their function, which defines their property type, and their period of construction played an important role in the choice of architectural design. They are typical of the industrial and commercial property types identified in the Multiple Property Form. They include: "Industrial Facilities and Commercial Distribution Buildings/Industrial Manufacturing Facilities and Warehouses" where manufacturing or processing occurred (Building # 17, Photograph # 17, 18,23); "Industrial Facilities and Commercial Distribution Buildings/Commercial Distribution Offices and Warehouses"[Building #18, Photograph # 4, 19]," which served "jobbers" who bought assorted goods at wholesale prices and distributed them to retail outlets or as regional offices that warehoused and shipped company goods; "Industrial Facilities and Commercial Distribution Buildings/ "Commercial Warehouses," [Building #16, Photograph # 20,22,24,25] that are storage facilities erected solely for the purpose of housing merchandise; and "Office and Sales Buildings," [#19, Photograph # 4,32] that served as offices for commercial businesses and/or as specialty vendors.

The architecture of the Crossroads Area in general and of the Crossroads Historic Freight District, in particular, is overwhelmingly commercial and industrial in character. With the exception of the 1888 depot building, the buildings in the proposed district represent a typical cross-section of commercial and industrial property types found in railroad freight areas during the first half of the twentieth century. Identified by their size, massing and medium- to-dark-red brick cladding, the vast majority of these buildings feature restrained architectural styling -- patterned brickwork, sparse terra cotta ornamentation -- and, occasionally, historic Revival styles popular in the first decades of the twentieth century or treatments reflecting the Chicago School Style.

While a few of the earliest buildings are of solid brick construction, often resting on stone foundations, the durable construction of the majority of buildings in the Crossroads Historic Freight District reflects the introduction of reinforced concrete technology. Typically faced with a brick veneer, these buildings, as a whole, share the use of simple, functional styling with minimal brick, stone or terracotta ornament. Even the architect designed buildings feature simple treatments, although their ornamentation alludes more strongly to a specific architectural style.

Architectural styling found in the Crossroads Historic Freight District, even the simple designs, reflects the prevailing commercial architectural preferences of the time. In the early twentieth century traditional Classical and Colonial Revival style motifs were common and it was not until the 1930s that architects and clients abandoned these historical references. The Chicago School style was an acceptable "new" approach to industrial and commercial design. In particular, the "Chicago Window," a three-part window consisting of a fixed, central pane flanked by narrower, double hung sash windows was as popular in Kansas City as in Chicago.

Commercial buildings erected in the early twentieth century in the Crossroads Historic Freight District did not rise higher than six to seven stories. The goal of maximizing floor space at an economical cost guided design. The use

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of large windows to capture natural light and provide ventilation reflects the industrial nature of the buildings in an era that lacked central heating and cooling systems and used electricity sparingly.

Architect designed buildings reflected the early use in Kansas City of reinforced concrete construction. The D. A. Morr Transfer and Storage building at 2114 Central is a 6-story, reinforced concrete structure designed by James Oliver Hogg in 1905-06. Hogg was an early advocate in Kansas City of the virtues of reinforced concrete construction.<sup>14</sup> In addition to James O. Hogg, other prominent Kansas City architects, noted for their commercial work, who designed buildings in the Crossroads Historic Freight District includes the venerable firms of Shepard, Farrar and Wiser; Smith, Rea & Lovitt and Archer & Gloyd. Single practitioners include Harry Drake and John Braecklein, both of whom studied and worked for the nationally famous architectural firm of Van Brunt and Howe; J.C. Sunderland; and Frederick C. Gunn. All are noted for numerous distinctive commercial and industrial designs.

A number of out-of-state architects designed buildings in the freight district for corporate clients. P. M. Adams of Racine, Wisconsin designed the 1913, seven story, Three-part Vertical Block style J.I. Case Threshing Machine Co. building at 2117-33 Broadway. Frank H. Smith of Dayton, Ohio designed the 1917 warehouse for the Pabst Brewing Company at 2107-17 Central in the Three-Part Vertical Block style. New York architect, A.G. Zimmerman designed the mammoth, seven-story National Biscuit Company bakery, distribution and warehouse facility at 2121 Central in 1910 in the Chicago School style.

These buildings have direct associations with the historic context, “Commercial and Industrial Architecture in Kansas City’s Railroad Freight Districts 1869-1950,” documented in the aforementioned Multiple Property Form. Individually the vast majority of the District’s resources retain sufficient architectural integrity to reflect their property type and a particular style of architecture. As a group they convey information about the variety of commercial styles and design treatments of utilitarian commercial and industrial buildings in Kansas City, in particular, those designed for access to railroad freight yards. As such, they also reflect the subtle differences in design based on their intended functional use. The common use of noted architects for both “high style” and simple commercial designs is indicative of accepted architectural practices concerning commercial buildings and, at times, of the technological challenges in designing industrial facilities and commercial buildings built for specific needs.

### CONCLUSIONS

The history of Kansas City’s rapid commercial and industrial development during the first three decades of the twentieth century left a physical record in the Mid-town area. The dominant commercial and industrial character of the Crossroads Area in general and the proposed Crossroads Historic Freight District, in particular, reflect the development of rail transportation corridors and its stimulus on the expansion of industrial and commercial facilities within the city. As a group, the following properties reflect the economic history of this period in Kansas City, Missouri and demonstrate the variety of commercial and industrial design idioms used during the era.

<sup>14</sup> Piland and Uguccioni, 26.

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Geographical Data (continued)

E.	15	362540	4327520
F.	15	362570	4327600
F.	15	362610	4327700

Verbal Boundary Description

The boundary lines are indicated on the U.S. G. S. Map and the Base Map in Figure 4. Starting at the southwest corner of W. 20<sup>th</sup> Street and Baltimore and following the lot line on the west side of Baltimore Avenue south to the wall of the depot building at 101-12 W. 22<sup>nd</sup> Street; then east along the building line to the corner of the building; then south to the corner of the building; then west along the building wall to the corner, then north along the wall to the corner, then southwest along the foundation of the depot-freight building to the corner; then north to the northeast corner of Wyandotte Street and 22<sup>nd</sup> Street; then southwest along the north side of West 22<sup>nd</sup> Street to Broadway; then north along the east side of Broadway to W. 21<sup>st</sup> Street; then east along W. 21<sup>st</sup> Street to the alley behind the properties fronting on Southwest Boulevard; then northeast along the north side of the alley to W. 20<sup>th</sup> Street; then east on the south side of W. 20<sup>th</sup> Street to the southwest corner of Baltimore Avenue and W. 20<sup>th</sup> Street.

Boundary Justification

With the exception of the freight depot building itself, the boundaries follow the streets that encompass the commercial and industrial buildings that share common property types and historic contexts related to associations with rail freighting services. The depot is included as one of the earliest rail freight-associated buildings in the Crosstown Area. The properties facing onto Southwest Boulevard on the northwest portion of the District are not included as they date to a period prior to the location of rail facilities in the area. The properties on the north side of 20<sup>th</sup> Street do not have sufficient integrity or associations with the historic contexts of the proposed district. The eastern boundary is drawn along the west side of Baltimore due to the fact that the eastern side is, with the exception of one small garage facility, surface parking. The buildings further east facing onto Main Street are retail and hotel facilities that do not share the industrial and commercial historic context of the District. Directly south of the W. 22<sup>nd</sup> Street boundary is open space that once held the Chicago-Milwaukee and St. Paul freight rail yard. The western boundary is located along the east side of Broadway due to the fact that the western side of Broadway contains retail properties not associated with railroad freighting historic contexts. While there are some scattered buildings further west of Broadway along the railroad tracks that could have associations with railroad freight industrial and commercial contexts, they do not retain sufficient architectural integrity or physical proximity to be considered part of the District.

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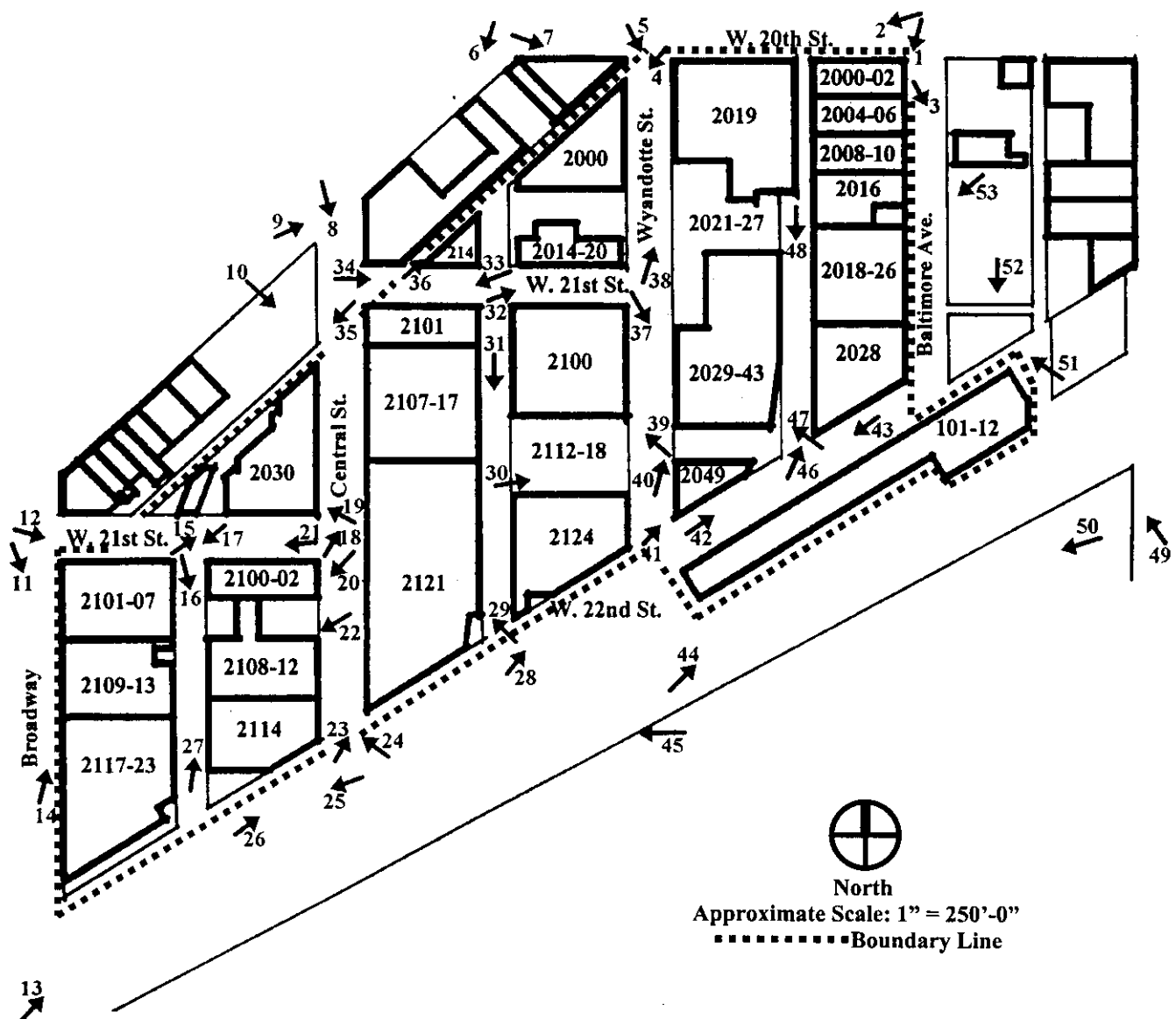
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**Figure 3. Sketch Map and Camera Views**





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**Figure 4. Photo Log**

Photographer: Dana Cloud  
Date of Photographs: February 28, 2000  
Location of Negatives: Economic Development Corporation of Kansas City, Missouri  
10 Petticoat Lane, Suite 250  
Kansas City, Missouri 64106-2103

Photo #	Subject	Camera Direction
1.	2000-2028 Baltimore Avenue	South
2.	2000-2002 Baltimore Avenue / 2019 Wyandotte Street	Southwest
3.	Baltimore Avenue	Southeast
4.	2000-2100 Wyandotte Street	Southwest
5.	2019-2043 Wyandotte Street	Southeast
6.	Southwest Boulevard	Southwest
7.	2000-2002 Baltimore Avenue / 2019 Wyandotte Street	Southeast
8.	2101-2121 Central Street	Southeast
9.	Southwest Boulevard	East
10.	2101-2121 Central Street	Southeast
11.	2101-2123 Broadway	Southeast
12.	2101-2107 Broadway / 2100-2102 & 2121 Central Street	East
13.	2101-2123 Broadway	Northeast
14.	2101-2123 Broadway	Northeast
15.	2030, 2107-2121 Central Street	Northeast
16.	2100-2114 Central Street	Southeast
17.	2101-2123 Broadway	Southwest
18.	2101-2121 Central Street	Northeast
19.	2030 Central Street	Northwest
20.	2100-2114 Central Street	Southwest
21.	2100-2102 Central Street / 2101-2107 Broadway	West
22.	2108-2114 Central Street	Southwest
23.	2121 Central Street	Northeast
24.	2100-2114 Central Street	Northwest
25.	2114 Central Street / 2117-2123 Broadway	West
26.	West 22 <sup>nd</sup> Street	Northeast
27.	2101-07 Broadway / 2108-2114 Central Street	North
28.	2124 Wyandotte Street	Northeast

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29.	2121 Central Street	Northwest
30.	2112-2118 Wyandotte Street	East
31.	2121 Central Street / 2124 Wyandotte Street	South
32.	2014-2020 Wyandotte Street	Northeast
33.	2101 Central Street	Southwest
34.	2101 Central Street / 2100 Wyandotte Street	East
35.	2030 Central Street	Southwest
36.	214 West 21 <sup>st</sup> Street	Northeast
37.	2029-43 Wyandotte Street	Southeast
38.	2000, 2019 Wyandotte Street	North
39.	2000-2100 Wyandotte Street	Northwest
40.	2019-2043 Wyandotte Street	Northeast
41.	2019-2049 Wyandotte Street	Northeast
42.	West 22 <sup>nd</sup> Street	Northeast
43.	West 22 <sup>nd</sup> Street	Southwest
44.	101-112 West 22 <sup>nd</sup> Street	Northeast
45.	West 22 <sup>nd</sup> Street	West
46.	2028 Baltimore Avenue	Northeast
47.	2029-2043 Wyandotte Street	Northwest
48.	St. Paul Street	South
49.	101-112 West 22 <sup>nd</sup> Street	Northwest
50.	101-112 West 22 <sup>nd</sup> Street	West
51.	2000-2028 Baltimore Avenue	Northwest
52.	101-112 West 22 <sup>nd</sup> Street	South
53.	2018-2028 Baltimore Avenue	Southwest

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GEOLOGICAL SURVEY

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METERS (KANS.)

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MISSOURI HISTORIC  
TRAIL DISTRICT  
KANSAS CITY  
JACKSON COUNTY, MO  
17M

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15/362950 4327700  
15/362830/4327640  
15/362540 1327520  
15/362570/4327600  
15/362610/4327700





THE NEXT 7 BLOCKS AHEAD  
FOR LITTER CONTROL  
KEY TO PHOTOGRAPHY





GREENSTREET 2012  
WAREHOUSE















Excel OFFICE SUPPLY

Excel OFFICE SUPPLY

OFFICE  
EXCELLENCE





























NORAMTECH  
2100 CENTRAL













FOR INFORMATION  
**561-4545**











NO PARKING  
30 FEET FROM STREET  
CAR TRACK





























AS  
FILTER CO.  
2120

SALE FURNITURE

42nd  
ST

































