

**An Architectural/Historic Survey  
of the  
City of North Kansas City, Missouri**

**prepared for  
The City of North Kansas City, Missouri**

**by  
Architectural and Art Historical Research  
Kansas City, Missouri**

**February, 1996**

*Credit must be given to the respective author/photographer, as well as the City of North Kansas City, Missouri and the Missouri Department of Natural Resources, in the event that any material is used from this document and/or accompanying forms.*

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## **I. INTRODUCTION**

The City of North Kansas City, Missouri contracted on July 25, 1995 with Architectural and Art Historical Research to conduct an architectural/historic survey of 75 properties located within the city limits of North Kansas City, Missouri. The survey project, the subject of this report, commenced in July, 1995 and was completed in February, 1996. This project was funded by the State of Missouri, Department of Natural Resources (DNR), Division of State Parks, Historic Preservation Program by a grant under the provisions of the Historic Preservation Act of 1966, as amended, from the National Park Service, United States Department of the Interior. Matching funds were provided by the City of North Kansas City, North Kansas City, Missouri. The contents and opinions, however, do not necessarily reflect the views or policies of the United States Department of the Interior, Missouri Department of Natural Resources or the City of North Kansas City.

## **II. SCOPE OF PROJECT**

### **Survey Boundaries**

The survey boundaries, within the corporate limits of North Kansas City, Missouri, include the following area:

The southwest corner of Knox and Armour Road, thence due west to a point of 260 feet west of Burlington Road, thence south to 16th and Atlantic thence east to Gentry Street, thence north to 13th Street, thence east to Knox, thence north to the point of origin.

In addition, there are several historic sites that were included in the survey that are located just outside the above described boundary area.

There are 75 historic properties, including one historic landscape, that were identified and inventoried within North Kansas City. The boundaries for this project were selected by the City of North Kansas City.

### **Survey Objectives**

This survey is designed to provide a comprehensive inventory of historically and architecturally significant structures, characterizing the range of historic properties within the project area. Second, it will identify eligible and potentially eligible properties for listing in the National Register of Historic Places both individually or as a district. Third, the survey will analyze property types/sub-types. Fourth, the survey can be used as a tool in the identification and protection of historic resources and for making decisions pertaining to land use. Finally, the survey will also provide an outline of the cultural heritage and architectural patterns associated with the history of the City of North Kansas City.

## **III. METHODOLOGY**

Both archival research and field survey were used to obtain information regarding the surveyed properties. Information and data were gathered from, but not limited to, the following repositories:

for National Register of Historic Places, both individually and as a district, are indicated on the maps.

### **Completion and Assemblage of Inventory Forms**

A *Missouri Historic Property Inventory Form*, using the *Missouri Historic Property Inventory Form Instructions*, was prepared for each property that was surveyed. The information, which is coded, includes the street address; a description of prominent architectural features with emphasis on the primary facade; a documented or estimated date of original construction; identification of obvious alterations/additions; a designation of style or vernacular types, when applicable; identification of architect and/or builder, if known; and an on-site verification and consideration of all applicable information on the form.

### **Analysis of Information**

A summary history and analysis of the survey area is included in this report. The individual inventory sheets and their accumulated data were used to relate individual buildings to the overall development of the survey area. The analysis also provides a discussion tracing the origins and evolution of identified significant property types. Furthermore, this report makes recommendations for those properties warranting consideration for the National Register of Historic Places designation, based on National Register criteria. These recommendations take into consideration one property that is listed in the National Register of Historic Places and two properties that were previously surveyed (see Appendix II).

#### IV. SURVEY FINDINGS

##### **A Brief History of North Kansas City with an Overview of the Development of the Survey Area Through the Early 1940s.**

The city of North Kansas City, unlike most cities, was created and built with residences, commercial buildings, lighted and paved streets, a water works system and park in advance of the arrival of its inhabitants. Plans to establish an industrial city north of Kansas City, Missouri inside the curve of the levee of the Missouri River were developed by the North Kansas City Development Company in 1910. But before 3,500 rural acres became the thriving city it is today, more than half of the land was, at the turn-of-the-century, the lost borough of Midway with a ranch which included several hundred acres devoted to corn farming. In the middle of the corn field, it was stated in an article in the *Kansas City Star*, October 30, 1910, that an eight-room, two-story brick schoolhouse was sited. Access to the area was restricted to ferry transportation (the Annie Cade and the Ella May) and by traveling across the Hannibal Bridge.

Earlier attempts to urbanize the area were unsuccessful. Willard E. Winner, a visionary speculator who initiated one of the biggest real estate booms in Clay County, attempted to construct a bridge across the Missouri River and develop the northland property in 1887. It was Winner's desire to develop an industrial district in southern Clay County that would rival that of Kansas City's. In order to accomplish the construction of the bridge, The Kansas City Bridge and Terminal Railway Company was organized with the purpose of establishing an outer belt line to take care of all railroad lines. Their thought was to make it possible for "through" trains to circumvent the city without having to switch through crowded streets.

The first hurdle of Winner's plan, that of building five caisson piers and four land piers of concrete, was accomplished in 1889-1890 at a cost of \$434,000. During this period, Winner also sold a small percentage of his holdings as residence lots in the area and laid out a system of streets which formed the basic pattern of the city's overall structure. Unfortunately, the collapse of the local real estate boom marred Winner's future plans. Subsequent schemes for the completion of the bridge were never realized and the Winner piers as they became to be known were acquired, together with his the remainder of his holdings, by the Armour Swift Burlington syndicate in 1902.

Thirteen years after Winner's dream collapsed, on February 13, 1903, the North Kansas City Development Company, incorporating with a thousand shares at \$100.00 each, was formed as a subsidiary of the Armour and Swift packing interests and the Burlington Railway. The development company continued to purchase the Winner property during the ensuing years.

The two most significant events that accelerate the development of the area were the opening of the ASB Bridge on December 28, 1911, and the construction of a levee (1909-1912) on the banks of the Missouri river, which insured protection from flooding. All but two of Winner's piers were used in the construction of the ASB Bridge, a 4,000 foot structure designed by Waddell and Harrington featuring two separate traffic decks. Stretching from the bottom lands north to St. Joseph, Missouri, the levee was built by the Army

Corps of Engineers. The North Kansas City Development Company was responsible for both of these landmark projects.

Soon after the ASB Bridge was completed, the Kansas City, Clay County and St. Joseph Interurban Railway was extended from Kansas City to Excelsior Springs and St. Joseph, Missouri. The electric railway, which made stops in North Kansas City along Burlington Avenue and Liberty Road (now Armour Boulevard), began its operation on January 21, 1913. Two lines were in operation with over eight cars to carry travelers and freight. The upper section of the ASB Bridge carried the interurban street railway in addition to vehicular traffic.

As a consequence of these major developments, the North Kansas City Development Company launched into their plan to create the industrial, commercial and residential districts of the area, which had become part of the Village of North Kansas City (one of the possible names for the town was New Birmingham) established by the Clay County Court on November 4, 1912. As stated in *The Clay County Missouri Centennial Souvenir*, "North Kansas City did not just grow, but was modeled according to an approved plan. . . ." R. E. Wilson, formerly with the Atchison, Topeka & Santa Fe Railway, began negotiations for the location of several manufacturing plants in approximately ninety acres within the newly formed district. Wilson was hired by the North Kansas City Development Company for that sole purpose.

During this period, the company also started to develop the business district located north of the planned industrial area. Known originally as the "junction", this new business center was established at the intersection of the old Fairgrounds Boulevard (later Parkville Road; now called Swift Avenue) and Liberty Road (now Armour Road). It was the practice of the Development Company to secure tenants for these commercial buildings even before construction began.

In addition to the construction of these residential and commercial areas, the Development Company made improvements in order to make the area more attractive to potential residents and businesses. Under the direction of D. E. Sherman, landscape architect for the Kansas City Nurseries Company, thousands of young trees were planted in North Kansas City along new streets and in the yards of homes constructed by the North Kansas City Development Company. Sewers, a water system and street lights were also installed.

In the *Kansas City Star*, February 1, 1914, North Kansas City was described as follows:

"Viewed from a distance, North Kansas City still has more the appearance of a straggling hamlet than of a compact and closely built-up city, but on closer inspection the impression changes. Broad paved streets, bordered by curbing, concrete walks and ornamental street lights, towering commercial structures and the general plan of arrangement tell of an anticipated future of large and dense population. Water plugs and lamp posts may stand in the open prairie, but they bound squares that soon are to be blocks of homes and stores; lines of paving stretch into the open where there is none to walk on them, but within a year or two they are to border streets that will be lively with traffic."



More than half of the district was originally set aside for industrial purposes. The central industrial district, part of which is included in this survey, rests between the "Y" created by the Burlington and Wabash rail lines in 1869 when the first tracks were implemented in the area. According to John Q. Adams' *The North Kansas City Urban District*, the industries that required small parcels of land generally were located west of Linn Avenue and were sited on standard blocks approximately 610 feet north-south by 270 feet east-west. Generally, these dimensions were set by the original Winner survey with a slight variation. The North Kansas City Development Company allowed for alleys forty feet in width (running north-south) to accommodate private switch tracks for each industry. A central freight station handled all package freight for all railroads and special trap-car service was available for shipments with a minimum load of 6,000 pounds.

The industrial sites were sold or leased under contracts calling for the erection of fireproof buildings which, in turn, lowered fire insurance rates. It was reported that nine out of ten industrial buildings were constructed of steel with brick or concrete facades.

Industries that required larger tracts of land were located in three areas: east of Linn Avenue in the Central Industrial Area and east of Saline Street in the area north of Armour Road; east of the North Kansas City Bridge in the Southeast Industrial Section; and along the east side of the Burlington Railway lines.

The early residential sections of North Kansas City included Northtown (north of Armour Road, platted January 30, 1914 as part of the first plat of North Kansas City), Midway (located along Swift Avenue between Tenth and Fourteenth Avenues, platted August 2, 1887) and Harlem, a small Missouri River community tucked between the A. S. B. and Hannibal bridges that developed c. 1836. As the city prospered, Midway was eventually replaced by industrial and commercial buildings. Harlem, now part of Kansas City, Missouri, is but a remnant of its former self, now a fragile community on the brink of extinction. Lowell Place, where some of the industrial buildings inventoried in this survey project are located, was platted on September 5, 1887.

Northtown, originally a restricted area, was actually the earliest community planned by the North Kansas City Development Company to serve as a place of residence for people who worked in North Kansas City's industrial districts and neighboring cities. In order to attract people to the area, the company also provided for a business section along what is now Armour Road. The residential area just east of Burlington Avenue and north of Armour Road along Clay and Buchanan Streets was surveyed in 1992.

By 1920, the official population in North Kansas City was 870 and by the middle of the decade, eleven commercial buildings and twenty six industrial buildings (identified within the survey boundaries) had been constructed. The town's first newspaper, *The Clay County News*, was published in 1920. Recognizing that the town had outgrown its village rank, the townspeople voted to establish North Kansas City as a city of the fourth class on October 2, 1924. Another event of consequence was that street names were changed to avoid confusing their identity with those of Kansas City, Missouri. All east west streets were designated avenues.

Construction of residences and commercial/industrial buildings in the city rose steadily after the toll was removed from the ASB bridge on July 15, 1927. The opening of the free bridge, claimed an article in the March, 1927 issue of *North Kansas City Industrial District Magazine*, was "probably the biggest single factor in the tremendous growth of North Kansas City that has marked the passing of the last twelve months." At the same time, renovation of the bridge took place, including the construction of new concrete roadways to allow five lanes of traffic to cross the bridge.

In the survey area, there were eight commercial, nine industrial and two domestic structures that were erected from 1927 through 1930. The next substantial growth period for North Kansas City within the survey area was from 1938 through 1946. A. W. Zimmer, vice president and general manager of the North Kansas City Development Company commented on the area's activities one month after the outbreak of World War II:

"Up until the time of the Pearl Harbor attack, I should have said the outlook for the continued development of the North Kansas City industrial business and residential districts was the most favorable of any time in our history. We had more deals pending than ever before. They're still pending --- and may remain so indefinitely, until we adjust our industries to the needs of the national effort. At present no one can foretell accurately what the future holds."

In spite of the war, several sprawling, one story buildings designed in brick and stone were constructed, mainly along Burlington, Fourteenth and Sixteenth Avenues where large tracts of land had remained vacant. In the survey area, one industry that benefited from the war was Baker-Lockwood. This company, which began its operation in Kansas City, Missouri in 1870, manufactured tents for the military from their North Kansas City location. Standard Steel Company, another business sited within the survey boundaries, began a major building expansion at the close of 1941. Like Baker-Lockwood, they were engaged in defense work.

### **Overview of Building Stock**

The building stock inventoried in this survey includes only those properties that were constructed through 1946 (historic, within the National Register of Historic Places age requirement). Sites to be surveyed were chosen not on a block by block basis, but through a preliminary visual inspection of specific properties within and in proximity to the specified survey boundaries. Seventy-five properties, including one landscape, were inventoried within the industrial and commercial districts of North Kansas City. A complete list of these properties can be found in Appendix I.

There were forty-eight industrial properties and twenty-two commercial buildings inventoried. There were also two dwellings, one government facility, one religious property and one landscape surveyed. The construction dates for these properties span the years 1912 through 1946.

## Architectural Styles/Types

The surveyed properties were identified as specific architectural styles and/or vernacular types using the "Architectural Style Code" list provided in *The Missouri Historic Property Inventory Form Instructions* as required by the Historic Preservation Program.

Forty-two of the industrial properties were not designed in a discernable style or type and were identified as undetermined or other vernacular industrial buildings. There were six industrial sites, however, that were classified as specific architectural idioms, including Mission/Spanish, [Industrial] Gothic, the Chicago School, and Art Deco.

The majority of commercial buildings were executed in recognizable vernacular types including six single with display window(s), seven multiple entry with display windows, and three artistic fronts. Two properties were designed in specific architectural styles: Tudor Revival and Classical Revival. Four buildings were classified as undetermined vernacular.

The four remaining identified properties were given vernacular designations. The two domestic buildings are double-loaded corridors, the religious property is a gabled end type and the public works facility is vernacular of undetermined origin. With regard to the single landscape identified in the survey, the architectural designation, in this case, is not applicable.

## V. Properties of Note

### Industrial Buildings

The following buildings are noted, foremost, for their significance in the area of Industry/Processing/Extraction, with few exceptions. Although the majority of these properties are not significant for their architectural design, they still maintain their overall original individual design, form, and materials. Those buildings that feature alterations that appear to be easily reversible have also been noted. Those properties that appear significant in the area of Industry/Processing/Extraction, but feature exteriors that have been drastically altered, were not included in this section of the report.

*715 Armour Road.* Constructed 1912-1913; George C. Nimmons, Chicago, architect; Swenson Construction Co., Kansas City, contractors. Built for Sears, Roebuck and Company as a mail order warehouse in the Industrial Gothic style, this nine-story brick, terra-cotta and stone building is arguably the most significant industrial property in North Kansas City. During WWI, a portion of the building became an induction center for young recruits and featured a barracks, hospital and training divisions. Designed in what Nimmons termed "Industrial Gothic."

*801 Armour Road.* Constructed 1913; Hill & Woltersdorf, Chicago, architects. The original occupant was the Rumely Products Company who used this location for distribution of agricultural implements. The company maintained locations throughout the U. S., Canada, South

America and Europe. Other early occupants included the Radial Warehouse Company and the Wolf Company.

*815 Armour Road.* Constructed 1929; Fritzlen and Hufford, contractors and engineers. The original occupant of this building was Chatterton & Sons, who sorted, graded, cleaned and shipped beans from California, Mexico, Montana and Idaho from this location. A barrel vault roof extends the length of the building.

*1401 Burlington Road.* Constructed c. 1930-1931. Built in the Art Deco style for Puritan Compressed Gas Corporation who pioneered in the manufacturing and distribution of gases for welding, cutting and for medical anesthetics and resuscitates. Puritan maintained plants in Baltimore, Boston, and Chicago. Their products were shipped nationwide and in Europe.

*1437 Gentry.* Constructed 1929. Featuring interesting basket weave brickwork in the main facade, this modest building was the original location of Jesco Lubricants who still maintains their offices at this site.

*1345 Iron.* Constructed 1919. Smith, Rea and Lovitt, Kansas City, architects; Collins Brothers, general contractors. Built for Waggener Paint Company to serve its increasing trade in the west and southwest. The overall style and plan of this building has its roots in the industrial designs of the Chicago School of Architecture.

*1500 Iron.* Constructed 1925-1926. Charles A. Smith, Kansas City, architect; Miller-Stauch Construction Company, general contractors. Pennsylvania Petroleum Company, the original occupant of this building, marketed its products to wholesale jobbers in Illinois, Iowa, Nebraska, Missouri, Kansas, Texas, Colorado, Wyoming and Arkansas. The exterior facades still maintains the original extensive stonework.

*1744 Iron.* Constructed c. 1913 with remodeling in 1928. The first occupant of this building was the Joslyn Manufacturing & Supply Company, manufacturers of arms for telegraph poles and warehouse for arms, wooden brackets, wire, etc. The company was one of the first to locate in North Kansas City's industrial area.

*1346 Jasper.* Constructed c. 1918-1919. The original occupant was the Marshall Oil Company, manufacturers of lubricating oils, greases and tires for automobiles. The original building, designed by Smith, Rea and Lovitt in 1915, was destroyed by fire in 1918.

*1403 and 1405 Jasper.* Constructed c. 1918-1919 and c. 1922 respectively. Fleischman Yeast Company, the original occupant of both buildings, maintained their offices and plant at these locations until 1926 when Cook Paint and Varnish Company purchased the buildings.

*1447 Jasper.* Constructed c. 1919-1925. Designed with a Mission/Spanish flavor, this two-story industrial building was originally the home of the Kansas City Knitting Mills.

*1343 Knox.* Constructed c. 1921-1922 with a 1925 remodeling (Miller-Stauch Construction Company, general contractors). While the original occupant of this three-story brick building was the E. C. Gatlin Company, The Rex Company Insecticide Manufacturers purchased the site in 1925.

*1402 Knox.* Constructed 1915. Smith, Rea and Lovitt, Kansas City, architects; Harry Stiver, general contractor. This two-story brick building originally was the home of Ideal Safety Steering Device Company, manufacturers of auto spark plugs and auto accessories. In 1923, The Cook Paint and Varnish Company purchased this property and moved into the facility.

*1412-1436 Knox.* Constructed 1923. Hans Von Unwerth, Kansas City, structural engineer. Influenced by the Chicago School of Architecture, this structure was built for Cook Paint and Varnish Company. The original building was nine bays in length. Several additions were constructed, including a third story to the far north end of the plant.

*1508 Knox.* Constructed 1918. Smith, Rea and Lovitt, Kansas City, architects; C. W. Lovitt, general contractor. This was the first building to be constructed in North Kansas City by the C. R. Cook Paint Company. This plant manufactured raw materials including naphtha, rosin, denatured alcohol, and linseed oil.

*1600 Swift.* Constructed c. 1944-1946. This vernacular industrial building with a curved, cast stone entry bay was built for The United States Rubber Company.

*200 and 220 E. 14th Avenue.* Constructed 1941. Keene and Simpson, Kansas City, architects (by attribution) and Hiram Elliott Construction Company, general contractors, (by attribution). Both buildings were built for the Baker-Lockwood Company. In business in neighboring Kansas City beginning in 1870, Baker Lockwood manufactured tents for the military during WWII at these two locations.

*600 E. 14th Avenue.* Constructed 1919. George Krell, Kansas City, engineer; F. H. Crites, general contractor. Designed by Krell, chief engineer of the Long-Bell Lumber Company, this building was the newest Long Bell department to handle sash and door products from the Weed Lumber Company of Weed, California. The Long-Bell Lumber Company held controlling interest in Weed Lumber.

*901 E. 14th Avenue.* constructed 1915. N. M. Loney, Chicago, architects and engineers; R. F. Wilson and Company, Chicago, general contractors. The original occupant was the Missouri Can Company, manufacturers of tin cans. The design was undoubtedly influenced by the Chicago School of Architecture. In 1924, the company built an additional structure identical in design to the east of this building.

*600 E. 15th Avenue.* Constructed 1928. Victor J. Defoe, Kansas City, architect; Morris Hoffman, general contractor. Organized in 1914, the Mid-West Chandelier Company was the original occupant of this

building. The company purportedly was known to be the largest manufacture of bronze lighting fixtures in the world.

*701 E. 16th Avenue.* Constructed 1921; Ira Bornstein, industrial architect and engineer, 1928 addition. One of the more prominent industries of North Kansas City, Standard Steel Works originally occupied this building. The company manufactured welded steel products both electric and oxy-acetylene. By 1928, the company entered into a contract for the manufacture of four-passenger and dual pilot bi-planes for the United Aircraft corporation.

*810 E. 16th Avenue.* Constructed 1924. Bickle Company, general contractors. Built for the Dean Rubber Manufacturing Company. The company still maintains their offices at this location.

*200 W. 19th Avenue.* Constructed 1922-1924. Burrell Engineering and Construction Company, Kansas City. One of several mills located in North Kansas City, this mill was originally the location of the Kansas Flour Mills Company, with a capacity of over 3,000 barrels a day. In 1924, it was stated that the plant was the central and largest unit of Kansas Flour Mills (the sixth largest milling concern in the country), and the largest hard winter wheat milling concern in the world. ADM now occupies this site.

### **Commercial Buildings**

The buildings listed below are noted for their architectural interest.

*101 Armour Road.* Constructed 1945. Edward M. Fuller, Kansas City, architect; Winn-Senter Construction Company, general contractor. Built for Allen Chevrolet, this building with its curved show room is representative of an undocumented but important phase in main street American commercial design.

*308-318 Armour Road; 1917-1925 Swift Avenue.* Constructed 1922 with an addition in 1927. Keene and Simpson, Kansas City, architects Bickel Company, general contractors. Designed in the Tudor Revival style, the original occupants included the Great Atlantic & Pacific Tea Company. The eastern annex, built in 1927, doubled the space of the A&P store and added room for five bowling alleys and twelve billiard tables on the second floor.

*320 Armour Road.* Constructed 1929. Greenbaum, Hardy and Schumacher, Kansas City, architects; Louis Breitag and Son, general contractors. The National Bank of North Kansas City was the original occupant of this Classical Revival building, the only stone structure in the central business district of North Kansas City.

*400-410 Armour Road.* Constructed 1927-1928. Keene and Simpson, Kansas City, architects; Fritzlen and Hufford, general contractors. Originally known as the Theatre Building, this Artistic Front structure was influenced by the Mediterranean style and originally housed a 750 seat theatre, a bowling and billiards area. The North Kansas City Club and the Masonic Blue Lodge were also located at this address.

*1303 Swift Avenue.* Constructed c. 1918-1925. This two-story commercial building is unusual for its coursed rough stone exterior, the only one of its kind in the commercial area. It is located in the Midway area.

*1805 Swift Avenue.* Constructed 1929. John C. Lawrence, architect. Dierks and Sons Lumber Company had this Artistic Storefront building designed for their business. The storefront to the north of the tower was added sometime before 1947.

*1900-1908 Swift Avenue, 421 Armour Road.* Constructed 1912-1913. Keene and Simpson, Kansas City, architects. The first of the four buildings to be constructed at the intersection of Armour Road and Swift, this building was developed by the Union Depot Terminal Company of Kansas City, Missouri.

### **Domestic Buildings**

*2002-2008 Swift Avenue.* Constructed 1929. Harry Miller, architect; Fritzlen & Hufford, contractors. Originally called the Eagle Hotel, this three-story brick building was developed by W. E. Macken, mayor of North Kansas City and T. C. Crummit, real estate entrepreneur. A restaurant and four separate storefronts were part of the original plan.

*2029 Swift Avenue.* Constructed 1928. John C. Lawrence, architect; Fritzlen and Hofford, general contractors. This 24 unit apartment building, also built for T. C. Crummit, is similar in overall design and plan to the Eagle Hotel.

### **Public Works Buildings**

*1852 Burlington Avenue.* Constructed 1912. Keene and Simpson, Kansas City, architects; Commercial Construction Company, general contractors. Designed by a prominent architectural firm located in Kansas City this building, constructed for the North Kansas City Water Works, was one of the first to be built in North Kansas City. The addition to the south was added in 1948.

### **Religious Properties**

*2018 Gentry.* Constructed 1923, 1927. Clifton B. Sloan, Kansas City, architect; W. T. Miller, general contractor. A representative example of the gable end vernacular type, this building originally was the home of the First Christian Church. For three years, services were held in the basement building, dedicated on May 4, 1924. The superstructure was completed in 1927, with a dedication date of February 19, 1928. The Education Unit and Fellowship Hall were added to the south facade in the 1950s.

### **Landscapes**

*Dagg Playground Park.* Armour to 21st Avenue, Howell to Iron. Developed in the 1920s and named after H. M. Dagg, M. D., this park was

the site of several temporary structures including a YMCA building used as a recreation hall during WWI. The wading pool was completed on May 30, 1930.

## **V. Comments Concerning National Register Evaluation**

As stated in National Register Bulletin 15 How to Apply the National Register Criteria for Evaluation "To be listed in the National Register of Historic Places a property must not only be shown to be significant under the National Register criteria but it must also have integrity." The Bulletin further states that "integrity is the ability of the property to convey its significance." This may be conveyed through the following aspects of integrity: location, design, setting, materials, workmanship, feeling and association."

Upon completion of the survey it has been observed that some of the identified properties have been altered to a greater or lesser degree, thus compromising their integrity. The most obvious of these alterations, in both commercial and industrial properties, is modification to the fenestration, primary and/or storefront facade(s). In some instances these exterior changes may have obscured historic detailing, which in turn, affects the integrity of the design.

## **VI. SURVEY RECOMMENDATIONS**

The following properties are considered potentially eligible for listing in the National Register of Historic Places. Bulletin 15 *How to Apply the National Register Criteria for Evaluation* was used to identify specific criteria considerations.

### **Potentially Eligible Under Criterion A**

*[Those properties] that are associated with events that have made a significant contribution to the broad patterns of our history.* It is important to note that "a property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s)." It is important to note that the listing of the historic Wheeling Corrugating Company Building, located at 820 E. 14th Avenue, has already established the significance of this original section of the planned industrial area in North Kansas City.

**Districts:** (See Appendix IV for delineation of boundaries).

### **Armour Road Historic Industrial District:**

1. 715 Armour Road. One of the earliest buildings to be constructed in North Kansas City, this Industrial Gothic styled warehouse, built for Sears, Roebuck and Company in 1912-1913, has retained a high degree of its integrity. This landmark property is also potentially eligible for individual listing under Criteria A and C.



2. 801 Armour Road. Built for the Rumely Products Company, 1913, this building has also retained much of its historic integrity.

3. 815 Armour Road. Constructed in 1929 for Chatterton & Sons, this property has retained its overall integrity, although the sheds on the east and west facades have been somewhat altered.

**E. 14th Avenue (and Environs) Historic Industrial District:**

1. 1345 Iron. Constructed for the Waggener Paint Company, 1919, this Chicago School building has retained much of its historic integrity. This property may also be eligible as a single site under Criterion C.

2. 1346 Jasper. Built in 1915 for the Marshall Oil Company, this building has retained its overall integrity.

3. 1403 and 1405 Jasper. Constructed c. 1918-1919 and c. 1922 respectively for Fleischman Yeast Company, the buildings retain much of their historic integrity.

4. 1415 Jasper. Built in 1928 for Cook Paint & Varnish Company, this property has retained its overall integrity.

5. 1447 Jasper. Built c. 1919-1925 for the Kansas City Knitting Mills, this building has retained much of its historic integrity, although it now shares party walls with adjacent buildings.

6. 1343 Knox. Built c. 1921-1922, this corner building exhibits much of its original integrity.

7. 1412-1436 Knox. This building, constructed in 1923 for Cook Paint & Varnish Company, has retained much of its historic integrity.

8. 1508 Knox. Built in 1918 for C. R. Cook Paint Company, the building exhibits much of its historic integrity.

9. 600 E. 14th Avenue. Built in 1919 for the Long-Bell Sash and Door Company, this building retains much of its historic integrity.

10. 711 E. 14th Avenue. Constructed in 1920-1921 for Berger Manufacturing Company, this building retains its overall integrity, despite the covering of the fenestration.

11. 901 E. 14th Avenue. Built in 1915 for Missouri Can Company, this Chicago School style building has retained much of its historic integrity.

**Potentially Eligible Under Criterion C**

*[Those properties] that embody the distinctive characteristic of a type, period, or method of construction or that present the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction. It is critical to point out that a "property important for illustrating a particular architectural style or construction technique must retain most of the physical features that*

constitute that style or technique. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style."

#### **Individual Properties:**

1. 715 Armour Road. Designed by the prominent Chicago architect George C. Nimmons, this Industrial Gothic styled warehouse, built for Sears, Roebuck and Company in 1912-1913, has retained a high degree of its integrity. This landmark industrial property is also potentially eligible for listing in the National Register under Criterion C as part of a district.
2. 1345 Iron. Built for the Waggener Paint Company, this may well be the best extant example of an industrial building influenced by the Chicago School of Architecture that is located in North Kansas City. This property is also potentially eligible for listing in the National Register under Criterion C as part of a district.
3. 200 W. 19th Avenue. Built 1922-1924 for the Kansas Flour Mill, this plant was the central and largest unit of the company, the sixth largest milling concern in the country. Although there have been some additions to the plant, many of the original buildings are extant and in good condition. The plant, owned by ADM, is still used for milling.

#### **District:**

##### **Armour Road Historic Central Business District:**

1. 308-318 Armour Road; 1917-1925 Swift. Originally called the People's Block and Annex, this Tudor Revival styled brick and stone building has retained its historic integrity and remains in good condition. Constructed in 1922, 1927.
2. 320 Armour Road. This Classical Revival building, constructed in 1929 for the National Bank of North Kansas City, is in excellent condition and has retained its historic integrity.
3. 400-410 Armour Road. Influenced by the Mediterranean Style, this building was constructed in 1927-1928. Known originally as the Theatre Building, it remains in excellent condition and has retained its historic integrity.

#### **Further Recommendations:**

1. The residential districts from Swift Avenue to Knox north of 21st Street should be included in a future survey.
2. There appear to be several historic industrial properties south of 13th Street. These should be inventoried so that an extended historic context for the City of North Kansas City could be developed.

## APPENDIX I: SURVEYED PROPERTIES

The following is a list of the historic properties that were included in this survey project:

<u>Armour Road</u>	<u>Knox</u>	<u>E. 14th Avenue</u>
101	1343	100
104	1402	117
305-313	1408	200
308-318	1412-1436	203
320	1508	220
329		225
400-410	<u>Swift</u>	600
715	1303	711
801	1600	901
815	1615	919
1115 (2)	1617	
Dagg Park	1711	<u>E. 15th Avenue</u>
	1725	600
<u>Buchanan</u>	1729	
1919	1735	<u>E. 16th Avenue</u>
	1800-1802	110
<u>Burlington</u>	1804	201
1339	1805	600
1401	1900-1908	701
1601-1621	1910-1918	716
1852	2002-2008	717
	2029	810
<u>Gentry</u>		
1437		<u>W. 19th Avenue</u>
1447		200
2018		
<u>Iron</u>		
1345		
1400		
1401		
1412		
1426		
1500		
1547		
1744		
<u>Jasper</u>		
1302		
1330		
1346		
1403		
1405		
1415		
1447		

**APPENDIX II: PREVIOUSLY SURVEYED AND NATIONAL REGISTER  
PROPERTIES LOCATED WITHIN THE PROJECT AREA**

The following two properties were included in the Interurban Survey:

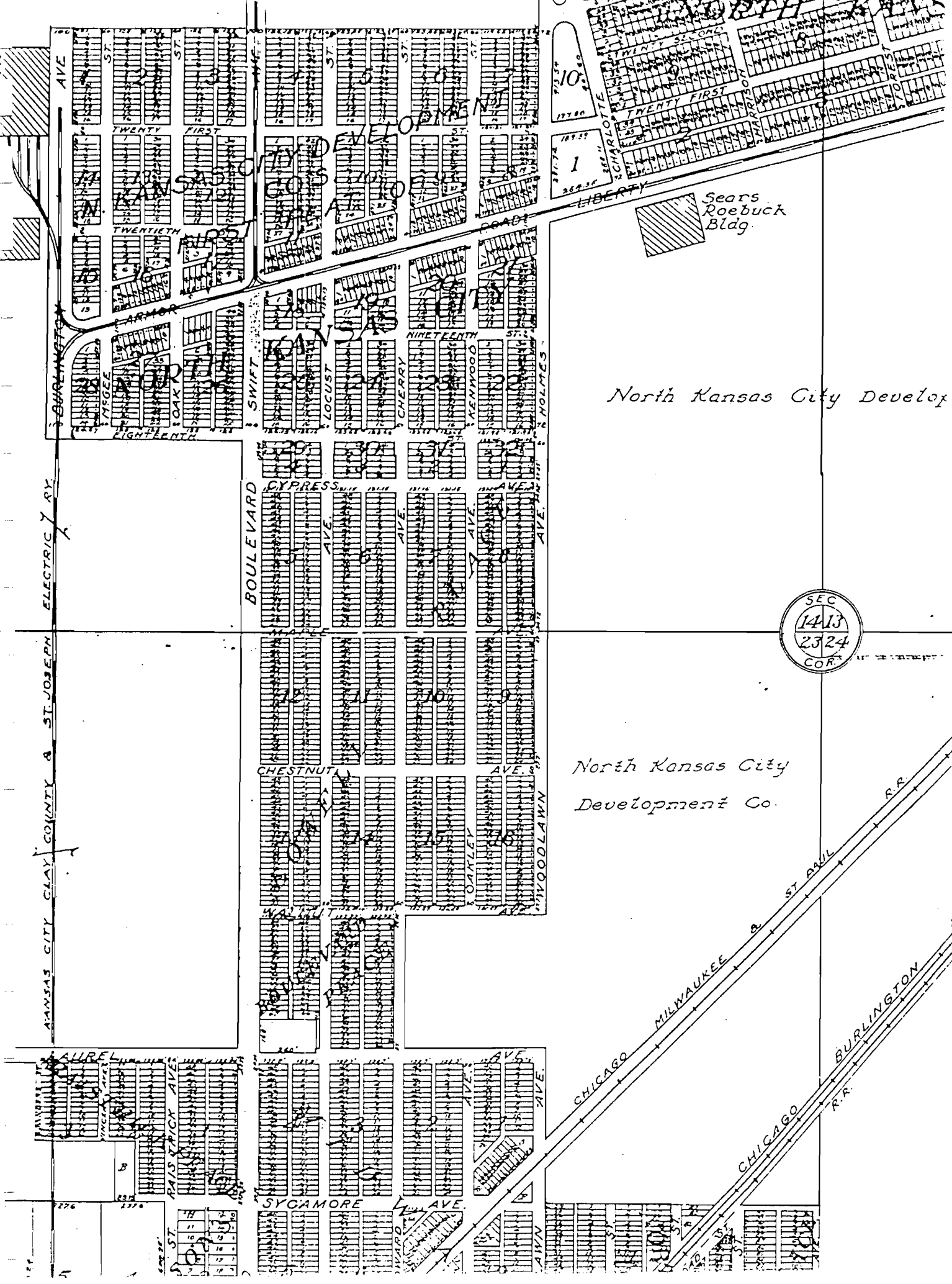
1800 and 2020 Burlington.

The following property is listed in the National Register of Historic Places:

820 E. 14th Avenue.

### **APPENDIX III: HISTORIC MAPS**

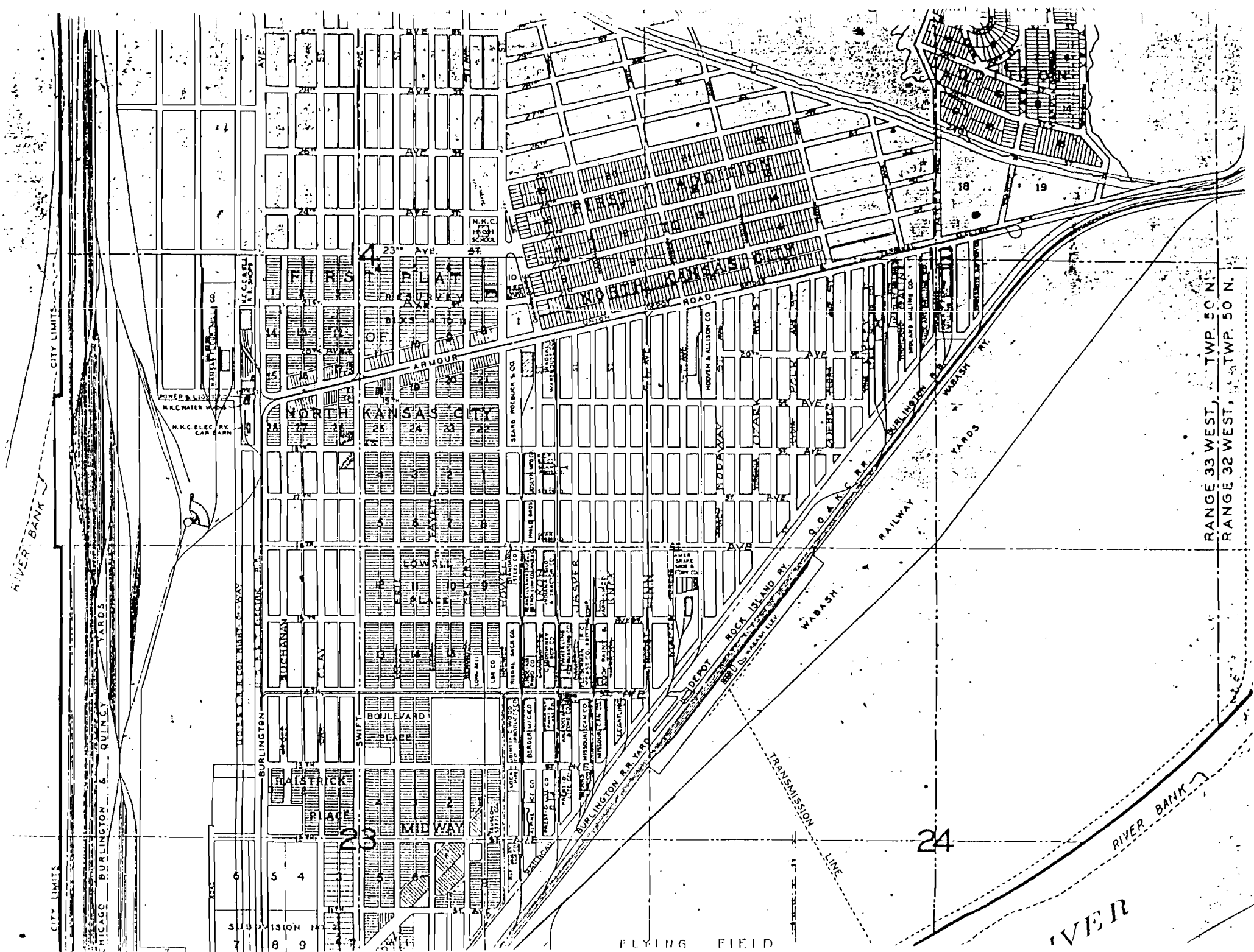
The following are historical maps of the industrial, commercial and residential areas of North Kansas City. Sources: George Ogle and Company, *Standard Atlas of Clay County, Missouri*, 1914; Tuttle, Ayers, Woodward, 1925.



North Kansas City Develop

SEC  
1413  
2324  
COR

North Kansas City  
Development Co.



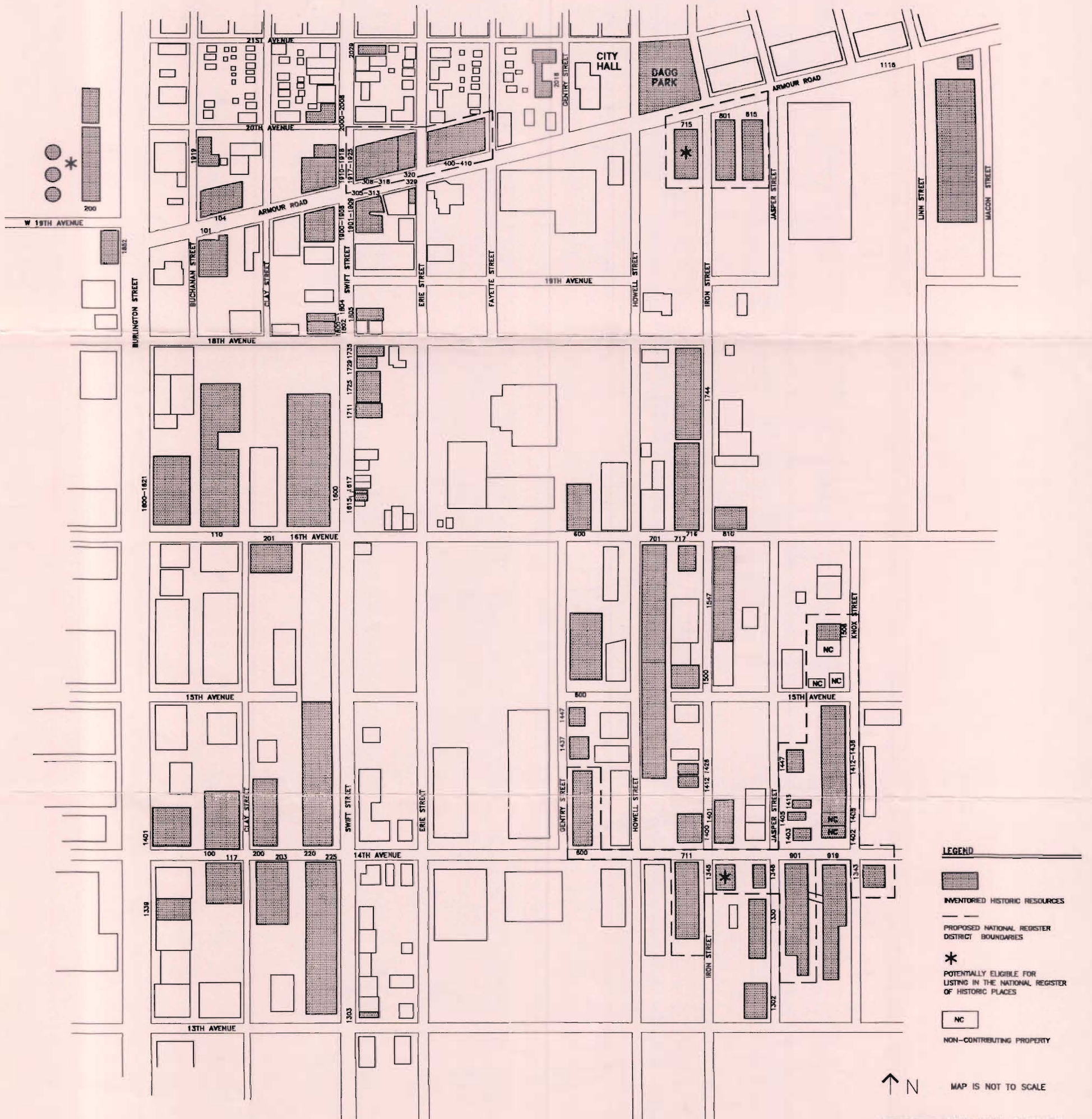
#### **APPENDIX IV: MAP**

The following is a map illustrating all inventoried properties (keyed by address). Those properties eligible for inclusion in the National Register, both individually and as a district, are indicated on this map.



# AREA MAP OF NORTH KANSAS CITY, MISSOURI

FOR  
ARCHITECTURAL/HISTORICAL INVENTORY OF THE INDUSTRIAL AND CENTRAL BUSINESS DISTRICTS



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