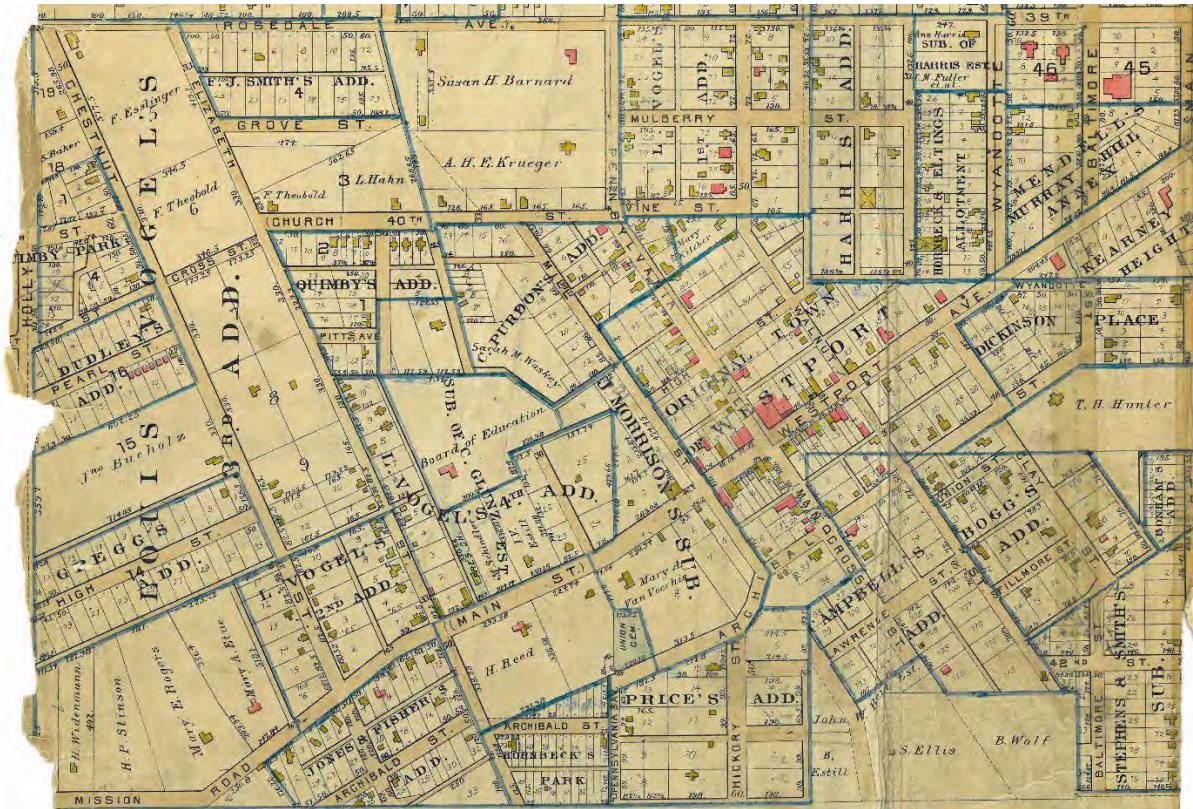


WESTPORT HISTORIC RESOURCES SURVEY



PREPARED FOR:
Historic Kansas City

PREPARED BY:
Rosin Preservation, LLC

November 2017



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The Westport Historic Resources Survey was paid for by generous contributions from “Help Save Old Westport” GoFundMe contributors, the Kemper Fund for Kansas and Missouri of the National Trust for Historic Preservation, and the City of Kansas City, Missouri.

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EXECUTIVE SUMMARY

Rosin Preservation completed a historic resources survey of 406 resources in the Westport area of Kansas City, Missouri, roughly bounded by 39th Street, Main Street, 43rd Street, and Southwest Trafficway (Summit Street). The goal was two-fold: to identify resources (buildings, sites, structures, and objects) that may be eligible for listing in the National and/or Kansas City Registers of Historic Places and to identify resources that are not register-eligible.

Previous surveys of Westport conducted in 1975 and 1982 established a baseline of information for historic buildings in the area. Currently, four properties are individually listed in the National Register and six are listed in the Kansas City Register. There is also a National Register historic district at 39th and Main Streets. A smaller group of resources within the National Register district forms a Kansas City Register historic district. As described in the Methodology, this study allowed for a re-examination and updating of the earlier findings as well as an expansion of data to include pertinent physical and historical information about all buildings (historic and modern) in a larger study area. Survey Results presents a detailed report of the survey data.

Examining the survey data in conjunction with the Historic Context for the survey area allowed the team to identify resources that may be eligible for listing in the National and/or Kansas City historic registers. In addition to the resources that are currently listed, the team identified fifteen individual resources that may be eligible for register listing, five potential historic districts, and two areas that warrant additional study. The Survey Recommendations section of this report provides more information about each of these. The figure below shows the potential historic resources/districts.

The potentially eligible individual buildings represent the commercial, multi-family residential, religious, and civic uses that supported the growth and development of Westport after the independent city was annexed by Kansas City.

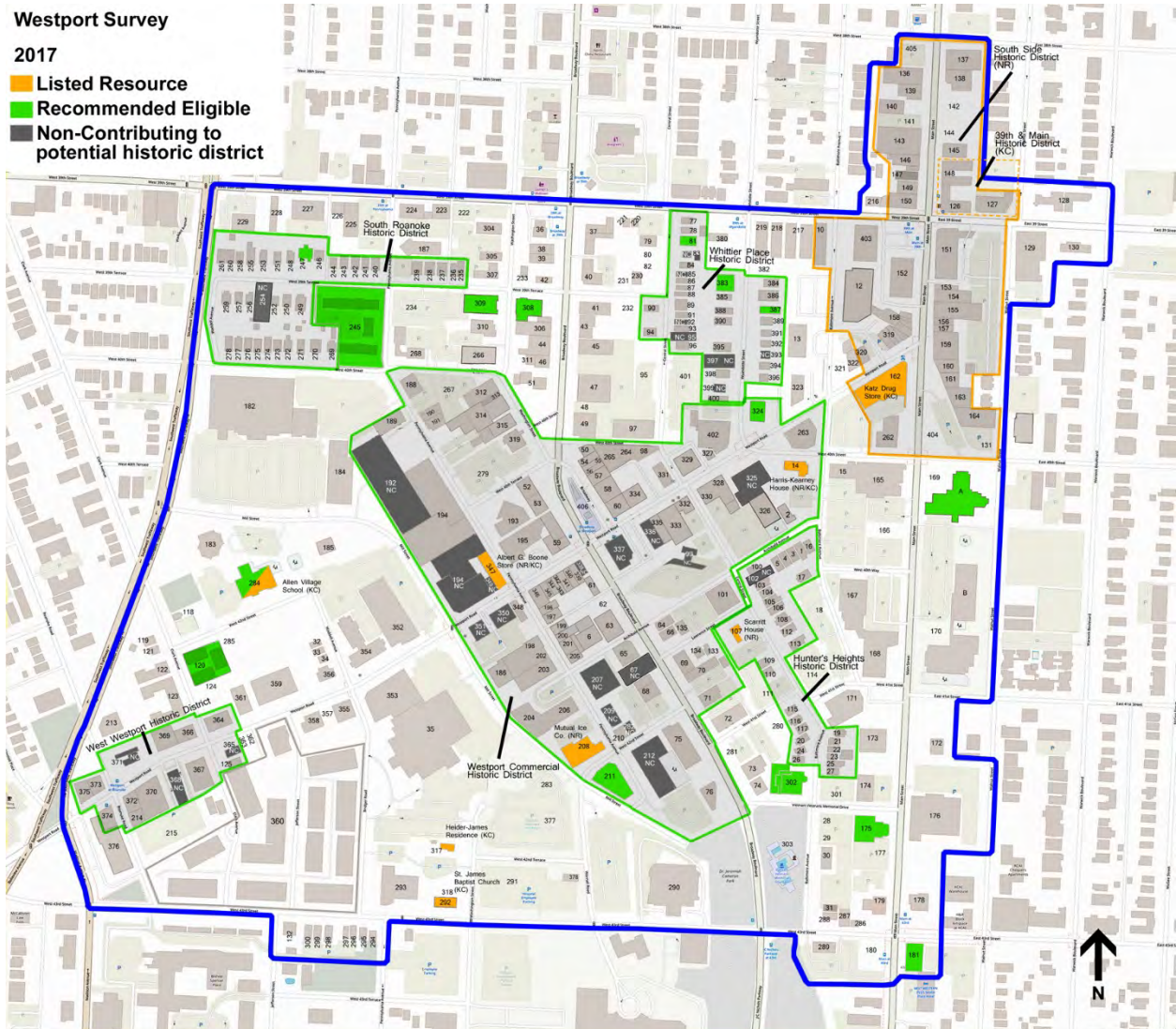
- Karnopp Building, 4307 Main Street
- Plaza Laundry Building, 4200 Pennsylvania Avenue
- Freeman Mortuary, 104 West Vietnam Veterans Memorial Drive
- First Swedish Baptist Church, 3931 Washington Street
- Our Lady of Good Counsel Church, 3934 Washington Street
- St. Paul's Episcopal Church, 4041 Main Street
- Allen Library, 118 Westport Road
- Automobile Sales and Service Building, 4200 Main Street
- Uncas Apartment Building, 3923 Wyandotte Street
- Apartment Building, 3909 Central Street
- Wisteria Apartments, 620 West 39th Terrace
- Antlers Apartments, 3918 Wyandotte Street
- Westport Manor Apartments, 615 West 39th Terrace
- Apartment Complex, 4201 Clark Avenue
- Allen School, 706 West 42nd Street

The five potential historic districts represent concentrations of similar resources, such as the commercial core of Westport or the distinct residential areas surrounding the commercial center.

- Westport Commercial Historic District
- West Westport Road Commercial Historic District
- Hunter’s Heights Historic District
- Whittier Place Historic District
- South Roanoke Historic District

The two areas recommended for additional study are:

- Steptoe, the African-American neighborhood at the south end of the survey area
- Mid-twentieth century Modern Movement commercial buildings, especially those found in clusters along 39th Street, Westport Road, and Broadway



The historic commercial center of Westport, anchored at the intersection of Westport Road and Pennsylvania Avenue, and the surrounding commercial, residential, and institutional buildings, document the evolution of an independent trading post on the edge of the frontier into a thriving commercial and entertainment center in a major American city. The wide variety of resources in the survey area reflects that continuum. This survey helps us recognize and understand the assets that contribute to Westport's unique character, and provides information that will allow property owners and community leaders to capitalize on the synergy of old and new to maintain the vitality of Westport and move toward change in a positive manner.

INTRODUCTION

Historic Kansas City contracted Rosin Preservation, LLC to conduct an intensive-level survey of historic resources in the Westport area of Kansas City, Missouri. Located four miles south of Kansas City's central business district, Westport was founded as a trading post along the Oregon and Santa Fe Trails in the early nineteenth century and functioned as its own municipality before being annexed into Kansas City in 1897. The original town site forms the core of the survey area and retains its character as a notable historic enclave in the Kansas City metropolitan area.

The survey area is roughly one-half mile square, bounded by Southwest Trafficway (Summit Street) east to Main Street, and 39th Street south to 43rd Street. (*Figure 1*). The area contains Westport's historic nineteenth-century business district and associated residential development, along with commercial thoroughfares that linked the community to the larger Kansas City. The boundary includes a small section north of 39th Street along Main Street to incorporate the entirety of the Southside Historic District. Southwest Trafficway (Summit Street) on the western boundary forms a physical barrier that bisected residential neighborhoods in the mid-twentieth century. The survey examined all 406 resources within this boundary.

In addition to the Southside Historic District, the survey area includes four individually designated National Register properties and one district and six properties listed in the Kansas City Register of Historic Places. The Southside Historic District (NR listed 1982) is roughly bounded by 38th Street on the north, Walnut Street on the east, 40th Street on the south, and Baltimore Street on the west. The Kansas City Register-listed 39th and Main Historic District is roughly contiguous. It includes three buildings at the south end of the east side of the 3800 block of Main Street. Individual National Register properties in the survey area are: Albert G. Boone Store (Resource # 347), Mutual Ice Company Building (Resource #208), the Reverend Nathan Scarritt Residence (Resource #107), and the Colonel John Harris House (Resource #14). Katz Drug Store (Resource #162), the Harris-Kearney House (Resource #14), Allen School (Resource #284), the Albert G. Boone Store (Resource # 347), the Heider-James Residence (Resource #317), and St. James Baptist Church (Resource #292) are listed on the Kansas City Register.

Previous surveys conducted in 1975 and in 1982 addressed the historic commercial center of Westport and selected surrounding resources, but neither of those studies encompassed all of the current survey boundary. This effort seeks to evaluate an area historically associated with Westport and to identify development patterns, significant properties, and significant groupings of resources. Identifying and evaluating historic resources in the survey area are the first steps toward developing planning initiatives to ensure appropriate treatment for historic resources and accessing financial incentives for preservation, such as state and federal historic tax credits.

To that end, the Westport Historic Resources Survey encompasses two objectives:

- 1) to identify, record, photograph, and evaluate through intensive-level architectural/historic survey those individual properties and potential historic districts in the project area that, on the basis of age and integrity, meet the eligibility criteria for listing in the National Register of Historic Places or Kansas City Register of Historic Places and to substantiate such assessments; and

- 2) to identify and characterize those portions of the project area which, on the basis of insufficient age or integrity, warrant no further study to exclude them from consideration for nomination in the National Register or Kansas City Register at this time and to substantiate such assessments.

During July and August 2017, Rosin Preservation associate Sophie Roark and sub-consultant photographer Brad Finch, f-Stop Photography, completed field survey activities. Rosin Preservation coordinated with Historic Kansas City to define the survey boundaries prior to the start of the survey (*Figure 2*).

Ms. Roark and Mr. Finch completed the field survey, photography, and archival research in August. During September, Ms. Roark, Project Manager Rachel Nugent, and intern Sarah Biegelsen entered data into a Microsoft Access database and completed survey forms for each resource. Finally, Ms. Roark and Ms. Nugent analyzed the data and with Rosin Preservation Principal Elizabeth Rosin developed management recommendations. Rosin Preservation administrative assistant Katie Kauffman utilized the data to prepare the maps that illustrate this report. Ms. Roark, assisted by Ms. Nugent and Ms. Rosin, prepared this report of findings. Unless otherwise noted, all photographs in this report were taken by Mr. Finch.

This report, through the historic contexts it presents, connects Westport's current built environment with historic trends and events that shaped the area. More specifically, it establishes relationships between resources that share historical themes, time frames, and geographic areas. Identifying significant resources and/or districts can provide an important tool to guide future development policy. The area is currently facing development pressures that could introduce dramatic differences in scale and height of new construction that could negatively impact extant historically-significant resources.

Figure 1. Westport Location Map

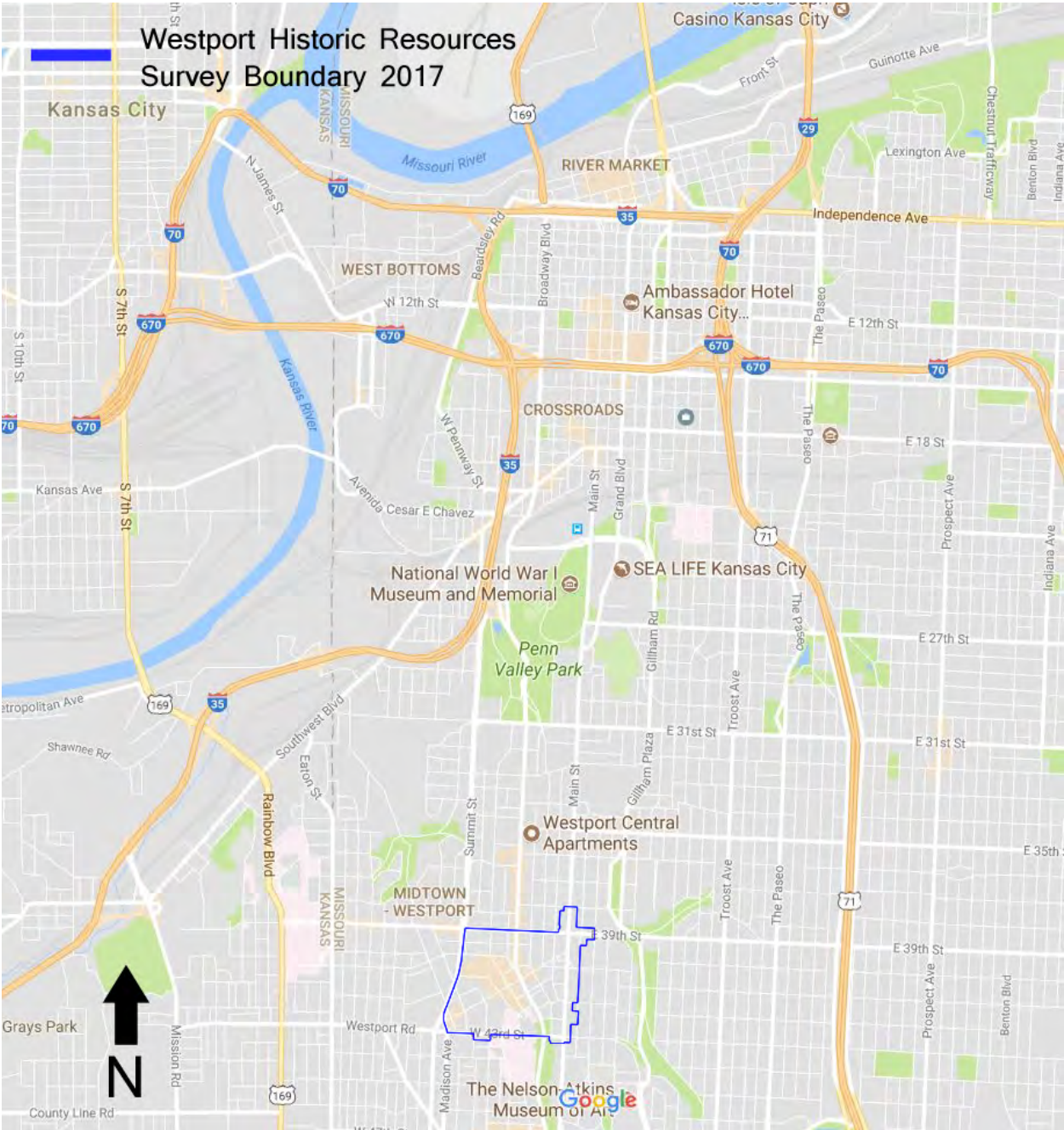
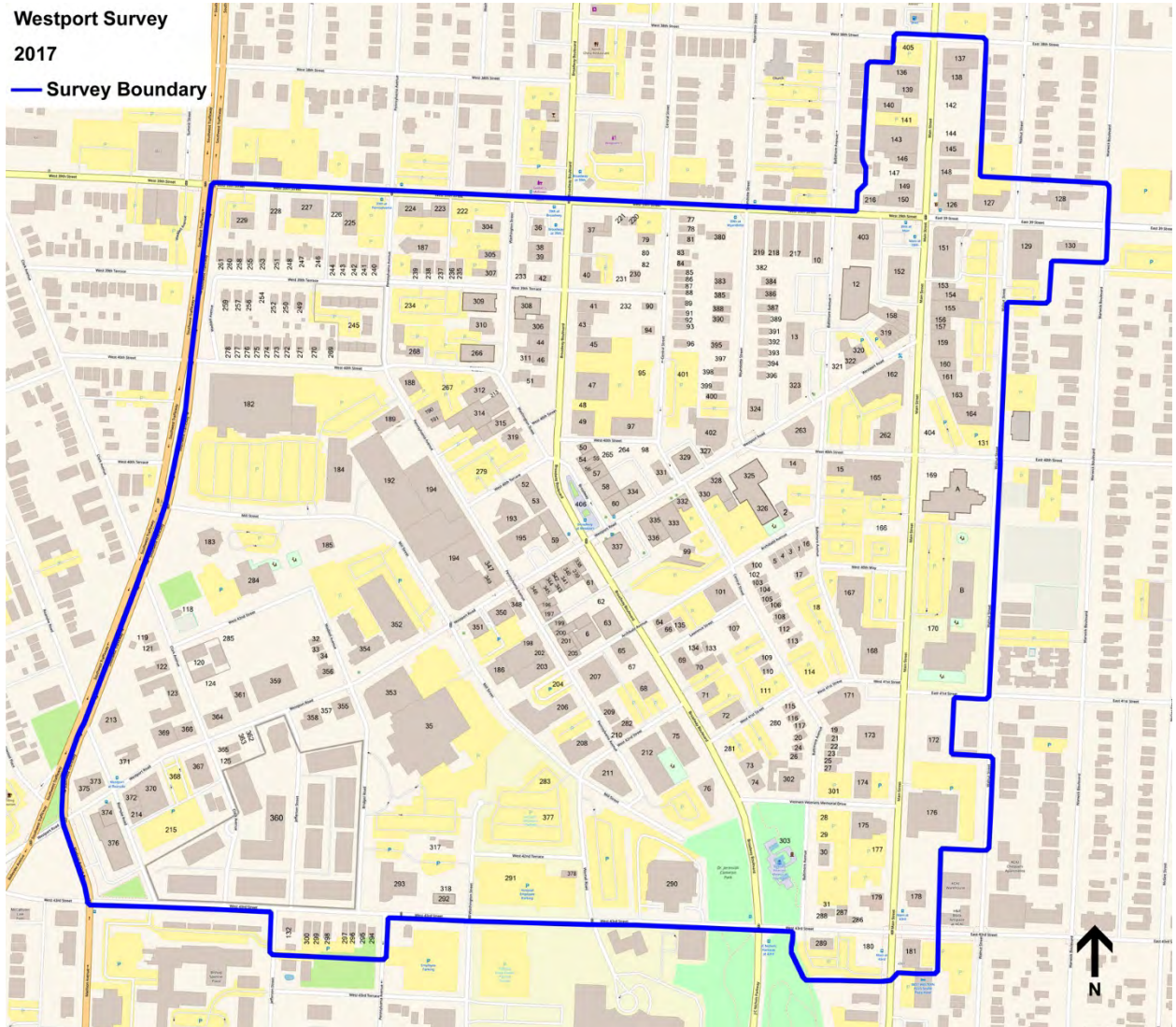


Figure 2. Westport Historic Resources Survey Area Map



METHODOLOGY

Rosin Preservation completed the Westport Historic Resources Survey in conformance with the procedures for intensive-level survey outlined in *National Register Bulletin 24: Guidelines for Local Survey: A Basis for Preservation Planning*. Evaluation of resources for significance was in accordance with *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*.

FIELD SURVEY & DATA ENTRY

During the field survey, Rosin Preservation (the consultant) examined every resource in the survey area regardless of whether it had been previously surveyed. The consultant recorded the architectural style, primary materials, the configuration of windows and storefronts, condition, present use and significant alterations or additions, and took digital photographs of each resource. Primary and secondary elevation photographs conform to Missouri State Historic Preservation Office (SHPO) standards for survey documentation.

Information collected in the field was entered into a Microsoft Access database in order to assign resource numbers, analyze data, and generate survey forms. While in the field, the consultant confirmed the addresses provided by the City. Because each parcel can contain more than one building, additional entries were created in the database so that each surveyed resource would have its own entry.¹ The final database contains 406 entries.

The survey team incorporated information from previous surveys where appropriate, verifying and/or correcting outdated or incorrect data. Some previous survey forms had attached photographs, which were helpful in determining changes to the resources. The consultant populated the database with information specific to each property, including a description, history, integrity assessment, and photograph in order to complete Missouri SHPO survey forms for each resource.

HISTORICAL RESEARCH & HISTORIC CONTEXTS

Historical research is critical to understanding the history of Westport and the evolution of the built environment. Research occurred concurrently with field survey and data review. This approach allowed the team to merge field and research data to create a strong and understandable relationship between the events in Westport's history and its built environment, to develop a historic context for the survey area, and to establish dates of construction for individual properties.

A variety of primary and secondary resources provided a wealth of background information about the people, buildings, and developments within Westport and Kansas City that created the enclave that exists in 2017. The consultant reviewed existing National Register and Kansas City Register nominations for properties within the study area; written histories of Westport and Kansas City; and other primary and secondary resources and maps. Materials were gathered from the Missouri Valley Room at the Kansas City Public Library and the State Historical Society of Missouri at Kansas City, which contains the Westport Historical Society's archives. Both repositories have pertinent primary and secondary resources including vertical files, books, maps, photos, and newspapers that provided valuable background information as well

¹ The Kansas City Parcel Viewer and the Jackson County GIS on-line viewers were used to determine separate building footprints.

as relevant information about specific buildings and transportation networks. The La Budde Special Collection at the University of Missouri-Kansas City Miller Nichols Library has city directories that contain listings by address beginning in 1917. Those sources were valuable in dating and understanding the history of individual resources. *Sanborn Fire Insurance Maps* for Westport and Kansas City were accessed online through Mid-Continent Public Library. Building permits on file at the Kansas City Office of Historic Preservation were useful in determining construction dates and dates of alterations.

DETERMINING REGISTER ELIGIBILITY

In order to make management recommendations, the consultants evaluated all inventoried properties according to the criteria and standards for historic resources established by the National Park Service. This included a preliminary assessment of eligibility for listing in the National Register and/or Kansas City Register as individual landmarks or as contributing elements to a historic district, using three primary categories of data.

- Architectural Style/Property Type
- Date of Construction
- Architectural Integrity

This data is also used to determine whether a resource or district is associated with one or more National Register or Kansas City Register Criteria, described below. To be listed in the National or Kansas City Register, a resource must retain integrity *and* communicate associations with appropriate Criteria and areas of significance. Resources are then assigned an eligibility status that depends on the evaluation of both integrity and significance.

Architectural Analysis

After compiling and reviewing the results of the field survey, Rosin Preservation assigned each building an architectural style and/or vernacular property type. *The Buildings of Main Street: A Guide to American Commercial Architecture* by Richard Longstreth and *A Field Guide to American Houses* by Virginia Savage McAlester provided guidance for identifying properties by architectural style, building form, and function and ensured the use of terminology consistent with National Register nomenclature. The Missouri Historic Resources Survey Form includes an approved list of architectural styles accepted by the Missouri SHPO that is derived from the categories and subcategories presented in the National Register Bulletin *How to Complete the National Register Registration Form*. Resources that lack discernable stylistic features were identified as “Not Applicable/No Style.”

Date of Construction

Sources from the City of Kansas City and local repositories (such as building permits or newspaper clippings) were first consulted to determine dates of construction for individual resources. When these sources were not fruitful, dates were gleaned or deduced from *Sanborn Fire Insurance Maps*, city directories and historic aerial photographs. If firm dates still remained unknown, they were estimated based on available information. Estimated dates are indicated in the database.

Evaluation of Integrity

The National Park Service uses the following areas to define integrity. A property must retain integrity in a majority of these areas to be eligible for the register.

- Location: The place where the historic property was constructed or the place where the historic event occurred.
- Design: The combination of elements that create the form, plan, space, structure, and style of a property.
- Setting: The physical environment of a historic property.
- Materials: The physical elements that were combined during a particular period of time and in a particular pattern or configuration to form a historic property.
- Workmanship: The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- Feeling: A property's expression of the aesthetic or historic sense of a particular period of time.
- Association: The direct link between an important historic event or person and a historic property.²

Based on visual inspection, each building received an integrity rating of Excellent, Good, Fair, or Poor based primarily on how much of the building's original design, workmanship, exterior materials, and overall feeling of a past period of time remain.³

When evaluating the architectural integrity and potential register eligibility of individual resources, the consultants employed the "glass half-full" approach, considering the reversibility of alterations as well as the quality of alterations. Rosin Preservation crafted integrity criteria specific to the survey area in order to hone in on those architectural characteristics within the building stock that communicate the overall historic commercial, industrial, institutional, or residential character and feeling. The following criteria served as the basis for rating architectural integrity in this survey. Resources in the survey area were evaluated as either having integrity (equivalent to "Excellent" "Good" or "Fair") or not having integrity ("Poor.") In addition, buildings less than fifty years of age were given a rating of "Less than 50 Years" to distinguish them from resources that are non-contributing due to poor integrity. Integrity statements were provided in survey forms for each resource. If the resource has a "Fair" or "Poor" integrity rating, the resource entry included a statement justifying the rating.

Excellent

- The original form and massing of the building is intact;
- The majority of the building's openings are unaltered or were altered in a sensitive and appropriate manner using similar materials, profiles, and sizes as the original building elements;
- The exterior cladding material has not been altered;
- Significant decorative elements are intact;

² U.S. Department of the Interior, National Park Service, National Register of Historic Places, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington, DC: National Register Publications, 1998), 45.

³ Architectural integrity differs from physical condition. A building with excellent integrity may be in very poor condition; conversely, a building with very poor integrity may be in excellent condition.

- Design elements intrinsic to the building's style and form are intact;
- The overall feeling or character of the building for its historic function and the time period in which it was erected is intact. Changes over a period of time are sympathetic and compatible to the original design in color, size, scale, massing, and materials;
- Character-defining elements from the time period in which the building had significant associations with events or important individuals remain intact, specifically storefront configurations including transom windows, parapets, and secondary elevations for commercial buildings, large massing and minimal fenestration for industrial buildings, and features such as porches, windows, and decorative elements for residential resources; and
- If over fifty years in age, the building appears to be individually eligible for listing in the National Register of Historic Places or would be a contributing element to a historic district.

Good

- The original form and massing of the building is intact;
- Alteration of original building openings or spaces has occurred using new materials and profiles, but not causing irreversible damage to the original configuration of openings and spaces;
- Significant portions of original exterior cladding materials remain;
- Significant decorative elements, including porches, remain intact;
- Alterations to the building are reversible and the historic character of the property could be easily restored;
- Additions to a secondary elevation are in an appropriate manner, respecting the materials, scale, and character of the original building design;
- The historic feeling or character of the building is slightly weakened by change or lack of maintenance, although the character-defining features, such as storefronts for commercial buildings, remain visible; and
- The building would be a contributing element to a historic district and/or it might be individually eligible for register listing if restored in conformance with the Secretary of the Interior's Standards for Rehabilitation.

Fair

- The majority of the building's openings were altered in an inappropriate manner using new materials, profiles, and sizes, although the historic openings remain visible;
- Exterior cladding material has been altered or added; however, there is some indication upon visual inspection that if removed, enough of the original cladding material might remain that the property could be restored to its original appearance;
- Additions were made in a manner respecting the materials, scale, and character of the original building design and, if removed, the essential form of the building remained intact;
- Historic feeling or character of the building is compromised on the front elevation, but the property could be restored, although reversal of alterations and removal of inappropriate materials could be costly; and
- If rehabilitated in conformance with the Secretary of the Interior's Standards and if the property has associations with a district's area of significance, the property might be a contributing resource to a historic district.

Poor

- The majority of the building's openings, such as windows, doors, and storefronts were altered in an inappropriate manner using new materials, profiles, and sizes;
- Exterior materials were altered;
- Alterations are irreversible or would be extremely difficult, costly, and possibly physically damaging to the building to reverse;
- Later additions do not respect the materials, scale, or character of the original building design;
- The overall historic feeling and character of the building is significantly compromised; and
- Further investigations after removal of non-historic materials and alterations may reveal that the structure retains greater architectural integrity than originally apparent and should be re-evaluated.

Less Than 50 Years

- The building is less than 50 years of age and does not embody the characteristics necessary to support exceptional significance.

Evaluation Criteria

In addition to retaining integrity of their historic architectural design, properties listed in the National Register or the Kansas City Register must meet certain criteria of historic significance (the National Register Criteria for Evaluation). Historic significance is the importance of a property to the history, architecture, archaeology, engineering, or culture of a community, a state, or the nation. To be listed, properties must have significance in at least one of the following areas.

- Criterion A: Association with events, activities, or broad patterns of history.
- Criterion B: Association with the lives of persons significant in our past.
- Criterion C: Embodies distinctive characteristics of construction or represents the work of a master or possesses high artistic values or represents a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D: Has yielded or be likely to yield information important in prehistory or history.

Register Eligibility

Physical characteristics and historic significance provide the basis for evaluating resources for their National Register or Kansas City Register eligibility. Information about each resource, such as date, function, associations, and physical characteristics, also affects the significance of the property. The consultants analyzed data relating to the architectural integrity and historic significance of each property within the survey area to identify contiguous districts and individual properties that appear potentially eligible for National Register or Kansas City Register listing.⁴ Rosin Preservation used the following standard terminology to complete this analysis.

- **Individually Eligible** applies to those properties that retain excellent architectural integrity and clearly represent associations with established historic context(s). These resources could be individually listed in the National Register or Kansas City Register.

⁴ The Missouri State Historic Preservation Office (SHPO) staff makes official determinations of National Register eligibility for properties in Missouri.

- **Contributing to a District** applies to properties located within a historic district that enhance the district’s historic associations and the historic architectural qualities for which the district is significant. A register-listed historic district is a significant concentration of sites, buildings, structures, or objects that are united historically or aesthetically by design or physical development. Contributing properties do not have to be individually distinctive, but must contribute to a grouping that achieves significance as a whole. The majority of the components that define a district’s historic character, even if they are individually undistinguished, must possess integrity, as must the district as a whole. A property that independently meets the National Register Criteria for Evaluation can also be a contributing property to a district if it has associations with the district’s areas of significance. Contributing buildings typically have “Excellent” or “Good” integrity, although there may be occasions where resources with “Fair” integrity are contributing.
- **Non-Contributing to a District** applies to individual properties located within a historic district that have lost their historic integrity, were not present during the period of significance, or do not relate to the documented area of significance for the district. In some cases, non-contributing buildings, such as those with integrity ratings of “Fair,” can be reclassified as contributing if alterations are reversed to reveal intact historic fabric and features.
- **Vintage Resources** are buildings over fifty years of age that possess a level of importance that is distinctly above that of Non-Contributing resources. They were identified as having Excellent or Good integrity but are physically isolated away from a group of buildings that could form a historic district, and they do not rise to the level of significance required for Individual Eligibility. Regardless of their surroundings, Vintage resources should not be considered “throw-away” resources. They enhance our understanding of Westport’s built environment and give legitimacy to the history of their surroundings. Like Contributing Resources, it is possible that additional research, beyond the scope of this project, could identify an area of significance or important historical associations for some resources that would change their status to Individually Eligible.
- **Not Eligible** applies to resources that no longer possess historic integrity due to alterations and do not represent significant associations with historical events or provide excellent examples of an architectural style. If located within a historic district they would be Non-Contributing.
- **Less than Fifty Years of Age** applies to properties that are less than fifty years old. The National Register Criteria for Evaluation excludes properties that achieved significance within the last fifty years, unless they are of exceptional importance. Fifty years is the general threshold of time needed to develop historical perspective and to evaluate significance. For this Survey, the fifty-year cut-off was 1968. Buildings in this category that received integrity ratings of excellent or good may be eligible for the National Register once they reach fifty years.

Open Spaces

In recent years, the National Park Service has expressed an interest in understanding the nature and potential significance of open space as part of the built environment in historic areas. Parking lots and vacant lots are no longer ignored as they once were in historic resources surveys and National Register nominations. Parking lots sometimes communicate aspects of history such as a community’s increased dependence on

the automobile or the implementation of an urban revitalization plan, while vacant lots can convey the location of historic open space, such as rail beds or industrial areas. The National Park Service and Missouri SHPO require that open space be evaluated for its association with any proposed areas of significance. Thus, parking lots and vacant lots could potentially be Contributing Resources to a proposed historic district.

Open spaces within the Westport Historic Resources Survey area were evaluated to determine whether they were historically open or whether they once contained buildings that have since been demolished. Parking lots and vacant lots that are individual parcels, unaffiliated with any building, were given resource numbers. Parking lots and open land associated with surveyed buildings were not given their own resource numbers, but were discussed in the description of the resource. The consultant conducted archival research to determine when the resource became a vacant lot or a parking lot. These open spaces are left uncategorized on the maps, indicated only by their resource numbers, to illustrate the full extent of open space in the Survey Area. If the resource became a parking lot or vacant lot prior to 1968, the resource was considered historically open space and was given an integrity rating of Good. If the resource became a parking lot or vacant lot through the more-recent demolition of a building, the resource was evaluated as Poor. The individual survey forms indicate the date, historic function, and integrity rating of the resource.

SURVEY RESULTS

The Westport Historic Resources Survey examined 406 resources that represent the development and evolution of Westport from its nineteenth century inception as a trading post to its evolution as an independent municipality to its current status as a distinct neighborhood within Kansas City. All of the resources were documented and evaluated as described above, according to their historic function, date of construction, architectural style, and integrity.

LOCATION AND SETTING

The survey area encompasses the historic site of Westport, Missouri, located approximately one mile east of the Missouri and Kansas state line and four miles south of the confluence of the Kaw and Missouri Rivers, the location of Westport Landing, the riverboat landing that later became Kansas City, Missouri. The primary historic corridor through Westport, Westport Road, traverses the survey area from southwest to northeast, connecting Southwest Trafficway (Summit Street) to Main Street. The rotated axis of the street grid and the irregularly shaped blocks is notably different from the surrounding orthogonal street grid.

In addition to Westport Road, the historic Kansas City and Westport Belt Railway corridor created a transportation and land use pattern that remains intact, despite the removal of the railroad tracks. Mill Street replaced the railroad line, but buildings historically associated with the corridor remain. Non-historic infill constructed along that corridor maintains the scale of the historically-associated industrial uses. Large automobile thoroughfares associated with Kansas City's twentieth-century urban development surround and define the Westport survey area on the north, south, east, and west. Westport has a mix of commercial, institutional, and residential building stock with areas that are characterized by auto thoroughfares, pedestrian commercial sections, and residential neighborhoods.

The area is consistently dense with sporadic vacant lots and surface parking creating open land between low- and mid-rise buildings. Most buildings are between one and three stories. Historic commercial buildings typically have a narrow setback from the street and abut concrete sidewalks and each other, creating a cohesive streetwall. Mid-twentieth century buildings often have associated surface parking lots and are located on larger streets such as Main Street, West 39th Street, and the western portion of Westport Road east of the intersection with Southwest Trafficway (Summit Street).

Several zones within the survey area have a distinct character. Historic function typically determines the character of these zones, most of which had a single dominant function, either residential or commercial.

Historic Westport

The area roughly bounded by West 40th Street on the north, Mill Street on the west, Vietnam Veterans Memorial Drive on the south, and Baltimore Avenue on the east encompasses the main concentration of commercial development in Westport. The buildings line Westport's original townsite road grid and front streets in varying degrees of density, from a continuous streetwall to dispersed stand-alone buildings on individual sites with surrounding open space or parking.

West of Mill Street

Late-twentieth century development characterizes the area west of Mill Street, particularly along 39th Street, 43rd Street and Southwest Trafficway. Since 1950 large-scale retail development has infilled this historic industrial corridor. Parking lots and a high-rise hotel line West 43rd Street where the area is loosely associated with nearby St. Luke's Hospital immediately south of West 43rd Street. A twenty first century apartment complex occupies two and a half irregular-shaped blocks south of Westport Road between Bridger Road and Roanoke Road. Late-20th century commercial shopping centers line the west side of Mill Street.

Main Street and Broadway Boulevard Corridors

Main Street and Broadway Boulevard are both north-south corridors that connect downtown Kansas City to the Country Club Plaza commercial center and points south via Westport. Development along these corridors represents Kansas City's commercial growth southward from circa 1920 to the mid-twentieth century. Both are four-lane roads lined with moderately dense commercial buildings and associated parking lots. Within the survey area, resources dating to the mid-twentieth century line the southern portions of both roads, and beyond while the northern portions contain earlier resources.

West 39th Street and West Westport Road

Free-standing office and commercial buildings dating from the mid-twentieth century through the 1980s characterize development along these two east-west corridors in the survey area. One- to two-story Modern Movement and vernacular, free-standing buildings, often with associated off-street surface parking lots infilled lots along the western portion of Westport Road (west of Mill Street) and the south side of West 39th Street from Southwest Trafficway (Summit Street) east to Main Street. Both of these areas are multi-lane corridors and development is automobile-oriented, in contrast to the more densely-developed sections of contiguous commercial buildings with pedestrian-scale storefronts in Westport's historic core.

W. 39th Terrace, Whittier Place, and Hunter's Heights

The survey area includes several residential clusters. The most notable include:

- A one-and-a-half-block area between West 39th Terrace and West 40th Street is an intact grouping of early twentieth-century housing in the South Roanoke Plat (1901).
- Both sides of Wyandotte Street between Westport Road and West 39th Street, and the east side of Central Street are lined with late-nineteenth and early-twentieth century single-family and multifamily housing. That area includes Whittier Place, which was platted in 1898.
- A grouping of residential buildings lining Central Street and Baltimore Street between Archibald Avenue and Vietnam Veterans Memorial Drive in Hunter's Heights, platted in 1900 and 1909, along with a row of similar early twentieth-century houses along Archibald Avenue, present a linear grouping of similar resources that currently have a commercial use. This group of houses represents one of Westport's turn-of-the-century residential areas, as well as Westport's revitalization in the late twentieth century when the houses were rehabilitated and changed to commercial use. The area is popularly called "Nutterville" for its associations with the local lending firm James B. Nutter Associates, which purchased numerous residential properties in the 1980s and 1990s and converted them to provide office space for small businesses. Historic siding, porches, and some historic

windows were retained in these renovation projects. The area is currently recognizable for its concentration of brightly painted historic houses-turned turned-office and commercial space.

Other residential properties are scattered throughout the survey area, but the above represent the largest concentrations.

- Several early-twentieth century houses associated with the 1856 Jones and Fishers plat south of Westport Road on Clark Avenue remain among recent infill that replaced the rest of the residential neighborhood.
- Three turn-of-the twentieth century houses associated with Vogle's Second Addition platted in 1853 and Vogle's Fourth Addition platted in 1857 are extant along Clark Avenue near the intersection of West 42nd Street. These remnants are physically separated by the Southwest Trafficway (Summit Street) from their associated neighborhood northwest of the thoroughfare.

Steptoe

A grouping of five early-twentieth century single-family houses, two multi-family houses, and one commercial building fronting West 43rd Street between Jefferson Street and Pennsylvania Avenue is the last remaining grouping of resources representing the historically African-American Steptoe community in the survey area. Two additional houses, both surrounded by surface parking, and a church on Washington Street north of West 43rd Street are isolated discontinuous, but thematically-related, resources. Residential houses along West 43rd Street were replaced with surface parking, hospital-related facilities, and a hotel in the 1970s and 1980s, leaving this small grouping as the only vestige of Steptoe extant in the survey area. This group of Steptoe residences represent the only historic, single-family housing lining along West 43rd Street in the survey area.

Old Westport Buildings

An eclectic mix of development suggesting organic growth and redevelopment over a century and a half characterizes the Westport survey area. Varying land use, building types, and vintage create a mosaic of density and setting. Several intact landmark buildings are interspersed in the survey area. The Harris-Kearney House, the Reverend Nathan Scarritt House, and the Albert G. Boone Store (Kelly's Westport Inn-NR listed 1972) are associated with Westport's founding and date from the 1840s and 1850s. The Harris-Kearney House (NR listed 1972) is a house museum and headquarters for the Westport Historical Society, and the Nathan Scarritt House (NR listed 1978) is currently used as office space. Both are surrounded by non-historic commercial infill and early twentieth century buildings. The Boone Store abuts an 1860s commercial building and 1980s infill. It currently houses a bar. The adaptation and continued use of these early historic resources (The Harris-Kearney House was moved from its original location in 1922) embodies the evolution of Westport as existing elements were incorporated and adapted for changing land-use patterns.

FUNCTIONAL PROPERTY TYPE

In order to better understand the development of Westport, the consultants identified the surveyed properties based on their original function as well as their architectural style and/or vernacular building form. A property type is a set of individual resources that share physical or associative characteristics. Property types link the ideas incorporated in the historic contexts with actual buildings that illustrate those ideas. By examining resources according to (1) original function and (2) architectural style, the analysis addressed

both shared functional characteristics as well as physical (architectural style/building form/type) characteristics.

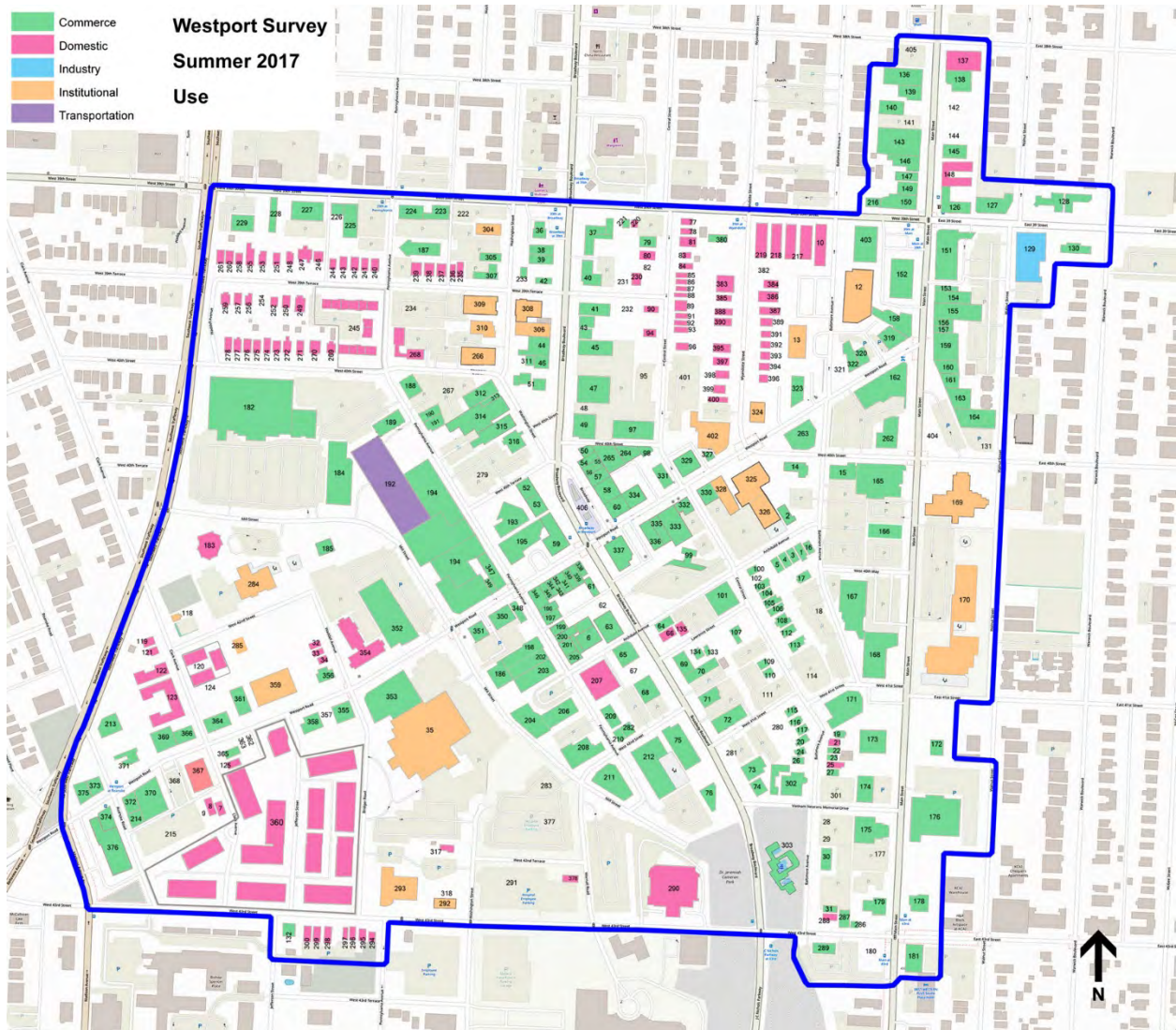
Drawn from the National Register subcategories for function and use, the consultants identified different categories of historic building functions for the surveyed properties. While the functions of some buildings have changed from their original use, this analysis was based on original building function. Residential, primarily single-family dwellings, and commercial buildings account for the majority of historic building functions, followed by office and multi-family residential. There is architectural diversity within each of these functional categories, reflecting the span of construction from 1850 to 2017. Figure 3 tallies resources by original and current function to illustrate how the survey area has changed. Figure 4 illustrates current functions.

A comparison of original functions and current functions reflects contextual themes in Westport's evolution. One notable trend is the increase over time of commercial uses and the decrease of domestic uses. The adaptive re-use of single-family dwellings for commercial retail and office space is documented in the historic context, primarily beginning in the 1970s. The reduction in manufacturing uses reflects the same trend in revitalization when former industrial spaces such as the Mutual Ice Company at 4140-4144 Pennsylvania Avenue (Resource #208) and the Plaza Laundry at 4200 Pennsylvania Avenue (Resource #211) were repurposed for commercial office space. Another notable trend reflected in the changing functions is the loss of historic buildings to create surface parking lots that started in the mid-twentieth century.

Figure 3. Original vs. Current Function

Function	Sub-Totals Original	Sub-Totals Current	Total Original	Total Current
Commercial			182	212
Specialty Store	128	79		
Financial Institution	3	5		
Business	29	35		
Warehouse	6	1		
Department Store	1	0		
Restaurant	12	41		
Organizational	3	4		
Professional	0	47		
Domestic			177	111
Hotel	5	3		
Multiple Dwelling	31	29		
Single Dwelling	141	79		
Education			3	9
Library	1	1		
School	2	7		
College	0	1		
Funerary: Mortuary	1	0	1	0
Government			5	2
Fire Station	2	1		
Post Office	3	1		
Health Care			3	6
Clinic	1	3		
Medical Office	1	2		
Sanitarium	1	1		
Industrial: Manufacturing Facility	7	1	7	1
Landscape			12	47
Parking Lot	6	30		
Vacant Lot	4	15		
Plaza	2	2		
Recreation			3	6
Monument	1	1		
Theater	2	3		
Art Gallery	0	1		
Museum	0	1		
Religion			9	10
Religious Facility	7	8		
Church-related residence	1	1		
Church School	1	1		
Social			3	1
Meeting Hall	2	0		
Civic	1	1		
Transportation			1	1
Parking Garage	1	1		
Total			406	406

Figure 4. Current Function Map



COMMERCIAL BUILDINGS

The buildings in the Westport survey area are predominantly commercial with 45% (182) of the 406 resources identified as such. These commercial resources exhibit a variety of building forms, ranging from small one and two-story retail blocks to expansive warehouses to mid-twentieth-century Modern Movement, free-standing office buildings. The variety of business concerns housed in these buildings reflects the needs of a functioning community. The functional subcategories they represent include specialty stores (128), financial institutions (3), business or office buildings (29), warehouses (6), a department store (1), restaurants (12), and organizational (3).

Usually sited on one or two lots, the older commercial buildings have rectangular plans oriented with the short side facing the street. The two-story designs incorporate public spaces on the first floor and office, residential, meeting, storage, or light industrial spaces on the upper floors. A defining feature of the early commercial property types is a well-defined ground floor “storefront” that distinctly separates it from the upper stories and reflects a difference in public and private uses. Storefronts housed retail or wholesale vending, public entry, showroom, or office spaces. Late-nineteenth and early-twentieth century commercial buildings often have elaborate decorative ornament at the upper stories or cornice line.

Stylistic treatments for the commercial properties in the survey area reflect architectural styles popular in the era in which they were built. They typically have either a flat or barrel roof. Depending on the date of construction, structural elements include load-bearing stone and brick walls, concrete block, or steel members. Similarly, storefronts incorporate combinations of brick, glass, metal, stone veneer and wood.

Specialty Store

The overwhelming majority of small commercial buildings distributed throughout the survey area had retail sales or service functions that are typical of business districts throughout the country, identified broadly as the “specialty store.” The specialty store includes any commercial entity where goods are available for purchase. The one- to four-story buildings are business houses designed for small operations providing wholesale or retail sales involving the receipt and distribution of goods (*Figure 5*). Goods and services offered in the specialty stores on and around Westport Road varied from the Albert G. Boone store at 500 Westport Road (Resource #347) (c. 1850), which was an early trading company, to the Union Pacific Tea store that occupied the circa 1890 one-part commercial building at 425 Westport Road (Resources #342) in 1920. The Broadway Hardware Company occupied the 1909 two-part commercial building at 311 Westport Road (Resources #335) in 1917. The majority of these resources were constructed between circa 1895 and 1930.

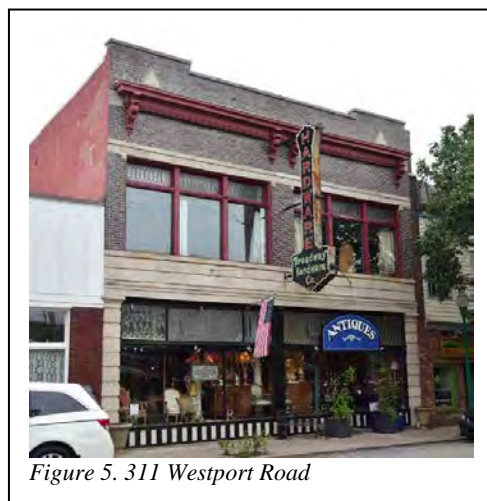


Figure 5. 311 Westport Road

Financial Institutions

The only historic financial institution in the survey area is the 1906 Westport Bank building at 331 Westport Road (Resource #337) (*Figure 6*). The nineteenth century red brick building was heavily altered in 1946, when it received a classically-ornamented façade, and again in 1977-78, when a new brick façade was installed to make it look old again. While the multiple alterations have compromised its architectural integrity, the building retains its original two-story form and a prominent location at the corner of Broadway Boulevard and Westport Road.



Figure 6. 331 Westport Road

Businesses

Twenty-nine resources were identified as historically having business functions. These buildings were constructed as offices for a single business or as speculative ventures for multiple office tenants (*Figure 7*). Most were built in the post-World War II-era, with the notable exception of the 1930 Art Deco-style Standard Oil Company general office at 02 West 40th Street (Resource #262).



Figure 7. 607 Westport Road

The lack of a storefront is the primary feature that differentiates business buildings from buildings intended for retail sales. The buildings in this group also share characteristics of both Modern Movement styling and their function. Newer, mid- to late-twentieth century business buildings often sit with their long side facing the street, and present the sleek, unbroken lines of the glass and steel or concrete office building that became popular after World War II. They retain some public space on the ground floor in the form of a building lobby and occasionally leased retail space. These buildings housed offices for single companies and often provided leased space for multiple smaller professional businesses. Since they are intended for use by a designated group of people and do not rely on pedestrian foot traffic, office buildings of this era often located along traffic thoroughfares and had associated parking. The circa 1950 office building at 601 Westport Road embodies the machine materials of Modern Movement (Resource # 355) (*Figure 7*). The circa 1962 one-story brick building at 712 Westport Road has minimal fenestration and a primary entrance, but lacks a storefront (Resource # 364). The 1955 office building at 3917 Broadway Boulevard (Resource # 40) historically housed offices for the Massman Construction Company. A rear parking lot provides off-street parking for tenants.

Warehouses

The survey identified six (6) buildings as warehouses. Three of them are from the early-twentieth century and one dates to the mid-twentieth century. Parking lots have replaced two other historic warehouses. These buildings are dispersed throughout the survey area, but share some elements common to their intended use. Exposed masonry exteriors lack decorative finishes, fenestration is minimal, and they are typically larger in scale than the retail and office buildings. The exception in this group is the earliest warehouse (circa 1900), which provided commercial storage for a livery company at 4000 Central (Resource #98). Two buildings constructed in the 1920s, 3829 Main Street (Resource #145) and 4010 Washington Street (Resources # 314) (*Figure 8*) were also designed and built for commercial storage functions. Both are multi-story masonry buildings with minimal fenestration on secondary elevations.



Figure 8. 4010 Washington Street

Other Commercial Property Types

The building at 3937-3945 Broadway Boulevard (Resource #45) was constructed as a department store and also housed a furniture store. The front façade has been altered, but the building retains the scale of a retail showroom.

Three buildings (3) were identified as organizational, which includes spaces used by trade and labor unions and professional associations. All three were constructed in the 1960s, the buildings at 4026 Washington Street (Resource #316) and 619-625 West 39th Street (Resource #227) are Modern Movement buildings with simplified facades that utilize glass and brick materials. The building at 3930 Washington Street (Resource #307) has a smaller scale and a more Ranch style aesthetic created with low-pitched roof and horizontal massing, similar to contemporaneous small office buildings.

Twelve (12) buildings were identified as restaurants. Four of them were constructed in the 1970s and 1980s. The commercial building at 4307 Main Street (Resource #181) is a two-part commercial building with multiple storefronts. An early tenant was a tea room. The building 10 West 39th Street (Resource #216) is a mid-twentieth century, one-story brick building with a curved wall. It has housed a restaurant since it opened in 1951. An attached canopy indicates that it may have been a drive-through bank at some point in its history.

NON-COMMERCIAL PROPERTY TYPES

The non-commercial, non-residential buildings in the survey area represent a range of functions necessary to support an independent community. Seven (7) buildings had industrial uses, three (3) were constructed for healthcare, one (1) was funerary, two (2) were theaters, two (2) were meeting halls, nine (9) were religious in function, five were government buildings, and three were educational.

Industrial Buildings

Four of the seven identified industrial buildings are in Westport's historic industrial corridor. The buildings lie south of Westport road along Pennsylvania Avenue and date from 1900 to 1920. The stone facades of the 1907 Mutual Ice Company Building (NR listed 2004) at 4140-4144 Pennsylvania Avenue (Resource #208) and the 1925 Plaza Laundry Building at 4200 Pennsylvania Avenue (Resource #211) distinguish their historic industrial function. Originally an ice plant and a commercial laundry facility, respectively, the utilitarian buildings sat adjacent to the railroad tracks that supported their functions. The circa 1900 one-story brick building at 4105 Pennsylvania Avenue (Resource # 196) currently has a storefront, but historically housed a broom factory. Likewise, the 1909 building at 4115-4117 Pennsylvania Avenue (Resource #201) and the circa 1920 adjoining building at 4125 Pennsylvania Avenue (Resource #205) now have storefronts, but were built for the Hempy-Cooper Manufacturing Company in 1920. Two other industrial buildings retain physical characteristics linking them to their historic functions. The three-story building at 109 E. 39th Street (Resource # 129) was constructed as the Westport Telephone Exchange in 1925 (*Figure 9*). The building has no storefront, but multiple understated single pedestrian entries that pierce the north and west elevations; minimal decorative terra cotta detailing is limited to primary street-facing elevations. Secondary elevations with minimal ornamentation reflect the building's utilitarian function.



Figure 9. 109 E. 39th Street

Education

The survey boundaries include three education-related buildings. The Allen School at 706 West 42nd Street (Resource #284) is a Jacobean style, Progressive-era school building completed in 1912 (*Figure 10*). It embodies the fire-proof construction materials and safety and sanitary design features that characterize schools of this period. The Allen Library at 118 Westport Road (Resource #324) is another building classified in the Education category by the National Register. Completed in 1897, the two-story building has a stone base with partial-height turrets and slate shingle siding under bracketed eaves on the second story. The third building in this category is an ancillary building associated with a church that provides educational space. The modern building at 4041-B Main Street (Resource #170) is a three-story brick building set in a large site.

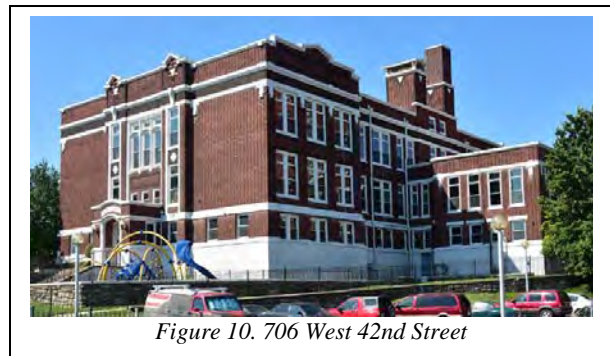


Figure 10. 706 West 42nd Street

Government Buildings

Five (5) buildings in the survey area historically served government functions. While they vary in age, they share some common features associated with their function. Two buildings housed Fire Station 19. The 1939 building at 4012 Washington Street (Resource #315) and the circa 2000 building at 550 West 43rd Street (Resource #293). Both are constructed of fire-proof masonry materials and have character-defining vehicular bays prominently placed on their front facades.

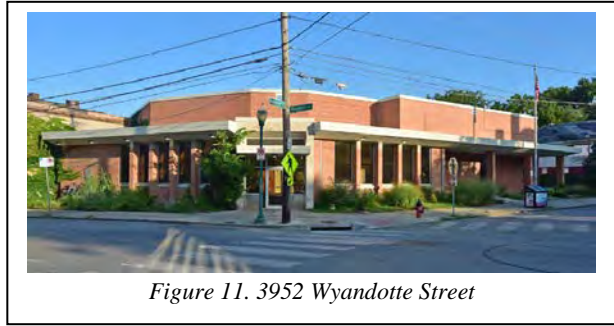


Figure 11. 3952 Wyandotte Street

Three buildings in the survey area have served as post offices. The building at 205–209 Westport Road (Resource #328) is a circa 1910 brick, two-part commercial building that housed a post office in 1917, though it is unclear if it was constructed for this use; the building at 4000-4002 Washington Street (Resource #312) is a one-story building with revival style detailing common to its 1929 period of construction; and the 1964 post office at 3952 Wyandotte Street (Resource #402) is a Modern Movement building (*Figure 11*). The latter two buildings have a rear or side loading dock area and a setback that accommodates parking for customers and mail vehicles, communicating their purpose-built post office designs.

Social/Civic Buildings

Three (3) buildings in the survey area fall under the National Register category of Social. The oldest of these is 433-435 Westport Road (Resource # 346) which was built as Masonic Hall #3 in 1895. While most of the commercial buildings around it are one or two-stories, this three-story building was constructed with retail space on the ground floor and meeting rooms and lodge functions on the upper floors.



Figure 12. 21 West 43rd Street

Two other social buildings are large, free-standing structures. Similar to a church, the 1951 building at 21 West 43rd Street (Resource # 289) has a single volume designed as meeting space for support groups (*Figure 12*). The 1990 building at 3908 Washington Street is a modern movement building with minimal fenestration that supports office space along with its community outreach function.

Religious Buildings

Nine (9) buildings are categorized as Religion with the majority serving as a religious facility. Seven of the churches were custom built for their purpose between 1890 and 1939 and share some common features. The buildings are large-scale to reflect their assembly function. They often have rectangular plans and a large interior volume. Exterior materials are primarily brick and stone. The high-style examples have towers, tracery, and broken arches that communicate the Gothic Revival style such as the church at 3931 Washington Street (Resource #308) (*Figure 13*). The 1890 church at 3921 Baltimore Avenue (Resource #12) communicates the Richardsonian Romanesque style with rustic stone exterior and arched openings. Churches in the survey area often have later additions for ancillary functions that are compatible in scale, but distinguishable in materials and style. The St. James Baptist Church at 508 West 43rd Street (Resource #292) is a vernacular type. Constructed in 1939, the building has a rectangular plan and a front-gabled roof with an asymmetrical tower. The historic wood exterior is currently covered with vinyl siding. The church-related residence at 3934 Washington Street (Resource #310) is a Prairie style house adjacent to an associated church.



Figure 13. 3931 Washington Street



Figure 14. 201 Westport Road

The church school at 201 Westport Road (Resource #326) is a mid-twentieth century Modern Movement building associated with the 1903 church at 201 Westport Road (Resource #325). While it is a separate building, it reflects a common trend of additions to religious buildings to create complexes incorporating ancillary space for education or community functions. The Westport Presbyterian Church (*Figure 14*) was substantially damaged during a fire in 2011. The church was rebuilt within the walls of the 1903 building and re-opened in 2016.

Open Space and Transportation

Twelve (12) resources historically functioned as open space -- either a landscaped plaza, a vacant lot, or a parking lot -- achieving that status prior to 1968. Although it is not historic, one resource was constructed as a parking garage in c.1987, 4020 Pennsylvania Street (Resource #192) (*Figure 15*).



Figure 15. 4020 Pennsylvania Avenue

Thirty (30) additional resources in the survey area currently function as parking lots or vacant lots but historically contained buildings. Several buildings in the survey area do not fill their entire lot. The remaining space on these lots is often paved for parking. Occasionally when buildings have been demolished, the lot is absorbed into the adjacent parcel and the empty space is paved for parking. This trend is particularly notable among post-World War II free-standing commercial buildings with associated parking that front West 39th Street (Resource #222 and 225) and in the southern portion of the survey area

where large paved surface parking lots provide parking for institutional and commercial buildings (Resource #291, 377, and 379). When the formerly residential area of Hunter's Heights began changing to commercial use in the 1970s, surface parking lots were constructed to accommodate the higher occupancy (Resource #111, 114, and 18).

DOMESTIC PROPERTY TYPES

Single-family

The majority (141 or 80%) of domestic properties in the survey area (177 domestic resources) are single-family dwellings. Most were constructed between 1890 and 1930. The one- to three-story dwellings are primarily frame construction with wood, stone, and/or brick cladding. Many of the houses have masonry veneers on the first story and wood or replacement siding on the upper stories. Many have front porches like the house at 3942 Wyandotte Street (Resource #398) (*Figure 16*). Single-family houses are typically grouped in residential settings on secondary streets, rather than main thoroughfares. Some have associated detached garages. Some intact examples of single-family dwellings include 4245 Roanoke Road (Resource #214) and 309 and 311 West 39th Street (Resource # 220 and #221).



Figure 16. 3942 Wyandotte Street

Multiple Dwelling

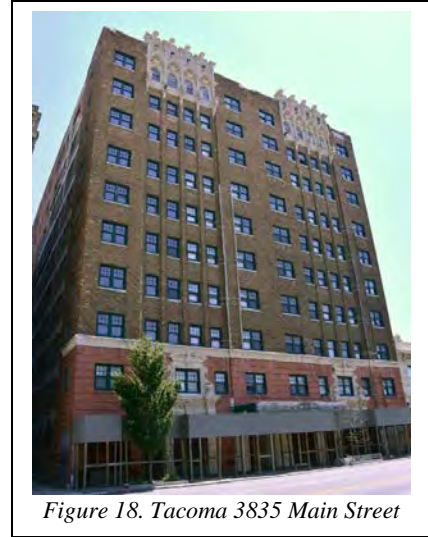
Thirty-one (31) multiple dwelling properties represent 18% of the domestic dwellings in the survey area. The multiple-family dwellings range from a duplex with two living units to apartment buildings with interior access to multiple units, to complexes of multiple buildings with outdoor entries to individual units. Most of the duplexes and mid-sized apartment buildings like the three-story apartment building constructed circa 1920 at 620 West 39th Terrace (Resource #247) are in residential settings mixed among single-family dwellings (*Figure 17*). A group of four circa 1925 high-rise multi-family apartment buildings front West 39th Street west of Baltimore Avenue (Resource #s 10, 217, 218 and 209). Mid-twentieth century apartment complexes like the circa 1950 complex at 615 West 39th Terrace (Resource #245) and the early 1960s buildings at 4210 and 4216 Clark Avenue (Resource #s 122 and 123) feature two and three-story buildings arranged around a common open space.



Figure 17. 620 West 39th Terrace

Hotels

The form and design of hotels, particularly those from the early twentieth century, also shares many traits with the architecture of commercial buildings. The two early-twentieth century hotels in the survey boundaries are the Tacoma apartment hotel at 3835 Main Street (Resource #148) constructed in 1927 and the Alcazar apartment hotel at 3906 Baltimore Avenue (Resource #10) which was constructed in 1925 (*Figure 18*). Both multi-story buildings have revival style ornamentation. Two mid-twentieth century hotels at 560 Westport Road (Resource #354) and 801 Westport Road (Resource #367) are mid-rise buildings. Constructed in 1956 and 1960, these two hotels lack the scale and ornamentation of the earlier hotels. Both have undergone extensive renovations. A fifth hotel constructed in 1978 at 220 West 43rd Street (Resource # 290) is a twelve-story tower with stucco exterior and decorative balconettes that communicate the Spanish Revival style.



ARCHITECTURAL STYLES AND BUILDING FORMS

Classifications based on shared physical attributes include categorization by architectural styles and/or vernacular building forms. The architectural styles and vernacular forms identified in the survey area and assigned to the surveyed properties follow the terminology and classifications accepted by the National Register of Historic Places program. This hierarchy and nomenclature relies heavily on the forms and styles discussed for commercial buildings in *The Buildings of Main Street: A Guide to American Commercial Architecture* by Richard Longstreth. Longstreth classifies commercial buildings by building function and form, such as the “one-part commercial block.” Such terminology is often combined with the building’s style (i.e., “Italianate one-part commercial block”).

The 406 surveyed resources include 289 that represent formal architectural styles, including three with no discernable style and one with three styles mixed together. One hundred fifty-four resources were identified by their dominant characteristics, property type, or building form. Figures 19 and 20 show the distribution of properties by building form and by architectural style. The styles are grouped by era.

Figure 19. Building forms

One-Part Commercial Block	40
Two-Part Commercial Block	39
National Folk	34
Other: Utilitarian	16
Colonnade Apartment Building	14
Bungalow	7
Low-Rise Walk-up Apartment Building	5
Other: Strip Mall	3
Two-Part Vertical Block	2
Arcade Front	1
Total	154

Figure 20. Architectural Style

Victorian Era	
Queen Anne	4
Folk Victorian	2
Italianate	2
Shingle Style	2
Romanesque Revival	1
Historical Revivals	
Colonial Revival	13
Mission/Spanish Colonial Revival	12
Classical Revival	8
Tudor Revival	4
Gothic Revival	3
Late 19th/Early 20th Century Revival	3
Beaux Arts	1
Jacobean	1
American Styles	
Minimal Commercial (Early-Mid 20th Century)	69
Craftsman Bungalow	29
Kansas City Shirtwaist	25
Craftsman	4
Prairie School	3
Modern Movement	
Modern Movement	50
Art Deco	5
Streamlined Moderne	5
Postmodern - Present	
Postmodern/Neoelectic	21
21st Century Modern	7
Minimal Commercial (21st Century)	3
Contemporary	1
No Distinct Style	
No Style (Buildings)	3
Mixed	1
Total	289

BUILDING FORMS

Commercial Building Forms

Commercial architecture is distinguished first by building form and second by its architectural style. In *The Buildings of Main Street: A Guide to American Commercial Architecture*, Richard Longstreth identifies and categorizes buildings common to central business districts and neighborhood commercial areas according to the composition of their façades. Despite intricate detailing and stylistic treatments or the lack thereof, the organization of the commercial façade can be reduced to simple patterns that reveal major divisions or zones. Due to their functional nature, many commercial buildings exhibit restrained architectural details. The cornice area followed by the first-story storefront are the most prominent and distinctive features of a commercial building. In addition to the storefront, cornice, and parapet, important character-defining elements of commercial buildings include bulkheads, transoms, signs, and doors.

Commercial buildings and the streetscape they create define both the functional and visual character of the distinct nodes within the survey area. Dating from the 1850s through the early twenty-first century, most of the commercial buildings surveyed are simple, one-, two-, or three-story structures. The traditional building material is brick. The South Side Historic District (NR listed 1978) along Main Street contains several taller buildings in addition to the more-typical low-rise commercial buildings.

The most conspicuous alterations to commercial buildings in the survey area reflect the modernization of first-story display windows and entrances or the application of a new façade at the upper stories. Many of these alterations have left the original openings and spatial relationships of the storefront intact. Other changes are more-easily reversible, such as the addition of awnings and applications of wood or metal sheathing over original openings or transoms. Where left exposed, the upper stories usually retain their historic integrity and original appearance and are the principal means to identify the building's original style.

Utilizing Longstreth's basic commercial building property types, the most abundant in the survey area are the Warehouse/Light Industrial and One-Part Commercial Block building types. The categorizations of One- or Two-Part Commercial Blocks and Free-Standing Commercial Block all apply to buildings four stories and under. Two-Part Vertical Block describes taller buildings. The majority of the commercial building forms represented in the survey area are Two-Part Commercial Blocks (39) and One-Part Commercial Blocks (40). The survey area also contains examples of the Arcade Front, Two-Part Vertical Block, and Three-Part Vertical Block.

One-Part Commercial Block

Like 4004 Washington (Resource #313), the One-Part Commercial Block building is a simple one-story cube with a decorated façade. In many examples, the street frontage is narrow and the façade comprises little more than plate glass windows and an entrance with a cornice or parapet spanning the width of the façade (*Figure 21*). Most of these resources are identified as Minimal Commercial (Early-Mid Twentieth Century) because they typically do not exhibit features of a particular architectural style.



Two-Part Commercial Block

Slightly more complex than their one-story cousins, Two-Part Commercial Block buildings are typically two- to four-stories in height. As illustrated by the building at 16 Westport Road (Resource #320), they have a clear visual separation of use between the first-story customer service/retail space and the upper-story office, meeting room, or residential uses (*Figure 22*). Similar to One-Part Commercial Block buildings, the styling of the first story focuses on the storefront glazing and entrance(s). The design of the upper stories identifies the building's architectural influences. Sometimes these influences are substantial enough to discern a specific style.

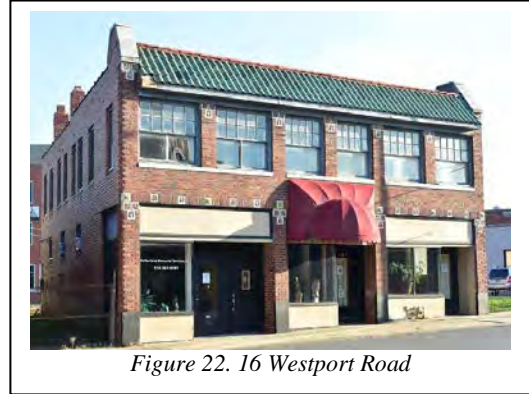


Figure 22. 16 Westport Road

Two-Part Vertical Block

The Two-Part Vertical Block is a taller version of the Two-Part Commercial Block (over four stories) with a clear visual separation between the first story, or the “base,” and the upper stories, or the “shaft” (*Figure 23*). The design of the upper stories identifies the building's architectural influences and often uses decorative or structural elements to emphasize the verticality of the building. The example at 3829 Main Street (Resource #145) incorporates Classical design elements in a functional façade.



Figure 23. 3829 Main Street

Arcade Front

The Arcade Front building has a series of round-arched openings that are evenly-spaced along the first story of the main façade, like the 1970 office building at 4177 Broadway Boulevard (Resource # 73) (*Figure 24*). These buildings are generally between one and three stories tall.

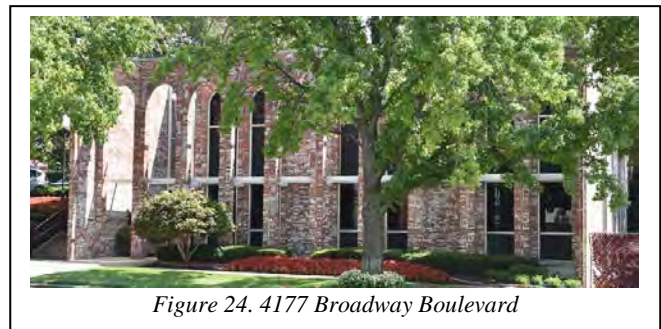


Figure 24. 4177 Broadway Boulevard

Single-Family Residential Property Types

Throughout the nation's history, its citizens erected modest dwellings constructed of locally available materials without stylistic embellishments. The early colonists brought with them the building traditions of Europe and, using locally available materials, adapted them to their new communities. Frame buildings constructed of hewn timbers and covered with thin wood siding dominated the early folk building in New England where massed plans more than one room deep became the norm. In the early settlements of the Tidewater South, frame houses that were one room deep became common. As settlement expanded to the West, what became a Midland tradition of log buildings evolved out of a blending of the two Eastern traditions.

Simplified vernacular interpretations of Victorian forms (Folk Victorian) were popular throughout the country in the late nineteenth century. These were closely related to and often based on National Folk forms, representing more elaborate, high-style designs applied to the same forms. The character of American folk housing changed significantly as the nation's railroad network expanded in the decades from 1850 to 1890. Builders of modest dwellings no longer relied on local materials. Instead, railcars could rapidly and cheaply move mass manufactured construction materials (pre-cut lumber, nails, window and door frames, and ornamental details) from distant plants over long distances. It was not long until vernacular houses of light balloon or braced framing replaced hewn log dwellings. Despite the change in building technique and materials, the older folk house shapes persisted. The resulting houses were simple dwellings defined by their form and massing, but lacking identifiable stylistic characteristics. Even after communities became established, folk house designs remained popular as an affordable alternative to more ornate and complex architectural styles. These traditional prototypes and new innovative plans comprise distinctive families of residential forms that dominated American folk building through the first half of the twentieth century.

National Folk Houses: I-House Family

I-Houses are two-story versions of the hall-and-parlor plan that became a popular folk form, particularly in the Midwest in the mid-nineteenth century as the need for more space in winters favored a two-story dwelling. The side-gabled form two rooms wide and one room deep can have wings, ells, and front porches. The Reverend Nathan Scarritt Residence at 4038 Central Street (Resource #107) exemplifies this house type. It has an L-plan with a one-story rear wing and simple Victorian details. (Figure 25).



Figure 25. 4038 Central Street

National Folk: Gable Front House

The eponymous gable front shape of this vernacular house type referenced the triangular pediment on the façade of the Greek temple. As a building style, this trend originated with the Greek Revival architectural movement that dominated American design during the period from 1830 to 1850. Settlers brought the design west as they followed the expansion of the eastern railroad network in the 1850s. The adaptability of the gable-front form to narrow urban lots assured its popular use, and it remained a dominant residential building form well into the twentieth century. The survey identified twenty gable front houses. The residence at 3903 Central Street (Resource #78) clearly illustrates the gable front house form (Figure 26). These



Figure 26. 3903 Central Street

typical late-nineteenth and early-twentieth century examples feature nearly symmetrical front façades, wood columns supporting the full-width front porch, and minimal architectural ornament.

Gable Front and Wing House

Very similar to its Gable Front cousin, the Gable Front and Wing house gained popularity in rural areas. In this form, a secondary side-gable block placed perpendicular to the main gable-front gives the house its distinctive L-shaped massing. Like the Gable-Front House, architectural ornament is minimal. Both the one-story and two-story forms became common in the Midwest. The residence at 3935 Central Street (Resource #96) is a good example of one of the fifteen Gable Front and Wing houses identified in the survey, with its steep cross-gable roof, narrow windows, and minimal ornament (*Figure 27*).



Figure 27. 3935 Central Street

Bungalow

The Survey identified twelve examples of the vernacular Bungalow house form, including 3931 Wyandotte Street (Resource #391) (*Figure 28*). This residential form is a one-and-one-half-story dwelling with a side-gable roof and a large gabled dormer rising from the front roof slope. The full-width porch is integrated under the primary roof. The first-story cladding is often masonry, typically brick. These dwellings were constructed in the first decade of the twentieth century but lack any of the distinct features that represent the Craftsman style such as exposed rafter tails, rustic stone, or wood shingle siding. While this vernacular form is not represented in *A Field Guide to American Houses*, the presence of multiple resources with similar designs indicates a local trend.



Figure 28. 3931 Wyandotte Street

Multi-Family Residential Property Types

The concept of multi-family living was introduced in Kansas City through the conversion of single-family buildings into multi-family residences. However, it was the development of the purpose-built multi-family apartment building that made a significant impact on the residential patterns of Kansas City and introduced new housing options for a quickly growing segment of the city: the working- and middle-class. The purpose-built apartment building was designed to swiftly meet rising housing demand while utilizing available building materials within a modest budget. The purpose-built working- and middle-class apartment building was developed as a response to the tremendous growth occurring in Kansas City in the first decades of the twentieth century when the population nearly tripled. Many of these new residents came from rural areas, and were seeking the employment opportunities offered in an urban setting. Many employment opportunities offered a living wage, but not one high enough to afford a detached, single-family house. Additionally, a growing number of incoming residents were single men and women. These new residents filled available working positions as teachers, librarians, salespersons, clerks, middle

managers, and secretaries, while desiring a living arrangement without the responsibilities of home ownership. There are two types of apartment buildings common to Kansas City found in the Survey Area.

Colonnaded Apartment Building

Colonnaded Apartment Buildings are multi-story, purpose-built apartment buildings where columns and projecting porches are the dominant features. There are several different property types of colonnaded apartment buildings, defined by the shape, material, and size of the columns. Of the fourteen resources identified as Colonnaded Apartment Buildings, there are examples of the Square Brick Column Porch property type, such as the c.1909 apartment building at 3923 Wyandotte Street (Resource #387), and examples of the Colossal Classical Column Porch property type, such as the 1910 apartment building at 3909 Central Street (Resource #181) (*Figure 29*).



Figure 29. 3909 Central Street

Low-Rise Walk-Up Apartment Building

The Low-Rise Walk-Up Apartment Building is another purpose-built apartment building that is between two and four stories, has a single entrance and double-loaded corridors, but does not have a formal lobby or an elevator. Often there are stylistic features applied to the exterior, but no dominant architectural style. There are five such buildings in the survey area, including the two-story c.1920 apartment building at 620 W. 39th Terrace (Resource #247) (*Figure 30*).



Figure 30. 620 W. 39th Terrace

ARCHITECTURAL STYLES

Nationally, after the Civil War, commercial centers became specialized according to administrative, retail, wholesale, industrial, or recreational use. New building types and reinterpretations of traditional building types appeared as styles changed. The concentration of a few distinct architectural styles in the survey area illustrates the building booms that defined Westport's history. Westport contains representative examples of many of the formal styles within the National Register categories of *Late Victorian*, *Late Nineteenth and Early Twentieth Century Revivals*, *Late Nineteenth and Early Twentieth Century American Movements*, and *Modern Movement*. A few high-style examples of these architectural idioms mingle with the smaller, simpler vernacular versions that dominate the survey area. Commercial, social, and governmental resources all exhibit formal architectural styles. The most common styles applied to commercial resources in the survey area are the early-twentieth century revival styles and Modern Movement for later buildings. Prairie School and Bungalow/Craftsman styles characterize the majority of residential resources, but other styles such as Tudor Revival are also represented. Institutional buildings such as churches and schools and select commercial buildings represent high style examples, mostly of twentieth-century revival styles.

Mid-Nineteenth Century and Victorian Era Styles

Greek Revival

The survey area includes one example of a mid-nineteenth century I-House with Greek Revival features. The circa 1850 Harris-Kearney house at 4000 Baltimore Avenue (Resource # 14) illustrates the cross-gable form that gained popularity as settlers brought stylistic influences from the East and applied them to vernacular house forms in the developing West. This house features a symmetrical façade with a cornice and returned eaves that are hallmarks of the style. Lintels and sills surrounding windows are minimal ornamentation (*Figure 31*). A secondary side-gable block placed perpendicular to the main gable-front gives the house its distinctive L-shaped massing.



Figure 31. 4000 Baltimore Avenue.

Late Victorian

There are eleven (11) examples of Late Victorian architecture scattered throughout the survey area. Constructed from circa 1880 to 1926, the majority of these resources are residential buildings constructed around the time of annexation in the 1890s. Many of the single-family dwellings identified as National Folk forms date to this era.

Italianate

The two (2) resources identified as Italianate are one and two stories tall. This style was commonly used for commercial and residential buildings in the 1870s and 1880s. The simple brick facades have carved stone lintels and ornate cornices, often with elaborate brackets and gables. The circa 1880 house at 3914 Washington Street (Resource #305) had a cornice that has been removed above a dentil row of brick banding on the otherwise plain façade. Sloped brick sills line window openings (*Figure 32*). The other example is a circa 1920 commercial building at 4035 Broadway Boulevard (Resource #54) with an altered façade that has a prominent cornice and elaborate brackets that communicate the Italianate style.



Figure 32. 3914 Washington Street

Queen Anne

There are four (4) examples of Queen Anne architecture in the survey area. All are residential. The Queen Anne style was extremely popular in the Midwest from the late 1800s until about 1910. The style came to America from England during the 1880s. It was named for Britain's Queen Anne, who reigned between 1702 and 1714 when classical ornament was often applied to traditional medieval structures.⁵ The most character-defining feature of a Queen Anne residence is its overall irregular form as protruding cross-gables and turrets contribute to an asymmetrical massing. Additional exterior decoration was achieved through wall overhangs, voids, extensions and the application of a variety of materials. The asymmetrical form, protruding cross gables, and fish-scale shingles communicate the Queen Anne style on the house at 4049 Central Street (Resource #113) (*Figure 33*).



Figure 33. 4049 Central Street

Folk Victorian

The Folk Victorian style reflects the simplification of earlier Victorian styles combined with the influence of other styles such as the Italianate or Gothic Revival. These dwellings are based on National Folk forms and were made possible with the advent of the railroad. Folk Victorian dwellings have simpler rectangular or L-shaped footprints and minimal ornament, often relegated to the porch and the gable ends. Two (2) resources in the Survey Area exhibit elements of the Folk Victorian style. The house at 4235 Baltimore Avenue is an example of a Folk Victorian dwelling. (*Figure 34*).



Figure 34. 4235 Baltimore Avenue

Romanesque Revival

First Calvary Baptist Church at 3921 Baltimore Avenue (Resource #12) is the only example of Romanesque Revival identified in the survey area (*Figure 35*). Popularized for churches in the late nineteenth century, the style shares asymmetrical massing of the Queen Anne style, often augmented by towers, bays, and insets porches. A rough-faced stone exterior and wide, muscular arches are hallmarks of this style.

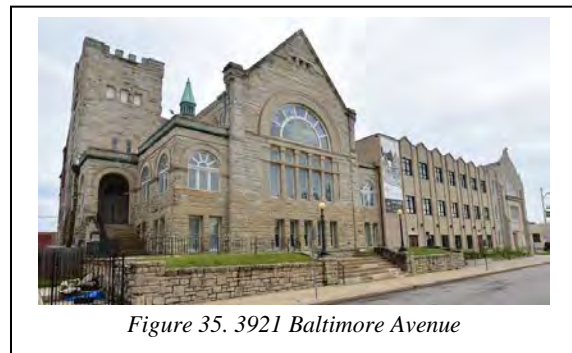


Figure 35. 3921 Baltimore Avenue

⁵ John C. Poppeliers, and S. Allen Chambers, Jr. *What Style Is This? A Guide to American Architecture*. Hoboken, NJ: John Wiley & Sons, Inc., 2003, 72.

Late-Nineteenth and Early-Twentieth Century Revivals

The survey area includes forty-five (45) examples of Late-Nineteenth and Early-Twentieth Century Revival styles. These resources date from circa 1900 to circa 1938. The contemporaneous Classical Revival, Gothic Revival, Colonial Revival, and Mission/Spanish Colonial Revival styles reflect the influences of historic architecture derived from European and American antecedents. While revival styles typically mimicked an earlier version, some early-twentieth century examples combined stylistic elements from several sources. The building at 4307 Main Street (Resource #181) exemplifies one of the Late-Nineteenth and Early-Twentieth Century Revival styles with an eclectic mix of borrowed decorative details, rather than a facsimile of a single earlier style (Figure 36).

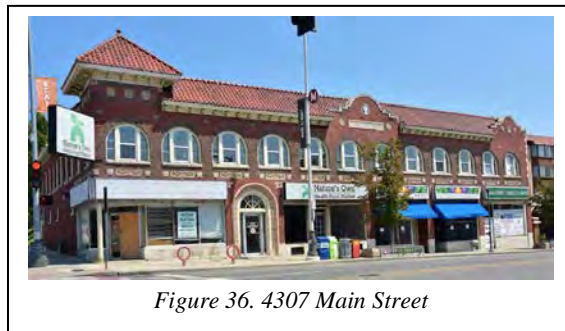


Figure 36. 4307 Main Street

The building at 4307 Main Street (Resource #181) exemplifies one of the Late-Nineteenth and Early-Twentieth Century Revival styles with an eclectic mix of borrowed decorative details, rather than a facsimile of a single earlier style (Figure 36).

Colonial Revival

The term “Colonial Revival” refers to the rebirth of interest in the styles of early English and Dutch houses on the Atlantic Seaboard. The Georgian and Adams styles, often combined, form the backbone of the revival styles. Those built in the late nineteenth century were interpretations of the earlier colonial style, while those built from about 1915 to 1930 were more exact copies of the earlier adaptations. As their use continued into the mid-twentieth century, the style became more simplified.⁶ One resource within the survey area expresses the Colonial Revival style. The civic building at 21 West 43rd Street (Resource #289) has a symmetrical form, raised parapets, regular fenestration, and a pedimented surround at the main entry (Figure 37).



Figure 37. 21 West 43rd Street

As their use continued into the mid-twentieth century, the style became more simplified.⁶ One resource within the survey area expresses the Colonial Revival style. The civic building at 21 West 43rd Street (Resource #289) has a symmetrical form, raised parapets, regular fenestration, and a pedimented surround at the main entry (Figure 37).

Mission / Spanish Colonial Revival

Eleven (11) resources exhibit elements of Mission/Spanish Colonial Revival influence, largely expressed through applied ornament such as terra cotta tile, red clay tile pent roofs, columns and friezes like the detailing on the Madrid Theater at 3800 Main Street (Resource #136) (Figure 38). Barrell tile roofs are also a common feature. These resources usually have shaped parapets. Buff brick and stucco are common exterior materials. These resources include multi-family apartments, commercial buildings, hotels, and a theater that mostly date to the 1920s. Two buildings, 4163 Broadway Boulevard (Resource #72) and 4034-4042 Broadway Boulevard (Resource #53) display arched openings that communicate Spanish Colonial Revival.

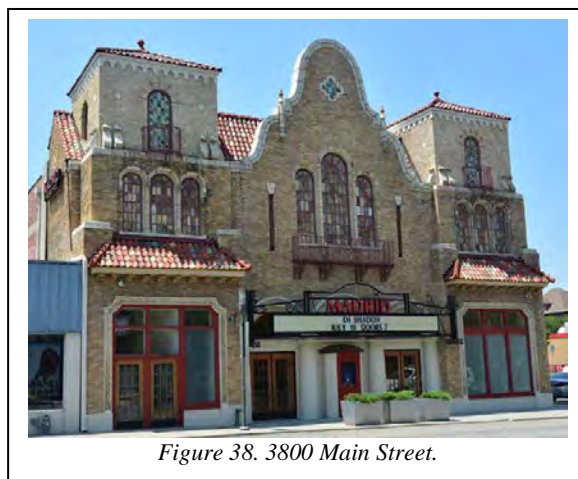


Figure 38. 3800 Main Street.

⁶ McAlester, 234-36.

Classical Revival

The eight resources identified as Classical Revival have symmetrical façade and simple, classically-inspired ornament. These resources often fall into two categories. The smaller resources are One- or Two-Part Commercial Blocks with brick facades and simple stone or terra cotta ornament at the lintels and parapets. The commercial building at 4048-4056 Broadway (Resource #59) exemplifies the features of the Classical

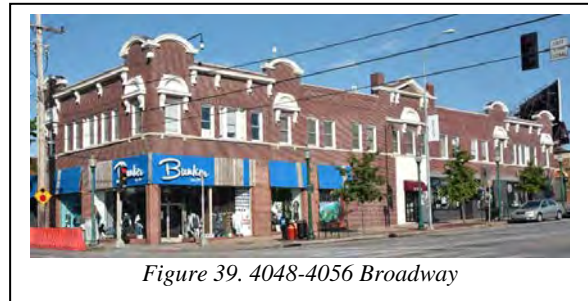


Figure 39. 4048-4056 Broadway

Revival style in for a commercial building (Figure 39). The taller resources are Two-Part Vertical Blocks. They have a strong base often clad in stone and sometimes punctuated by round-arched openings. A difference in cladding material and simplification of ornament differentiate the upper stories from the base.

Tudor Revival

There are five (5) examples of the Tudor Revival style in the survey area. Three are commercial buildings from the post-World War I period, the heyday of this architectural fashion. A steeply pitched roof defines Tudor Revival. Cross gables, decorative half-timbering and arched openings are also common. The former service station at 4001 Broadway Boulevard (Resource #50) has steeply-pitched front gables with half-timbering on stucco (Figure 40). Two 1960s multi-family apartment complexes at 4210 Clark Avenue (Resource #122) and 4216 Clark Avenue (Resource #123) also have half-timbering and cross-gabled roofs.



Figure 40. 4001 Broadway Boulevard

Gothic Revival

Three (3) churches in the survey area are Gothic Revival, a common style for religious buildings in the late nineteenth and early twentieth century. All display the characteristic rusticated stone exteriors and steep front gables. Broadway Baptist Church, historically the First Swedish Baptist Church, at 3931 Washington Street (Resource #308) constructed in 1922-1923 has engaged pilasters and stone tracery (Figure 41). Westport Presbyterian Church at 201 Westport Road (Resource #325), completed in 1903, has a side tower, a common Gothic Revival element. A substantial modern addition constructed after a fire alters the façade, but the steep front gable and rusticated stone exterior of the historic church are intact. St. Paul's Episcopal Church at 4041 Main Street (Resource #169) was constructed in 1922 with segmented arch windows and staggered pilasters that evoke buttresses.



Figure 41. 3931 Washington Street

Jacobean

The 1912 school at 706 West 42nd Street (Resource #284) is Jacobean, another revival style with roots in traditional English architecture. Jacobean buildings feature masonry (brick or stone) exteriors with stone detailing, tall rectangular windows, paired or multiple chimney stacks, and arched entries. The brick school has contrasting stone detailing emphasizing horizontal banding, large windows that allow light and fresh air into the building, tall chimney stacks that rise above a shaped parapet, and tabernacle entries with arched frames (*Figure 42*).



Figure 42. 706 West 42nd Street

Early Twentieth Century American Styles

Minimal Commercial (Early-Mid Twentieth Century)

Minimal Commercial (Early-Mid Twentieth Century) refers to one- to three-story commercial resources with generic brick facades that have very little applied ornament. Inclusion of a storefront communicates the historic commercial function of the resource and differentiates it from the *Other: Utilitarian* resources that do not have any architectural or commercial features. These buildings are common in early-twentieth century commercial areas. The commercial building at 3838 Main Street (Resource #149), constructed in 1908, is an excellent example of a Minimal Commercial (Early-Mid Twentieth Century) resource (*Figure 43*).



Figure 43. 3838 Main Street

Kansas City Shirtwaist

The term Kansas City Shirtwaist describes a local vernacular design where a two- to two-and-one-half-story single-family dwelling has masonry cladding at the first story, either brick or stone, while the upper stories feature a different type of cladding, such as clapboard, wood shingle, or stucco. If non-historic siding has been added, typically it is applied only to the upper stories. These houses often have hipped or front-gable roofs and full-width porches. The massing, the flared, wide eaves, and pyramidal roof are all features associated with the Prairie style. The residence at 632 W. 39th Terrace (Resource #251) is an excellent example of this vernacular style, with its stone foundation, brick first story, and wood shingle second story (*Figure 44*). The hipped roof has flared eaves and hipped dormers. There are twenty-five Kansas City Shirtwaist resources in the survey area.



Figure 44. 632 W. 39th Terrace

Craftsman/Bungalow

Craftsman houses date from circa 1905 through 1930. Most evolved from the early designs of Charles Sumner Greene and Henry Mather Greene who practiced architecture in California from 1893 to 1914. The Greene's designed both elaborate and simple bungalow houses that incorporated designs inspired from the English Arts and Crafts movement and Oriental architecture. Popularized by architectural magazines and builder pattern books, the one-story Craftsman Bungalow house became popular nationwide during the early decades of the



Figure 45. 3926 Central Street

twentieth century as the most fashionable style for a smaller house. Identifying features include low-pitched roofs; wide eave overhangs, often with exposed roof rafters; decorative beams or braces under gables; and full- or partial-width porches supported by square piers. The low-pitched roof with exposed rafter tails, brackets, and multi-light double-hung windows with vertical muntins on the house at 3926 Central Street (Resource #90) clearly exemplify Craftsman design (*Figure 45*).

Prairie School

Prairie School is a uniquely American architectural style that originated with Frank Lloyd Wright and other Chicago architects around the turn of the twentieth century. Pattern books spread the style throughout the Midwest over the next decade. Prairie School houses have a rectangular mass capped by a shallow gable or hipped roof. Banded windows, contrasting trim details between stories, and wide overhanging eaves underscore the strong horizontal emphasis of these design treatments.⁷ The square porch supports, wide eaves, shallow hipped roof, and



Figure 46. 3934 Washington Street

strong horizontal massing identify the dwelling at 3934 Washington Street (Resource #310) as a Prairie School design (*Figure 46*).

Modern Movement

The Modern Movement encompasses the wide variety of architectural styles developed in the twentieth century as popular architecture broke from the historical revival styles that dominated previous eras. Beginning in the 1920s and continuing into the 1970s, architects sought inspiration in the innovations of man and machine rather than the architecture of the past or nature. The goal was to create completely new forms that reflected the energy, creativity, and engineering ingenuity of the age. As the first formal style to

⁷ Ibid, 439-41.

emerge from the Modern Movement, Art Deco utilized stylized geometric ornament to emphasize modernity and progress. Subsequent styles, such as Streamline Moderne, International, and New Formalism, stripped the building of all formal ornament. Form, construction, and man-made materials became the main components of architectural expression. These later styles were predominantly used for large-scale, free-standing commercial buildings in urban areas.

Art Deco

The Art Deco style gained popularity in the United States after the 1925 *L'Exposition Internationale des arts Décoratifs et Industriels Modernes* in Paris. While initially decorative in nature, architects embraced Art Deco forms as symbols of modernity. Constructed in 1930, the Standard Oil General Office has fluted pilasters and a carved frieze of geometric patterns ornament the otherwise simple limestone façade (*Figure 47*). Dramatic polychrome terra cotta ornaments the Art Deco commercial buildings along Main Street at the intersections with 39th Street and Westport Road at 3948 Main Street (Resource #162) constructed in 1934.



Figure 47. 2 West 40th Street

Moderne

Examples of Modern Movement commercial design first appeared in the survey area 1940s. Nationwide, in the 1930s architects began applying the streamlined forms popular in industrial design to commercial buildings. The Moderne style featured cubic and cylindrical



Figure 48. 4200 Main Street

forms with a horizontal emphasis, smooth surfaces, curving shapes, and a minimum of ornamentation (*Figure 48*). The five Moderne buildings in the survey area have buff brick walls or curved glazing and aluminum canopies that define their architectural style. The automotive repair shop at 4200 Main Street (Resource #175) was constructed in 1947 with a distinctive curved façade. The circa 1945 commercial building at 4128 Broadway Boulevard (Resource #65) also has a curved glazed wall and a metal canopy emphasizing the cylindrical form common to the Moderne. The former Katz Drug Store at 3948 Main Street (Resource #162) was constructed in 1934 with an irregular plan and a curved façade.

Modern Movement

In the post-World War II period, buildings, especially commercial buildings, got bigger and sleeker. All vestiges of architectural ornament and references to historic styles were removed. Skins of glass and metal replaced traditional veneers of brick and stone. Windows became expansive ribbons of glass rather than punched openings (*Figure 49*). Fifty (50) buildings of this genre rose in the Westport

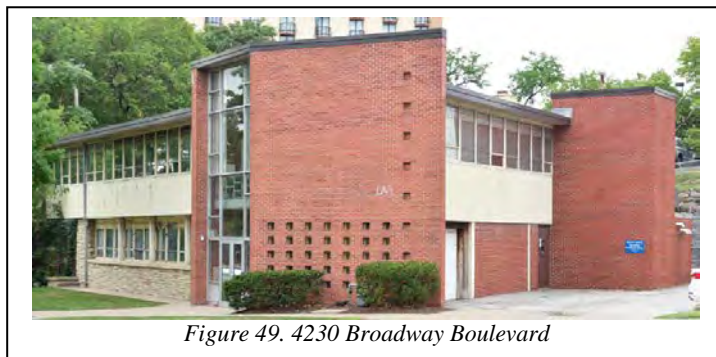


Figure 49. 4230 Broadway Boulevard

survey area during the post-war boom and into the early 1970s. Commercial businesses embraced forward-looking Modern Movement architecture to represent their own visions of the future. The 1961 office building at 4230 Broadway Boulevard (Resource #76) embodies Modern Movement machine-made materials with its brick, metal, and glass façade. Banded windows and shifting planes highlight the building's canted entry. Contrasting brick patterns and textures and metal window muntins provide ornamentation utilizing the construction components rather than applied decoration. The circa 1970 commercial building at 615 West 39th Street (Resource #226) has a flat roof and a concrete, brick, and glass façade. Exposed concrete panels with large aggregate provide a geometric and textured ornamentation to the otherwise plain façade.

Postmodern to Present

Postmodern/Neoelectic

Postmodern and Neoelectic refer to formal and informal architectural styles that followed the Modern Movement. These resources date from the mid- to late-1970s through to 1999. They often feature a classical element or a component of a historical revival style, such as an arch, that is exaggerated to the extreme to become the dominant feature of the façade. The James B. Nutter Office Building at 4026 Central Street (Resource #101), constructed circa 1995, is an example of a Neoelectic building with the exaggerated arch at the center of each façade (*Figure 50*).



Figure 50. 4026 Central Street

21st Century Modern/Minimal Commercial (21st Century)

Twenty-first Century Modern refers to buildings that were constructed in the twenty-first century. Although there some common features, a formal style has yet to emerge. Some buildings borrow elements from past styles while others present an entirely new aesthetic. The mixed use commercial and residential building at 4131-4141 Pennsylvania Avenue (Resource #207), constructed circa 2006, is an example of the New Classical aesthetic of the 21st Century Modern. The building borrows Classical design features, such as the three-part composition of the façade, using different materials to distinguish the base, shaft, and capital (*Figure 51*).



Figure 51. 4141 Pennsylvania Avenue

DATES OF CONSTRUCTION

For dates of construction not provided by Kansas City property records or historic building permits, the consultants utilized Sanborn Maps, city directories, and other archival sources described in the Methodology to estimate dates of construction. Architectural style was not used to estimate construction dates since original facades were often updated in an effort to modernize a building's appearance. Dates of building additions and alterations were not considered in this analysis. Figure 52 presents the distribution of buildings by estimated date of construction. Figures 53-59 map the distribution of buildings by estimated dates of construction.

Figure 52. Dates of Construction

Era	Total	Percent
1850 – 1870	6	1
1871 – 1897	24	6
1898 – 1919	148	36
1920 – 1945	80	20
1946 – 1970	76	19
1971 - present	72	18
Total	406	100

The largest wave of development in the survey area occurred between annexation by Kansas City in 1897 and 1919, which coincided with intense southern expansion of Kansas City. New construction continued through the mid-twentieth century, but never rivaled the first two decades after annexation when much of the extant building fabric was constructed.

Figure 53. Dates of Construction Map

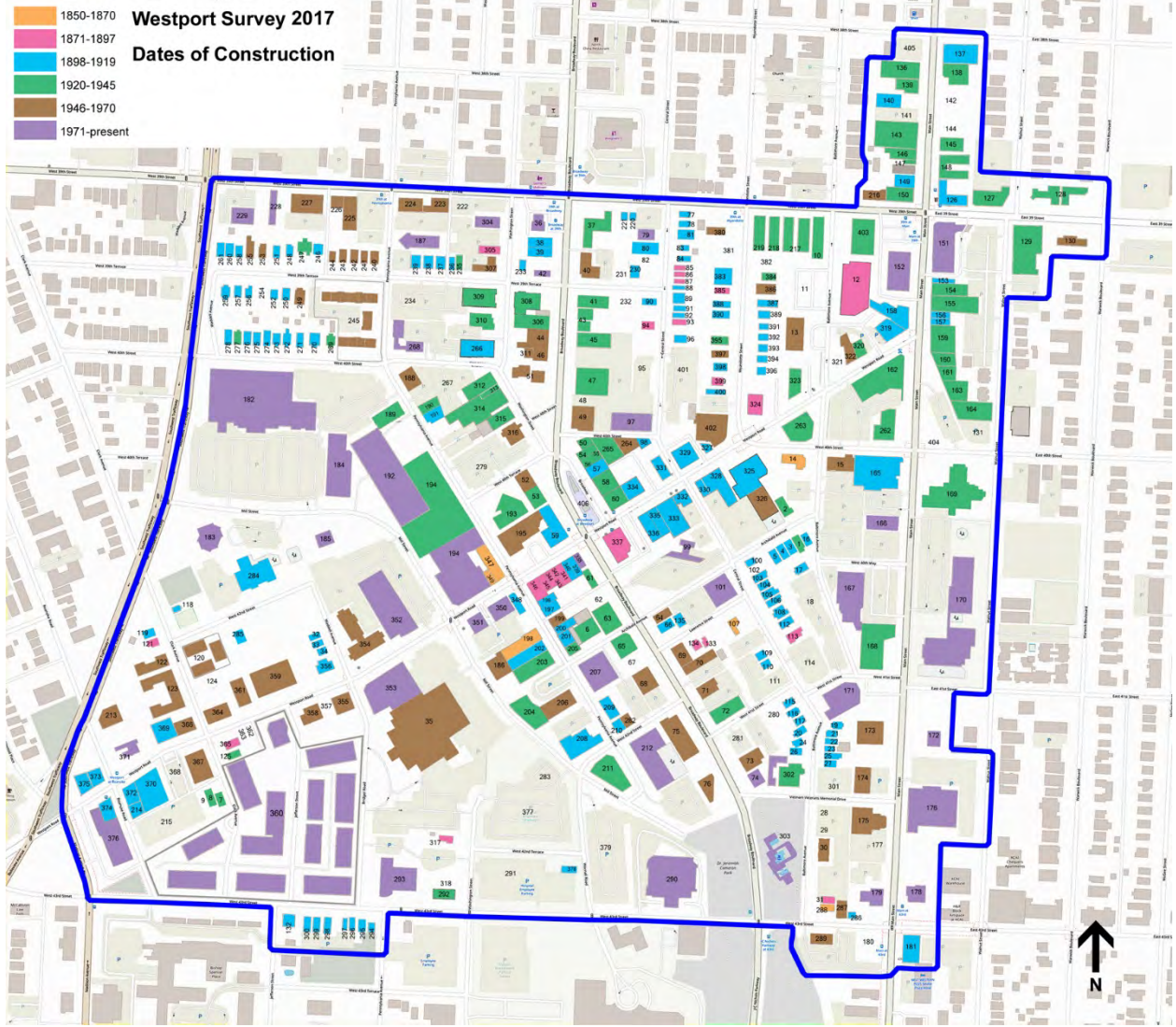


Figure 54. Dates of Construction Map 1850-1870

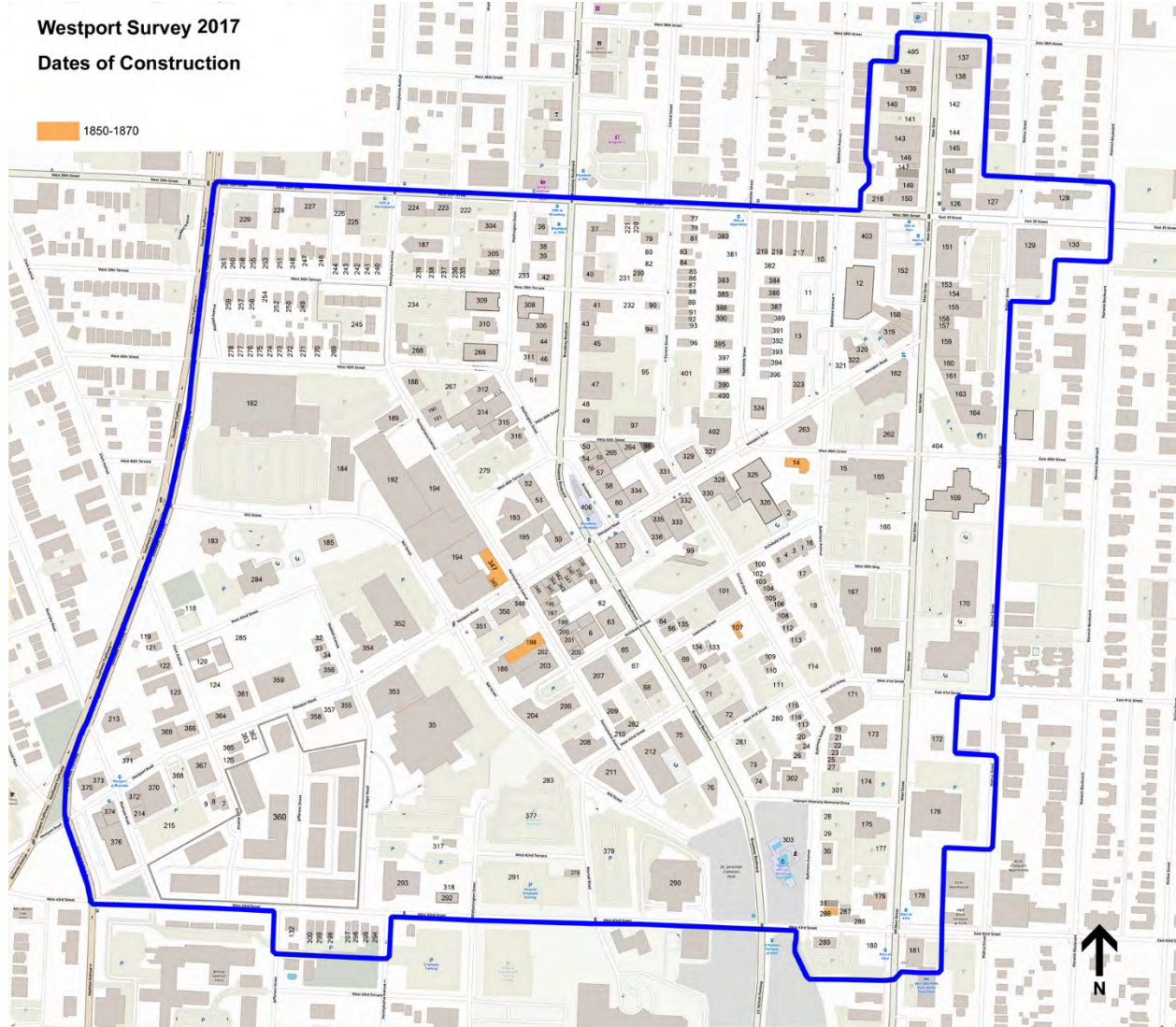


Figure 55. Dates of Construction Map 1871-1897

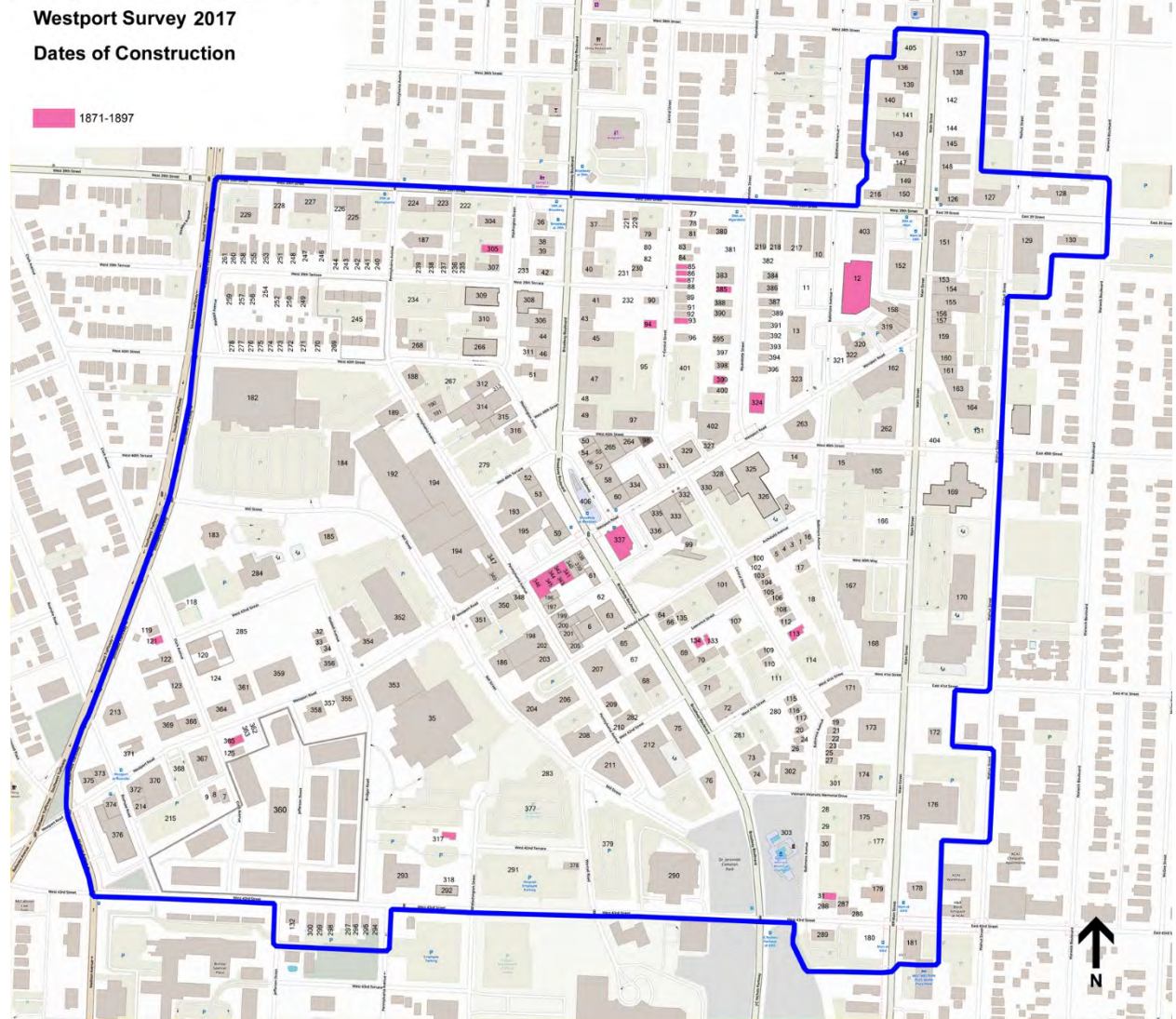


Figure 56. Dates of Construction Map 1898-1919

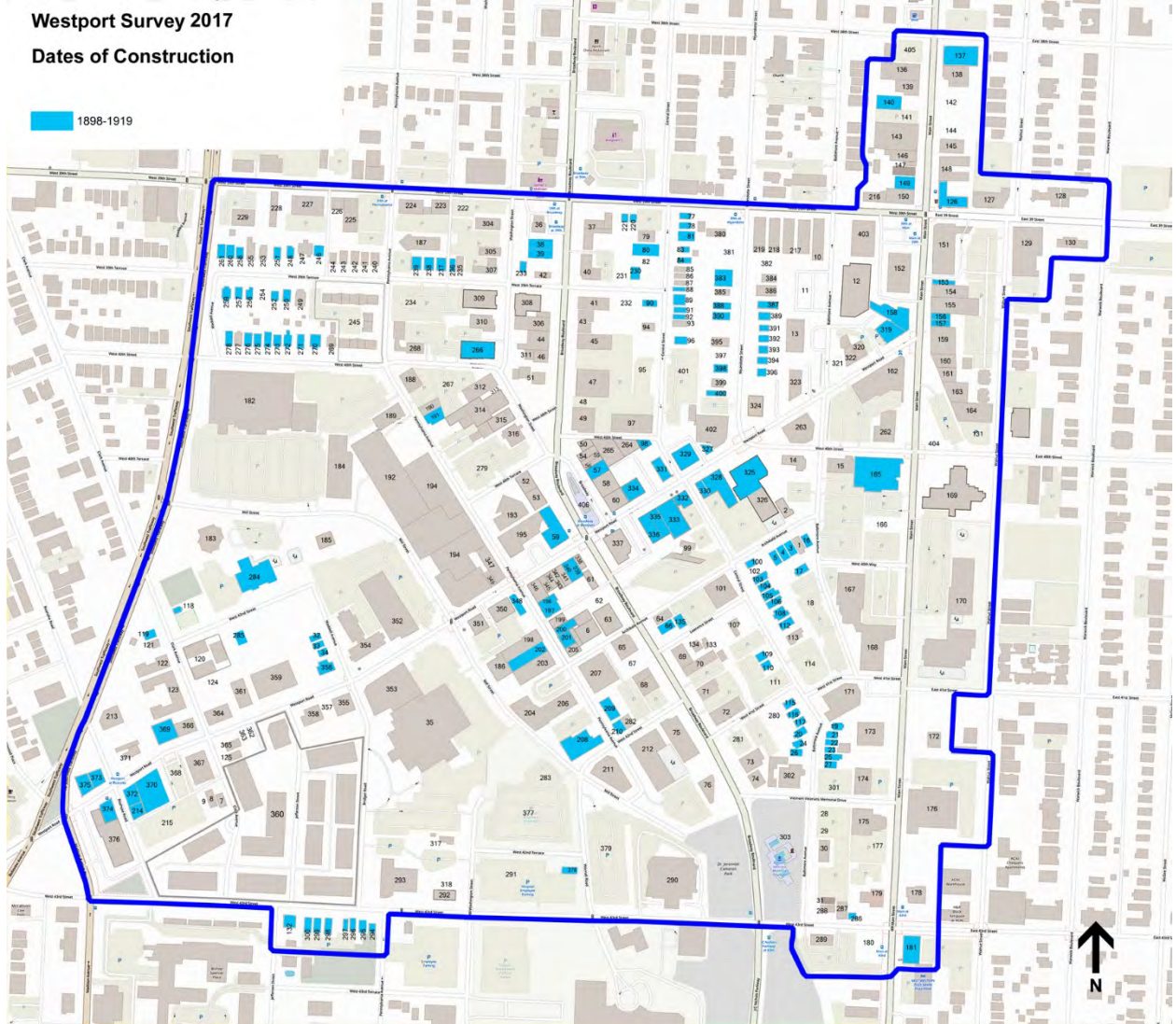


Figure 57. Dates of Construction Map 1920-1945

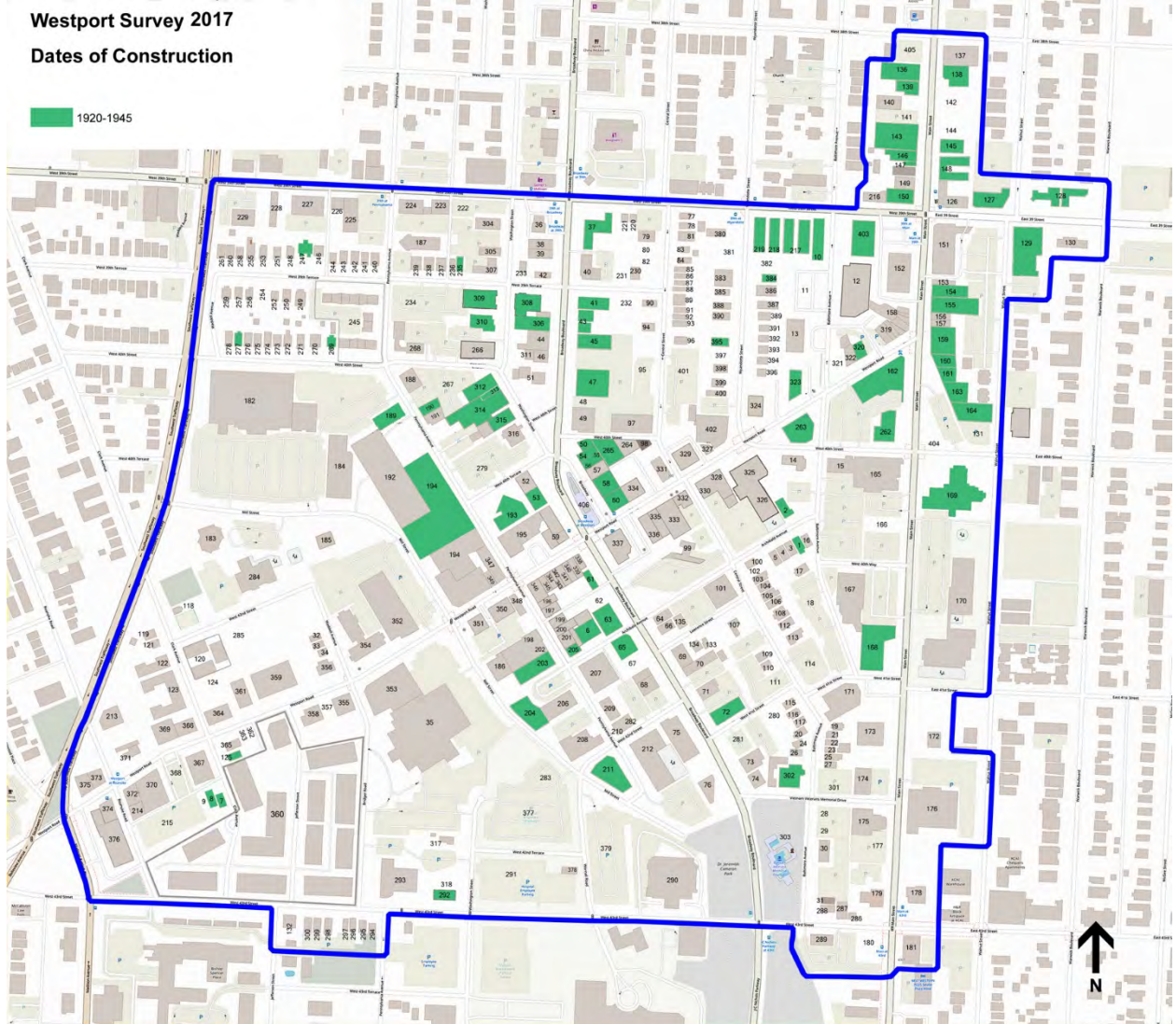


Figure 58. Dates of Construction Map 1949-1970

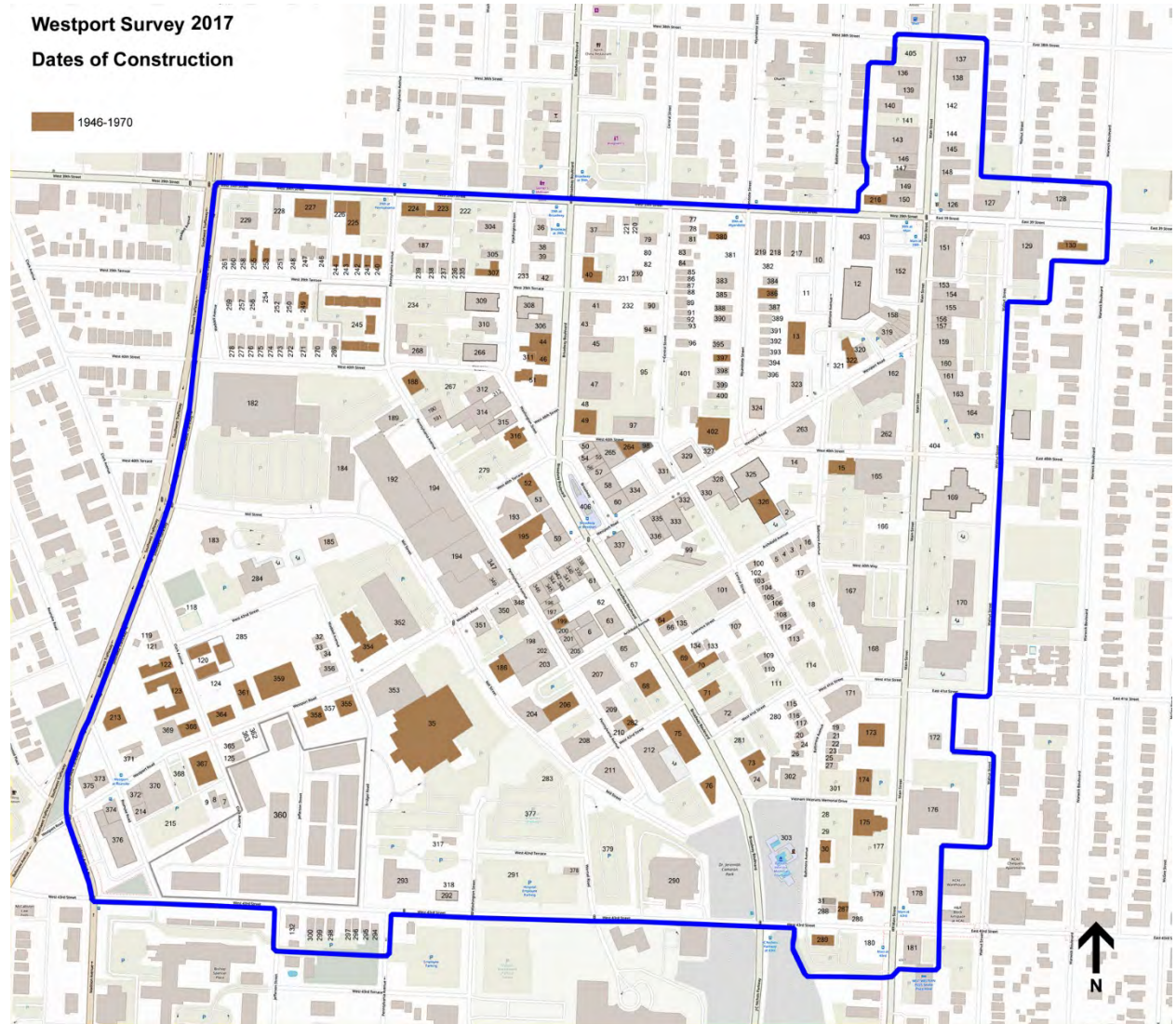
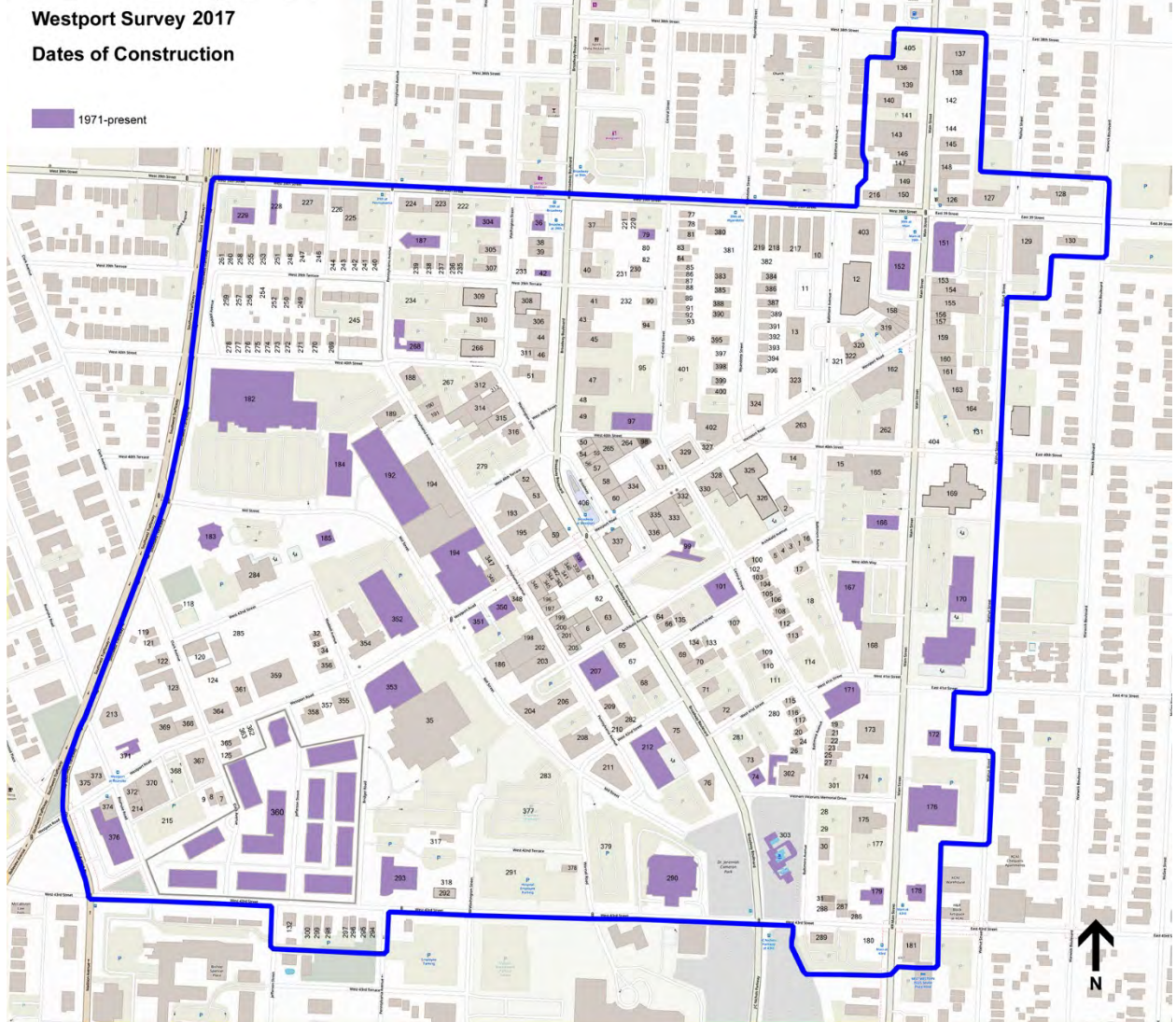


Figure 59. Dates of Construction Map 1971-present



INTEGRITY

All properties eligible for listing in the National Register of Historic Places must retain sufficient architectural integrity to convey the period of time for which they are significant. As described above in the Methodology, each building received an integrity rating of Excellent, Good, Fair, or Poor based on the degree of alteration to its exterior facades. Buildings that are less than 50 years of age were excluded from this evaluation. Figure 40 presents the results of that analysis. Figure 60 maps the distribution of buildings by integrity rating.

Figure 60. Integrity Evaluation

Integrity	Total	Percent
Excellent	48	12
Good	200	49
Fair	56	14
Poor	60	15
Less Than 50 years	42	10
Total	406	100

Nearly half (49%) of the resources surveyed have an integrity rating of Good. These are scattered throughout the survey area, although there are several concentrated areas of resources with Good integrity. There are nearly as many resources with an Excellent rating (12%) as a Fair rating (14%). Fifteen percent of the surveyed resources are identified as having a Poor rating (15%). Of these sixty resources, more than half (thirty-four) obtained this rating because they are now vacant lots or parking lots that historically contained one or more residential or commercial buildings. While only about 10% of the resources surveyed are identified as Less Than 50 Years of Age, these resources, like the non-historic parking lots, tend to have larger footprints.

Figure 61. Integrity Map

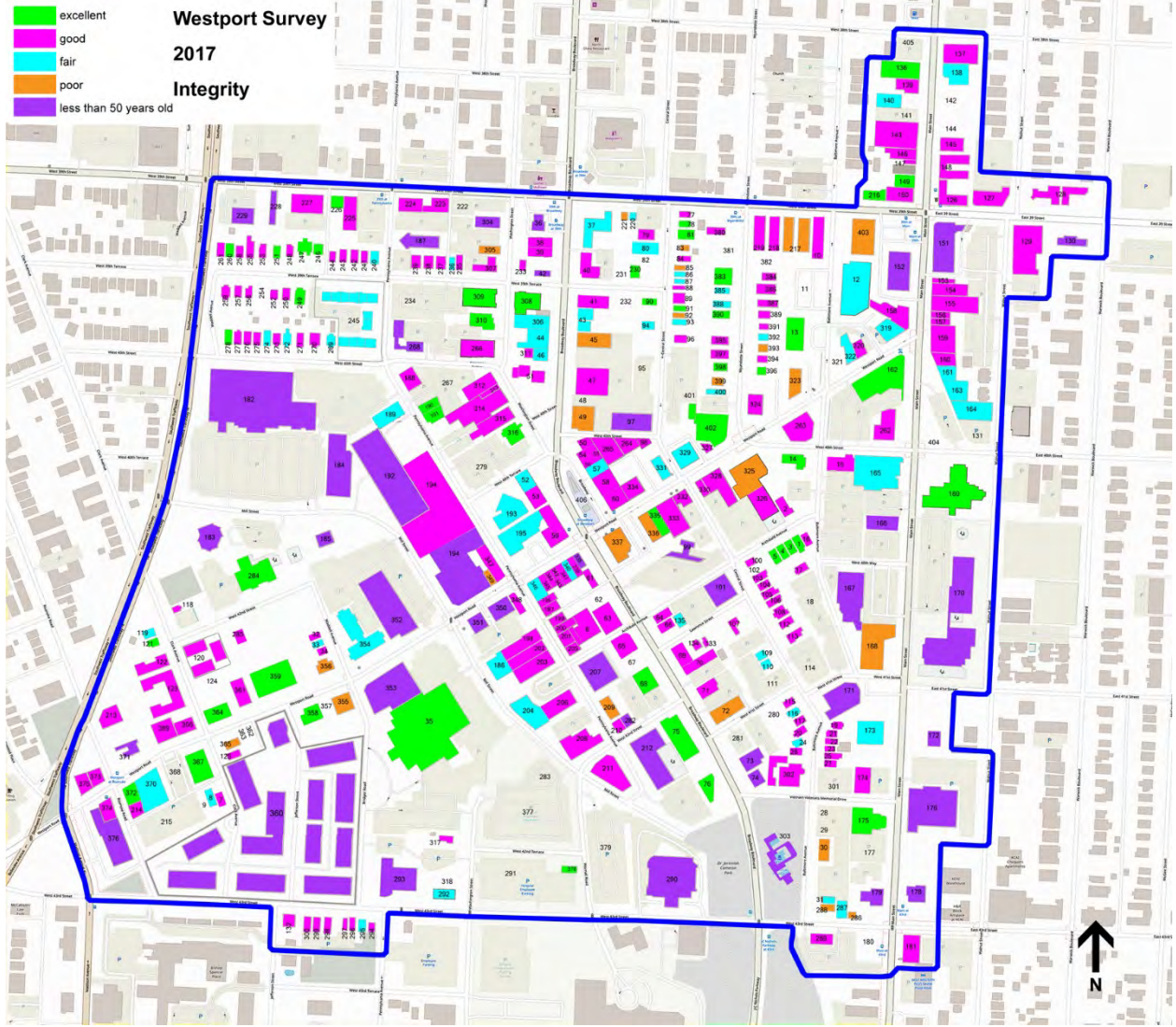


Figure 62. Integrity Map - Excellent

Westport Survey
2017
Integrity - Excellent

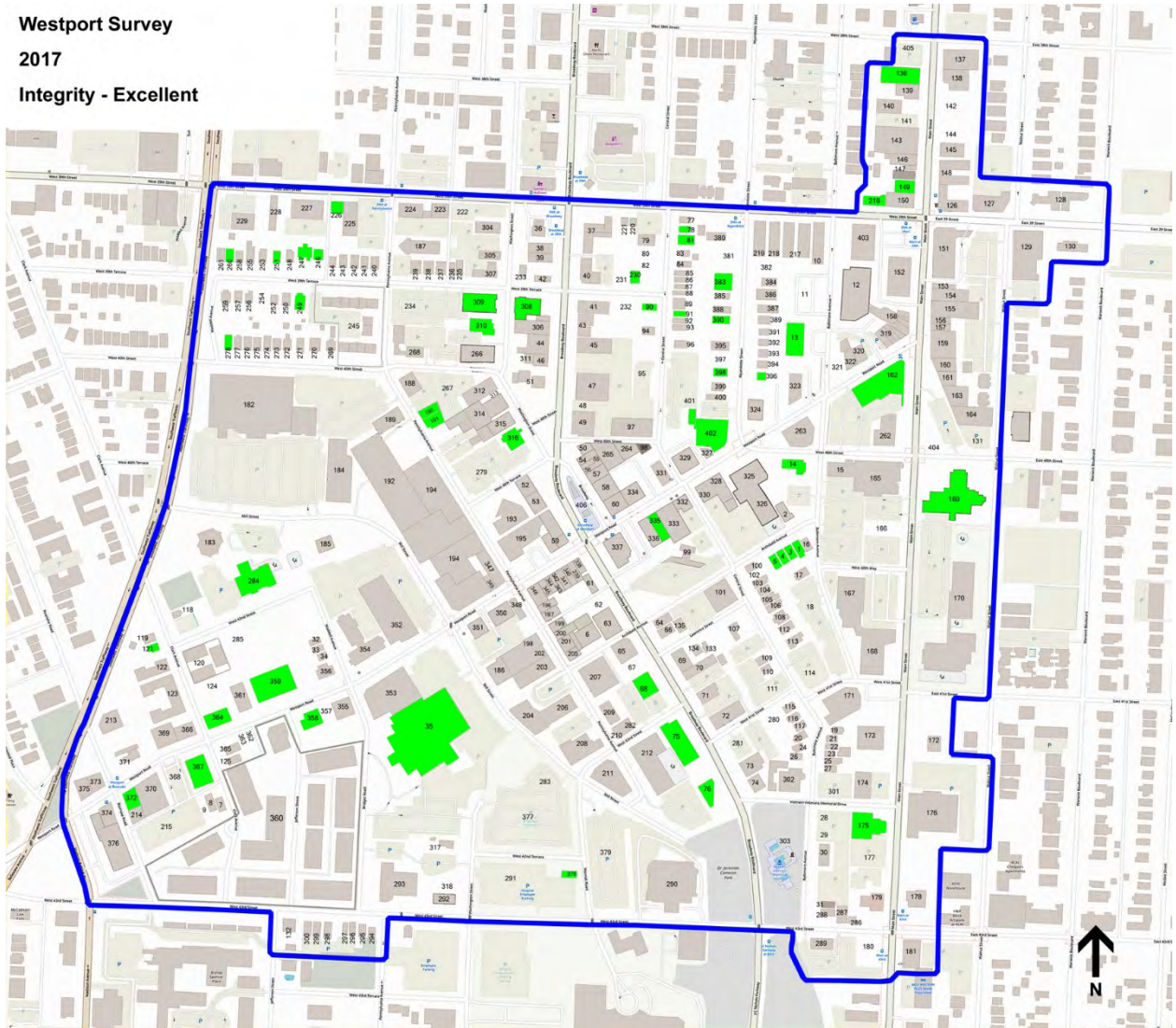


Figure 63. Integrity Map – Good

Westport Survey
2017
Integrity - Good

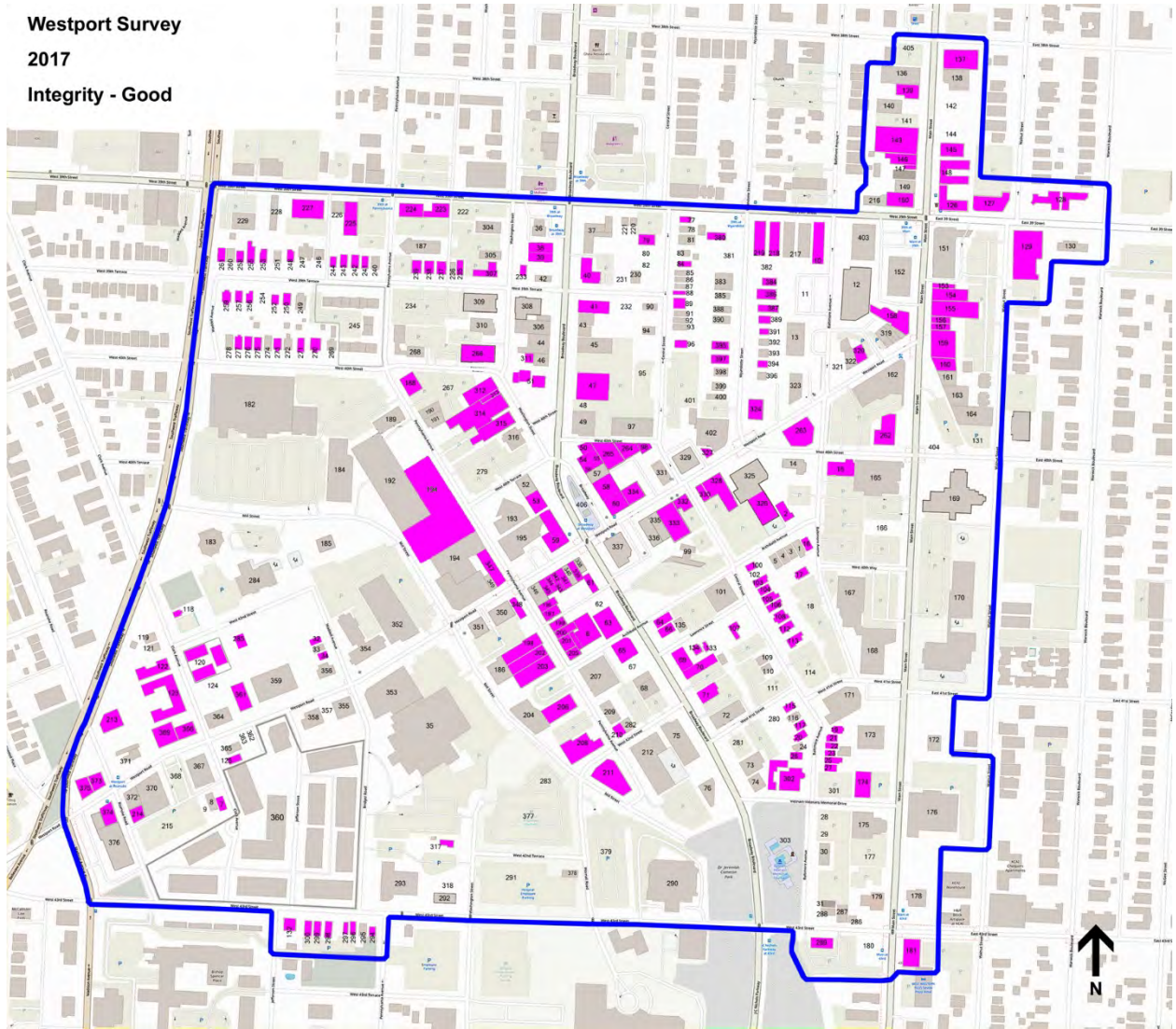


Figure 64. Integrity Map – Fair

Westport Survey
2017
Integrity - Fair

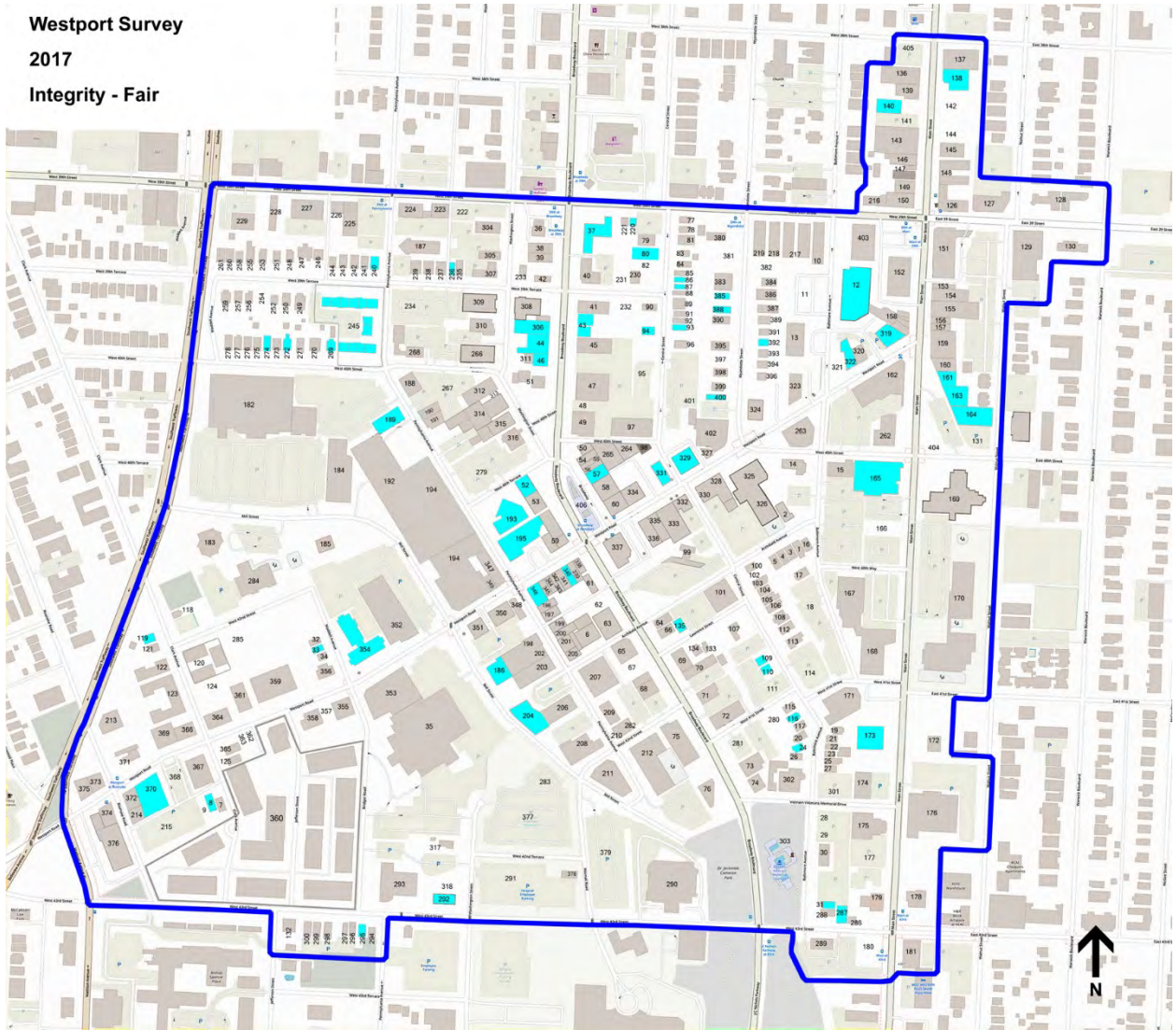


Figure 65. Integrity Map – Poor

Westport Survey
2017
Integrity - Poor

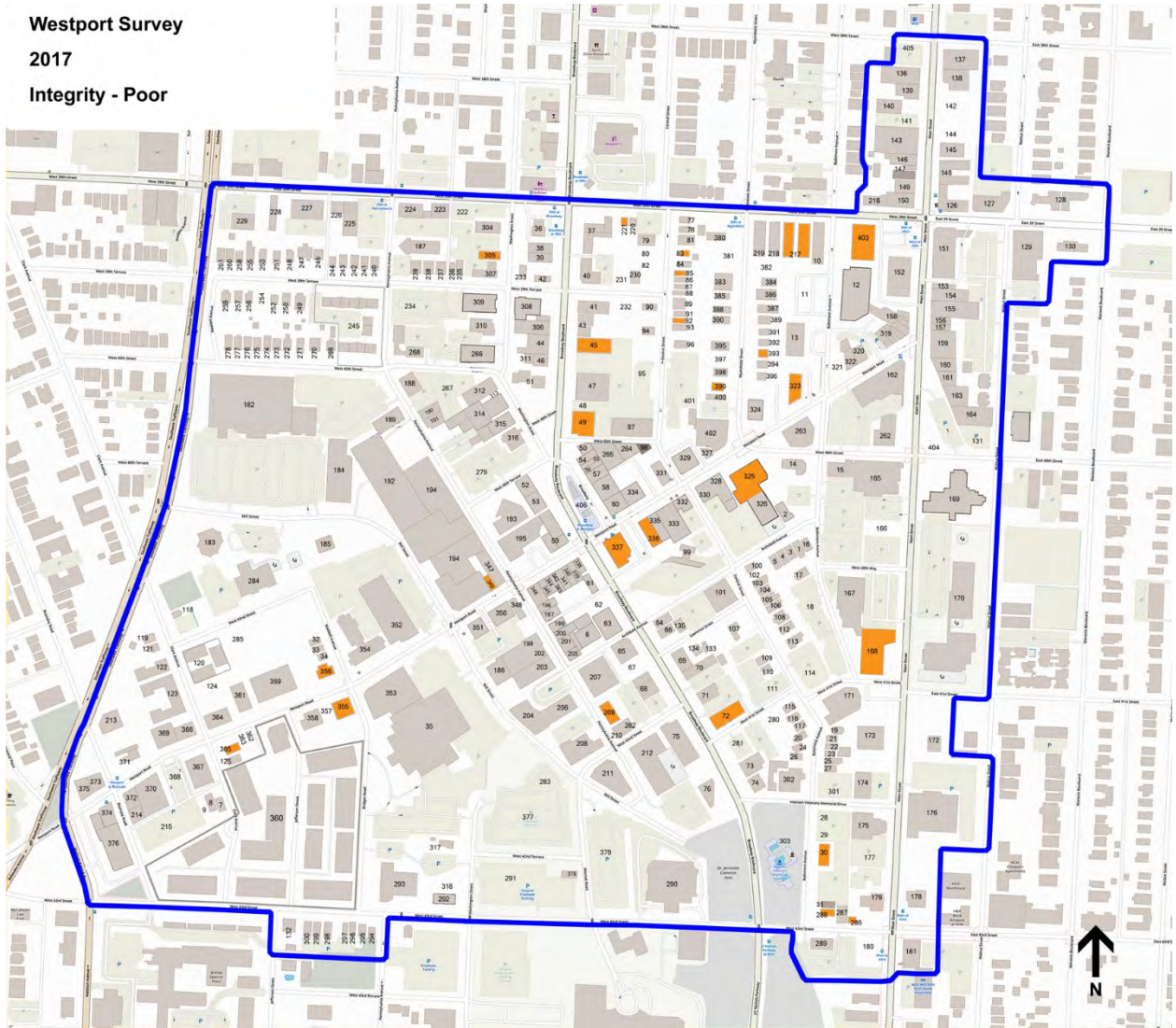
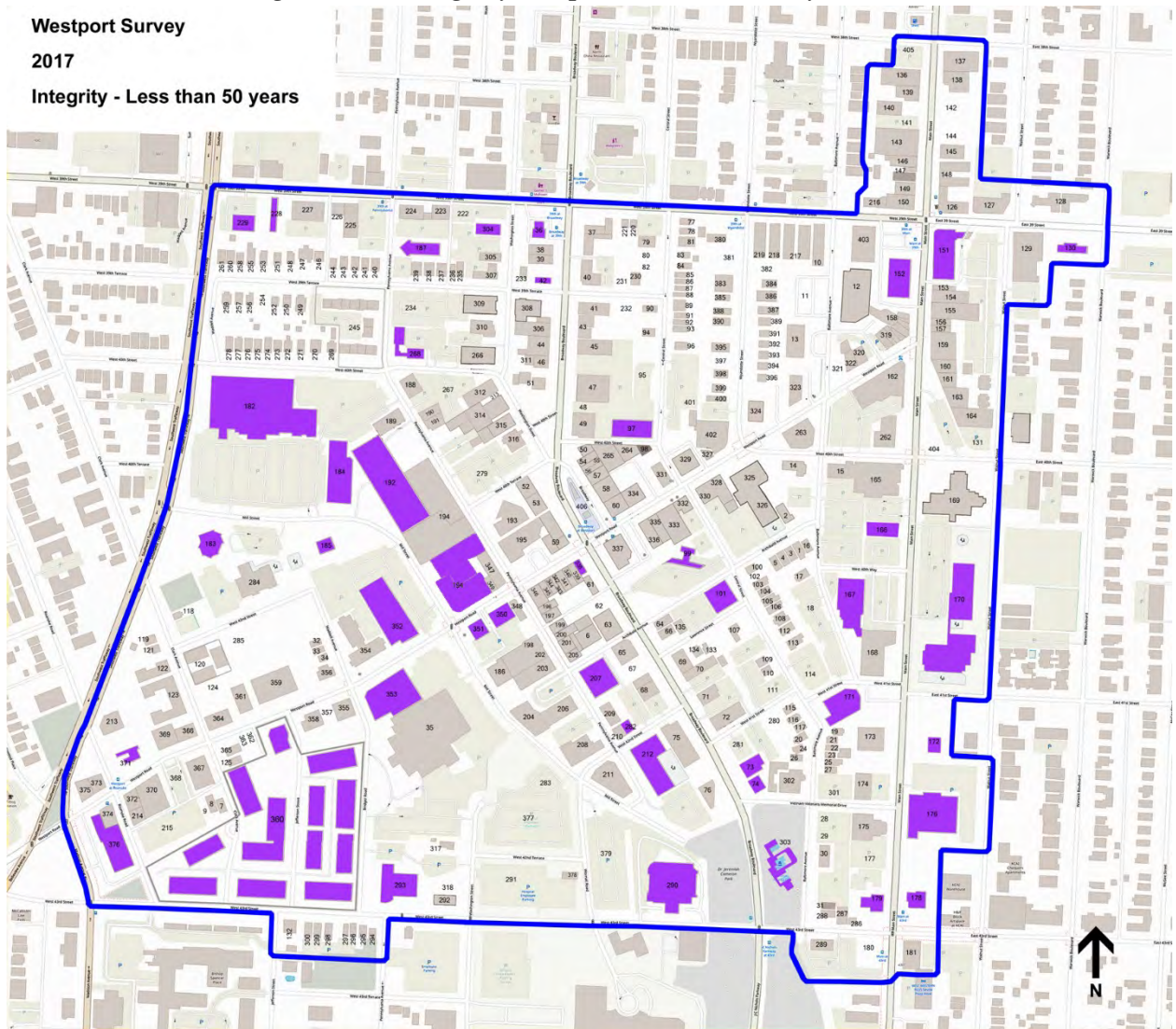


Figure 66. Integrity Map – Less than 50 years old

Westport Survey
2017
Integrity - Less than 50 years



HISTORIC CONTEXT

Early Anglo Settlement: Westport and Kansas City 1850s to 1870

Part of the 1803 Louisiana Purchase, Missouri was historically located along the path of westward Anglo expansion during the nineteenth century. The Lewis and Clark expedition passed through the area in 1804, and supply points for settlers heading West soon attracted migrants from the southern states, who established farms surrounding the trading posts. These developed into towns in the first part of the nineteenth century. In 1821, Missouri was admitted to the Union as a slave state. Increased westward migration beginning in the 1830s spurred the growth of Missouri towns. St. Louis and Independence were already established trading posts in 1831 when Reverend Isaac McCoy, a missionary, settled with his family in the area that would become Westport. Two years later, Isaac McCoy's son John Calvin McCoy established McCoy's trading post approximately twelve miles southwest of Independence near the current intersection of Mill Street and Westport Road, which was the diverging point for the Santa Fe and Oregon Trails as they continued west.⁸

The strategic location became the last outfitting point for settlers setting out on the Santa Fe and Oregon Trails. In addition to importing overland supplies from Independence, McCoy received supplies from steamboats on the Missouri River at a rocky bank four miles north of his trading post. McCoy's business proved successful and became the center of a growing community based on trade associated with the western migration. By 1835, McCoy and another early resident, John Campbell, had filed plats for the Town of Westport. John Campbell died in 1836 and McCoy became the main promoter of the new town.⁹

McCoy's plat laid out lots surrounding the Independence-Westport Road, which was the main street. The existing roads and the nearby trails may have dictated the orientation of the grid pattern, oriented 45 degrees northwest. McCoy's small town thrived in the decades that followed, as did a separate new town, Westport Landing, which became the Town of Kansas in 1838, at the site of McCoy's original riverboat landing.¹⁰ Both towns incorporated as cities in the 1850s, Kansas City, formerly Town of Kansas, in 1853 and Westport in 1857.¹¹ At the time, Westport claimed to have a population of 2,000, while Kansas City was comparable in size with 2,500 residents.¹² When Kansas City development extended south to meet Westport, that city's orthogonal grid pattern with a nearly cardinal north alignment provided a visual distinction from the northwest orientation of Westport's original town plat.

In addition to Westport's location along established trails of westward migration, the town also took advantage of Spring Branch Creek (also called Mill Creek) which ran northwest to southeast immediately west of Mill Street. A water-powered mill fueled by the spring opened in 1851 on a site that remained industrial in character in the heart of Westport well into the mid-twentieth century.¹³ An 1855 map of

⁸ *Comprehensive Plan Westport Planning Area, Preliminary Draft* (Kansas City, Missouri, 1971), p. 5.

⁹ Fred Lee, West Port, MO historic map with overlays and notes on title research, Vertical File Westport #1, Missouri Valley Collection, Kansas City Public Library, Kansas City, Missouri.

¹⁰ *Ibid*, p6.

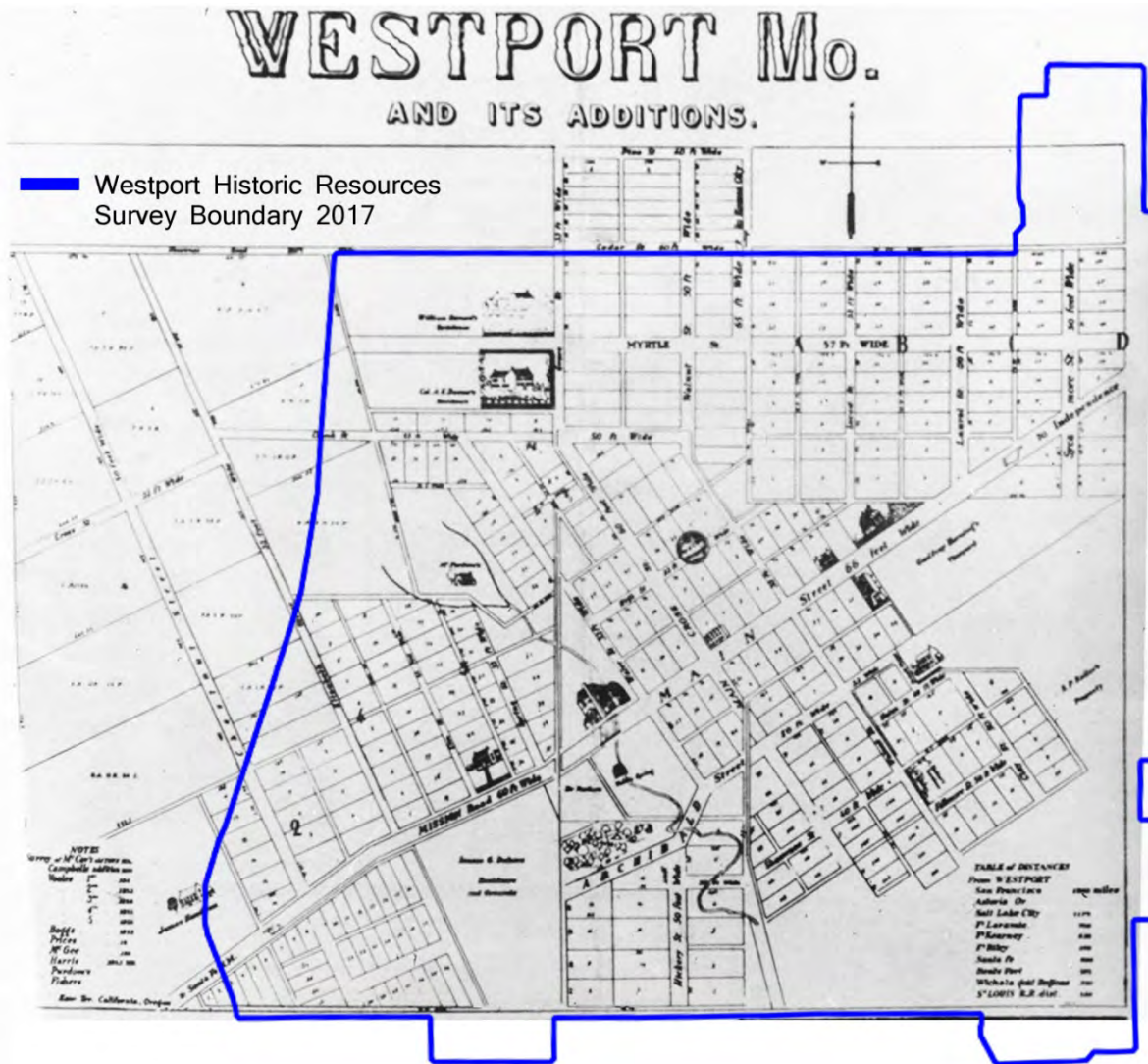
¹¹ Nathan Parker, *Missouri As It Is in 1867: An Illustrated Historical Gazetteer of Missouri* (Philadelphia: J. B. Lippincott & Co, 1867), p. 284.

¹² Patricia Cleary Miller, *Westport Missouri's Port of Many Returns*, (Kansas City: The Lowell Press, 1983), p. 46.

¹³ Allen Ward's Mill, Tour of Westport and Shawnee Mission, 1970, Westport Historical Society, Vertical File Westport #3, Missouri Valley Collection, Kansas City Public Library, Kansas City, Missouri.

Westport depicts the primary southwest-to-northeast orientation of Main Street (now Westport Road), the creek and mill complex, subdivided lots, and outlying larger agricultural tracts (*Figure 67*).¹⁴

Figure 67. Westport in 1855. Source: “Westport, Mo and Its Additions,” map by Charles C. Spalding, Missouri Valley Collection, Kansas City Public Library, Kansas City, Missouri.



Westport’s economy in the 1850s was based on supplying wagon “trains” that hauled freight across the prairie. During the summer months, fifty to one-hundred trains, each staffed by approximately thirty men, passed through to trade and lodge in Westport.¹⁵ In 1855, the community offered three hotels, all with tavern bars and large halls, and thirty-seven different businesses, including a livery barn, a drug store, a grocery and meat market, a smoke shop, a wine garden, and a wagon shop. Two churches had also been

¹⁴ Charles C. Spalding, “Westport, MO and Its Additions,” map #12, Westport Missouri-Map, General Collection, Missouri Valley Collection, Kansas City Public Library, Kansas City, Missouri, 1855, 1947.

¹⁵ Albert N. Doerschuk, “Westport Queen City of the Early West,” *Midwest Trade Journal*, Vol. 3, No. 5, May, 1948, Vertical File Westport #2, Missouri Valley Collection, Kansas City Public Library, Kansas City, Missouri.

established.¹⁶ Two of the hotels were brick construction and one was a two-story frame building. Broad wood platforms and boardwalks, often with roofs, lined the streets in front of businesses, raising pedestrians out of the muddy streets.¹⁷

Although Westport pre-dated Kansas City, Kansas City quickly outpaced Westport in urban development as trade shifted from overland trails to the Missouri River. While the history of the two communities was parallel and interconnected, Kansas City soon overtook Westport as the area's primary municipality and trading center. During the 1850s, Kansas City expanded its geographic footprint. The annexation of McGee's Addition in 1859 extended the city limit south to Twentieth Street, approximately two miles south of the Original Town site.¹⁸ Westport also expanded during this period, albeit on a more modest scale. Several plats filed in the 1840s and 1850s surrounded Westport's original townsite plat. Vogle's First Addition, platted in 1848, extended six blocks north of the original town; the John Harris plat overlapped a portion of the original town plat to add six blocks to the northeast in 1851; Pate's Addition subdivided eleven blocks south of 43rd Street that would become a residential area in 1857; and Purdon's Addition extended twenty-two lots northwest on the same street grid as the original town plat in 1858.

The Civil War marked a change in Westport's fortunes. Violent border fighting in the years leading up to and during the war, led Westport businessmen, traders, and residents to flee to the safety of military protection in nearby St. Joseph and Leavenworth. In addition to the loss of trade and local population, the town experienced the Battle of Westport from October 21st through the 23rd of 1864. Confederate troops held territory south of Brush Creek. Union troops defeated the Confederates in a battle two miles south of Westport's center, the location today of Loose Park. While the local population fled, cannon fire damaged or destroyed many Westport buildings.¹⁹ After the Civil War, the town never recovered the population or economic prosperity it had enjoyed during its first decades. The rise of the railroad in the post-Civil War era signaled the end of overland trails that had sustained Westport's early commerce. The thriving trade center became a small rural town when the wagon trains stopped passing through Westport.

After the war, Kansas City concentrated on railroad construction, a nationwide trend that usurped riverways as the dominant mode of transportation. Completion of the Hannibal & St. Joseph Railroad bridge over the Missouri River at Kansas City in 1869 prompted dramatic economic growth as the city became a regional hub capable of importing materials and exporting manufactured goods and agricultural products. While Kansas City boomed in both size and population after the Civil War, Westport did not. In 1867, Westport's population was 2,800, barely up from its 1850s count of 2,000, and it dropped to 1,500 a decade later. Conversely, the population of Kansas City exploded, reaching 32,260 by 1870.²⁰

¹⁶ Ibid; Spalding, 1947. Louis Honig, *Map of the Town of Westport in 1855*, Broadway Association of Kansas City, Vertical File Westport #3, Missouri Valley Collection, Kansas City Public Library Kansas City, Missouri, 1942.

¹⁷ Doerschuk, p. 9

¹⁸ George Erhlich, *Kansas City, Missouri: An Architectural History, 1826-1990* (Columbia, MO: University of Missouri Press, 1992), 9.

¹⁹ *Comprehensive Plan Westport Planning Area, Preliminary Draft Kansas City, Missouri, 1971*, Missouri Valley Collection, Kansas City Public Library, p. 7.

²⁰ Parker, *Missouri As It Is in 1867: An Illustrated Historical Gazetteer of Missouri*, p. 284.

Late 19th Century Suburban Development and Annexation of Westport: 1870-1897

While the town of Westport and the City of Kansas City took different development paths in the last half of the nineteenth century, the two communities remained engaged due to their proximity. Industrial Kansas City expanded south, east, and west from its bend in the Missouri River, while Westport remained a nucleus of commercial activity in a largely rural setting. As early as the 1850s, stagecoaches connected Kansas City and Westport along a road that roughly follows the modern Grand Avenue from 11th Street south to 39th Street and Main Street. This route was adopted by Kansas City's first interurban railway when the Westport Horse Railroad, a multi-passenger car pulled by a horse team, that connected Westport to Kansas City in 1872.²¹ The route remained in operation through the transition from horse-drawn cars to dummy rail lines that came into extensive use in the 1870s and 1880s.²²

An 1879 publication identifies Westport as one of several Kansas City suburbs, describing it as “a charming suburban town” connected to the larger city by three miles of street railway.²³ Westport's groves and orchards lent it a bucolic feel. As early as 1870, a notable walnut grove stood north of Westport Road between today's Wyandotte and Main Streets.²⁴ “Elegant villas” dotted the agricultural land surrounding Westport.²⁵ The mix of commercial buildings and small and large residences gave the town a haphazard character, typical of the organic development patterns of the period²⁶ (*Figure 68*). Brick and frame commercial buildings with narrow rectangular footprints and simple vernacular architectural details were concentrated adjacent to the primary streets, while frame residences with irregular footprints and were set back from the street. Modest dwellings exhibited features of Folk Victorian design while the larger estates were designed in vernacular and Greek Revival styles.

Four buildings from this development period are extant: the Boone Store at 500 Westport Road (Resource #347, NR listed 1972); Mabry Hall at 4110-4112 Pennsylvania Avenue (Resource #198); and two houses, the Harris Kearney House at 4000 Baltimore Avenue (Resource # 14, NR listed 1972) and the Reverend Nathan Scarritt House at 4038 Central Street (Resource #107, NR listed 1977). In addition to these specific buildings, the spatial relationships established during Westport's initial development phase remain clearly discernable in the street pattern and the nucleus of Westport's commercial activity.

Step toe Neighborhood

The Steptoe neighborhood was part of Pate's Addition, platted in 1857. Steptoe Street, now West 43rd Street, lies approximately three blocks south of the original Westport commercial center. Steptoe was the nucleus of an African American enclave that may have been initially settled by former slaves who purchased their freedom in Antebellum Westport. Two churches associated with the African American community in Steptoe, Saint Luke's African American Methodist Episcopal Church (no longer extant) and St. James

²¹ Calvin Manon, “Interurban to Westport,” *The Westport Historical Quarterly*, Vol. IV, Number 4, March 1969, Missouri Valley Collection, Kansas City Public Library, Kansas City, MO, p 7.

²² Dummy lines used small steam engines to power passenger urban and suburban trains. *Ibid*, p. 13.

²³ *The Industries of Kansas City: Facts, Figures, and Illustrations* (Kansas City: Ramsey, Millett & Hudson, 1879), p. 53.

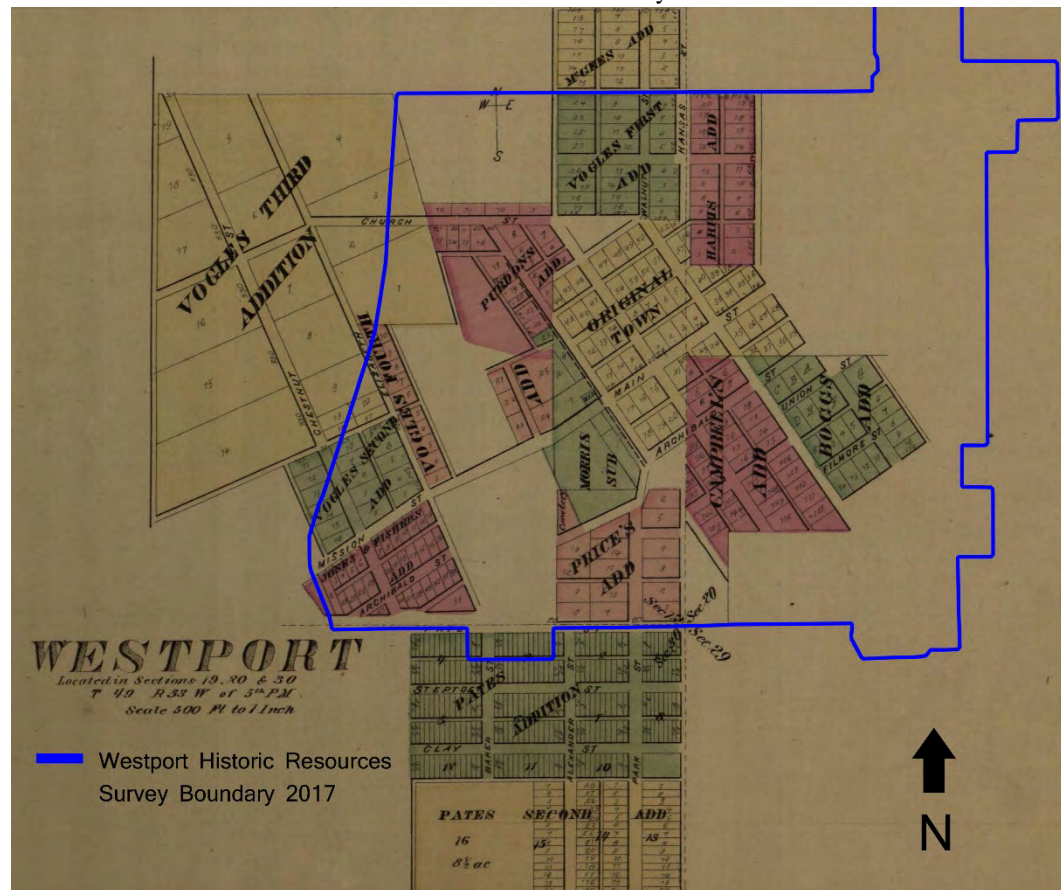
²⁴ A vineyard, wine garden, and pastures are also represented on the same map within the town of Westport, but are not dated. Louis Honig, *Map of the Town of Westport in 1855*, Broadway Association of Kansas City, Vertical File Westport #3, Missouri Valley Collection, Kansas City Public Library Kansas City, Missouri, 1942.

²⁵ *Industries of Kansas City*, p 53.

²⁶ Fred L. Lee, *Site-Seeing in Old Westport*, Westport Historical Society, Kansas City, 1982, Vertical File Westport, #3 Missouri Valley Collection, Kansas City Public Library Kansas City, Missouri.

Baptist Church at 508 West 43rd Street (current building completed in 1939 Resource # 292) were organized in 1879 and 1883, respectively.²⁷

Figure 68. 1877 map shows the angled grid of Westport. Westport is a mixture of subdivided additions and larger tracts. Source: An Illustrated Historical Atlas Jackson County 1877.



Kansas City completed its Union Depot railroad station in 1878, an achievement that portended a significant economic and real estate boom during the 1880s. The population of Kansas City expanded from 55,785 in 1880 to 132,716 in 1890.²⁸ This phenomenal growth, and the accompanying demand for housing, drove the trend of southward expansion that eventually led to the annexation of Westport into Kansas City when development filled in the formerly rural space between the two communities.

In 1885, the southern boundary of Kansas City was 31st Street. The northern boundary of Westport was 39th Street. The roughly one mile area between the two contained the Penn Valley ravine, a natural geographic feature that served as a trash dump. It was also the site of the Interstate Fair Grounds, which developed in 1882 on land bounded by 35th and 38th Streets, Holly Street and Pennsylvania Street.²⁹ Just four years later, the 92-acre track with grandstands sold for a large profit, documenting the soaring land values that

²⁷ Bradley Wolf, Kansas City Register of Historic Places Application and Nomination Form St. James Baptist Church, (Kansas City, 2013), p. 9-9.

²⁸ <http://population.us/mo/kansas-city/>. Accessed September 8, 2017.

²⁹ Monroe Dodd, *Businesses and the Making of Kansas City*, (Kansas City Missouri: Rockhill Books, 2012), p11.

characterized the local real estate market during this period. Between 1880 and 1885, the assessed valuation of property in Kansas City doubled.³⁰

The residential expansion that led Kansas City south toward Westport began when land owners started platting and developing their properties to accommodate the demand for new residences in the mid-1880s. North of Westport, the heirs of J. H. Hunter, the owner of Hunter's Harness Shop in Westport, owned land bounded roughly by Oak and Main streets, 31st Street to Armour Boulevard (35th Street) that they platted as Chadwick Place.³¹ T. H. and J. J. Maston joined with Seth Ward to plat Hyde Park, a large suburban residential neighborhood, bounded by Linwood Boulevard, 39th Street, Broadway, and Oak Street, northeast of Westport. Although the full development of Hyde Park was not realized until after the turn of the century, its conception and planning during the 1880s indicates the demand for housing and the development pressures on land south of Kansas City's existing city limits. William Rockhill Nelson, publisher of the *Kansas City Star*, purchased land 1.3 miles south of Westport along Brush Creek for a residential development. The area surrounding Westport would continue to infill with residential neighborhoods well into the twentieth century.

As might be expected, Westport experienced very modest development during this period in contrast to the prosperous years prior to the Civil War. No buildings constructed during the 1870s are extant, likely owing to the decline in population during that decade and the resulting slow-down in construction. There is some evidence of the development that occurred between 1880 and 1896, mostly within Westport's existing geographic area and limited to single buildings rather than large-scale neighborhood development. There are sixteen extant single-family residential houses developed in two main areas around Wyandotte and Central streets north of downtown Westport and southeast of downtown on Lawrence and Baltimore Avenues near West 42nd Street. The houses are one and two-story examples of Folk Victorian architecture and are primarily clad in wood. Five commercial buildings in the 400 block of Westport Road were added to the nucleus of retail buildings in Westport's central commercial area. These are one to three-story brick buildings with the narrow end of their rectangular footprint fronting Westport Road forming a continuous streetwall. The three-story brick Masonic Lodge at 433-435 Westport Road (Resource #341) likely had retail space on the ground floor. The First Cavalry Baptist Church was constructed at 3921 Baltimore Avenue in 1890.

Westport Annexation

While Kansas City's population growth after the Civil War exerted real estate and development pressures to expand the built environment, the subsequent expansion south was largely shaped by the annexation of Westport and the design and construction of the Parks and Boulevard system beginning in the 1890s when Kansas City adopted an ambitious plan to guide the design of future growth with a large-scale circulatory system of interconnected parks and boulevards along the principles of the City Beautiful Movement. The effort began with an 1893 plan by landscape architect George E. Kessler and construction started in 1895

³⁰ Lyle Kennedy, "The First Flight to the Suburbs," *Westport*, July 1980, Missouri Valley Collection, Kansas City Public Library, p. 6

³¹ By 1900, the 1880s residential suburb of Chadwick Place would already decline due to urban sprawl and middle-class flight to further suburbs. Lyle Kennedy, "The First Flight to the Suburbs," *Westport*, July 1980, Missouri Valley Collection, Kansas City Public Library, p. 6; Hunter's Harness Shop appears at the location of Mabry Hall (resource #198) on a 1942 map representing 1855 businesses in Westport. Louis Honig, *Map of the Town of Westport in 1855*, Broadway Association of Kansas City, Vertical File Westport #3, Missouri Valley Collection, Kansas City Public Library Kansas City, Missouri, 1942.

on a system that would eventually influence and promote the development of a series of suburban residential neighborhoods connected by transportation networks and dotted with landscaped parks.³²

In the 1890s, Westport encompassed an area of roughly four-square miles. The boundaries extended from 31st Street south to 47th Street and from Troost Avenue on the east to State Line Road on the west. The city of Westport was a small commercial node in a larger landscape characterized by agricultural land use. Commercial buildings lining the main road, Westport Road, were concentrated on the two blocks east of Mill Street in “Old Westport,” an area that reflected the nineteenth-century town as it was laid out and settled during its initial period of development. The 1896 Atlas shows the cluster of commercial buildings lining Westport Road and dispersed residential development on small lots densely platted, as well as large homesteads with undeveloped land surrounding a single house (*Figure 69*). Some of the buildings depicted on the 1896 map are extant, including several masonry commercial buildings in Westport’s downtown at 425, 500 and 504 Westport Road and 4110-4112 Pennsylvania Avenue (Resource #s 342, 347, 198, and 349). The Harris Kearney House at 4000 Baltimore Avenue (Resource # 14) sits at its original location at the corner of Westport Road and Main Street, and the Reverend Nathan Scarritt House at 4038 Central Street (Resource #107) appears at its current location at Central Street and Lawrence Street.³³ Several dwellings at 3931 and 3932 Central Street (Resource #s 93 and 94) represent the beginning of a neighborhood that filled in after the turn of the century.

As residential development boomed around Westport, the absorption of the small town into the emerging suburban landscape of Kansas City became inevitable. Sensing the trend, the City of Westport began investing in capital improvements, taking on municipal debt to avoid Westport tax dollars being redirected to paying down Kansas City’s municipal debt once Westport was annexed. During this flurry of civic activity, streets and sewers were improved and construction of the Allen Library at 118 Westport Road (Resource #324) began in 1897.

Westport voters approved annexation into Kansas City in 1897. In contrast to Kansas City’s dense downtown filled with tall commercial buildings, Westport still resembled a small rural town with narrow one- and two-story masonry buildings that housed a wide variety of commercial concerns (*Figure 70*). Westport Public School occupied the site of the current Allen School at 706 West 42nd Street (Resource #284), and Penn School (no longer extant) for African American students stood near the intersection of Mill Street and West 43rd Street. The presence of local educational institutions, churches, and a library, along with transportation connectivity and a central commercial area made Westport feel like an independent community at the time of annexation.

³² Cydney Millstein and Paul Novick, *The Kansas City Parks and Boulevards Historic District Multiple Property Documentation Form*, (Kansas City: National Parks Service, 2016).

³³ The Harris-Kearny House was moved to its current location in 1922. The original location was at the corner of Main Street and Westport Road two blocks east of the current location.

Figure 69. 1896 Atlas showing Westport just before annexation to Kansas City. A cluster of brick or stone buildings (in pink) lined Westport Road in the historic center of the town. While some areas are subdivided, the building footprints represent relatively low density. The plat for Hyde Park is visible northeast of Westport. Source: 1896 Atlas of Kansas City.

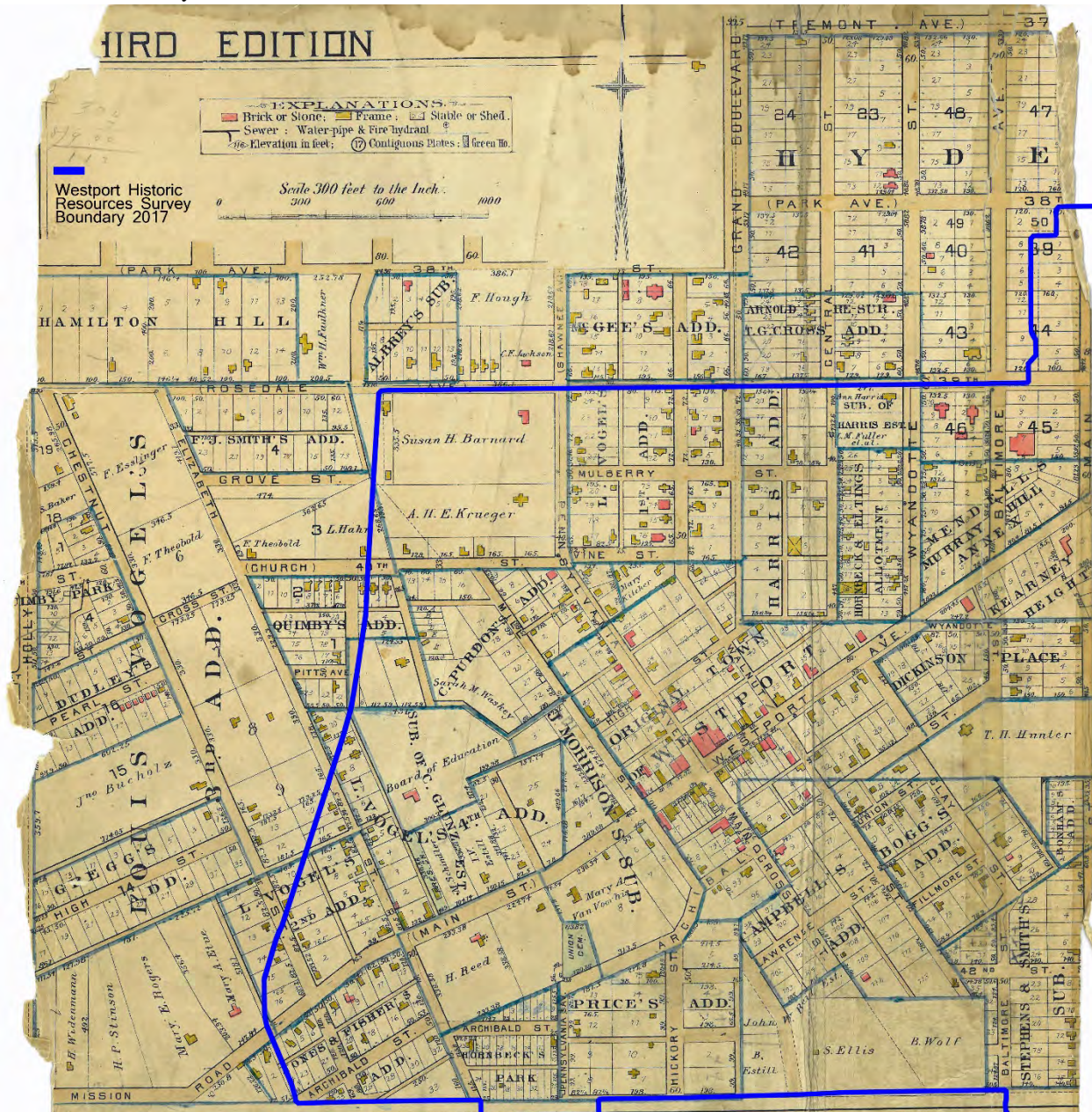


Figure 70. Westport's buildings are mainly two stories in height and roads are unpaved in this photo of Westport Road from the late 1890s. Source: Westport Bank Brochure Celebrating 40 Years of Progress in Westport, Vertical File Westport #2, Missouri Valley Collection, Kansas City Public Library, Kansas City, Missouri.



Development in and around Westport 1898-1919

The Westport annexation extended Kansas City's southern city limit south to 49th Street and hastened the construction of suburban neighborhoods around Westport to meet housing demand for Kansas City's remarkable population growth. Kansas City's population grew by fifty-one percent in the first decade of the twentieth century and another thirty percent in the second decade. It also prompted the improvement of country roads to handle the new volume of traffic and associated commercial development along those expanded roadways. While the basic street grid of Old Westport remained intact, street names changed to conform with Kansas City street-naming conventions. Hamilton Street south of West 40th Street became Broadway Boulevard to match the name of the road north of 39th Street, although it retained the name of Mill Creek Parkway south of Westport Road through the 1950s.³⁴ The 1895 Sanborn Fire Insurance Map

³⁴ Sanborn Map Kansas City, Vol 4, page 524, 1951.

shows Main Street at the intersection with Westport Avenue and notes plans to extend it south. In 1909, Kansas City extended its city limits even further south to 77th Street, which would remain the southern boundary until the mid-twentieth century.

During the first two decades of the twentieth century, Westport experienced remarkable development as a suburban outpost of Kansas City. Dense residential development surrounded a strong commercial node. In 1915, a streetcar route connected Westport to Kansas City's central business district as well as neighborhoods further south. The line ran along Westport Road and extended south along Belleview Street, now Clark Avenue, and north to Kansas City along Broadway Boulevard before turning east to Main Street at Linwood Avenue.³⁵ The expansion of traffic thoroughfares, beginning with development of the Boulevard system and continuing with automobile-related road expansion, also increased the area's accessibility. Businesses responded by locating along these popular routes. Within Westport, the east-west Westport Road corridor and the north-south Main Street and Broadway Boulevard corridors became commercial nodes beginning around 1900 and evolving through the twentieth century.

Corresponding commercial and institutional development included the construction of forty-eight new resources in the survey area. Many of these commercial buildings blend seamlessly with their nineteenth-century neighbors. Although with slightly wider footprints, they shared the same one- to three-story height, tight setback at the sidewalk, and masonry construction, primarily brick, with minimal architectural ornament. Retail businesses in the historic Westport townsite generally remained small family-owned establishments that served the residents of the burgeoning suburban neighborhoods.³⁶ Businesses lining Westport Road between Mill Street and Central Street in 1917 included the Southside and Westport News, Hollinger Drugs, a barber shop, a pool hall, a sporting goods store, a meat market, and two grocers.

The area immediately west of Mill Street was the site of a nineteenth century mill that utilized the creek for power. As early as 1895 a railroad line ran to the area, when Westport Mills and George D. Hope's Lumber Yard occupied the site north of Westport Road and west of Mill Street (the current location of 534-556 and 560 Westport Road, Resource # 352 and #354). The rail line was part of the Dodson line, a dummy line that ran on an eight-mile track from 85th Street and Prospect, north to 40th Street and Summit Street in Westport. The Dodson line was historically part of the Kansas City and Clinton Branch of the Tebo and Neosho Railroad Company, established in 1870. After several transfers of ownership, the Kansas City and Westport Belt Railway Company, incorporated in 1897, purchased the line. In 1907, the Metropolitan Street Railway Company took over the dummy line and electrified it.³⁷ Industrial development along the line around this time included a new lumber yard on the site of George's D. Hope's lumber yard. The Badger Lumber Company operated a much larger complex than Hope's and it appears on the 1909 Sanborn Fire Insurance Map. The Whitney Lumber Company had a lumber shed on the south side of Westport Road at the current location of 535-555 Westport Road and 4251 Bridger Road (Resource #s353 and #35); it was another early-twentieth century industrial complex that developed along the rail line.³⁸ A distinct industrial

³⁵ Board of Parks Commissioners, Kansas City, Missouri map, 1915, Missouri Valley Collection, Kansas City Public Library, Kansas City, Missouri.

³⁶ Patricia Cleary Miller, *Westport Missouri's Port of Many Returns*, (Kansas City: The Lowell Press), 1983, p. 86.

³⁷ Kansas City Planning and Development Department, *NextRail KC Streetcar Expansion*, November 2013, access October 28, 2017, <http://kcstreetcar.org/wp-content/uploads/2017/04/NwxtRailOverview.pdf>, p. 179.

³⁸ The Badger Lumber Company lumber yard and the Whitney Lumber Company lumber shed are no longer extant. Sanborn Fire Insurance Map, vol. 4, 1909, sheets 521 and 522.

zone emerged as businesses began to fill in this corridor along Mill Street and Pennsylvania Avenue north and south of Westport Road. One such business was the Mutual Ice Company, who erected a stone building at 4140-4144 Pennsylvania Avenue in 1907 (Resource #208).³⁹

In the decades following annexation, the contemporaneous development of the Parks and Boulevards system made Westport a desirable area for both real estate developers and home buyers. In addition to the ample new boulevards, the streetcar network in and around Westport provided public transportation connecting the downtown Kansas City business district with neighborhoods to the south and east. Streetcar lines traversed Summit Street, Broadway Boulevard, Main Street, and Troost Avenue, providing four lines within two miles.⁴⁰ Residential construction in and around Westport accelerated following annexation through the start of World War I as the population of Kansas City continued to soar. Six notable neighborhoods - Jansen Place, Rockhill, Hyde Park, Coleman Highlands, Roanoke, and Valentine - developed near Westport at the turn of the century. The Roanoke and Valentine neighborhoods were constructed on the site of the old Interstate Fair Grounds north of Westport. Hyde Park, platted in the 1880s northeast of Westport, was largely developed after 1900. The Coleman family platted their farm in 1907 to create the eponymous Coleman Highlands neighborhood on the bluff north of Roanoke Park.⁴¹ All of these neighborhoods were substantially developed by the start of World War I.

The survey recorded ninety-eight single-family dwellings and apartment buildings constructed during this period. One-and-a-half to two-and-a-half-story dwellings were sited on lots with relatively uniform widths and setbacks. Materials were similar too, with brick, stone, and wood shingles used to express popular Folk Victorian, Craftsman, architectural styles, as well as the ubiquitous Kansas City Shirtwaist idiom, characterized by masonry veneer on lower levels and wood siding on upper stories, asymmetrical plans, and steep roof pitches.

Along with large neighborhood plats to the north and east, some areas immediately adjacent to Westport's original commercial core developed as smaller residential enclaves. Just north of Westport Road between Wyandotte Street and Baltimore Avenue, Dr. James Clarke Whittier platted Whittier Place in 1898. He built nineteen houses around 1900 and sold them to middle-class professionals for \$4,500 to \$8,000.⁴² The block of new homes southeast of downtown Westport near the historic Nathan Scarritt Residence at 4038 Central Street (Resource #107) (the oldest extant residential resource in the survey area, dating to circa 1850s) exemplified Westport's character of new development intermixed with earlier buildings during this period.⁴³ Similarly, Thomas H. Hunter filed a plat in 1900 for Hunter's Heights between Central Street (previously Clay Street) and Main Street south of Archibald Street; Samuel and Kate Smith subdivided Lot

³⁹ NR listed 2004.

⁴⁰ Board of Parks Commissioners, *Kansas City, Missouri* map, 1915, Missouri Valley Collection, Kansas City Public Library, Kansas City, Missouri.

⁴¹ *From Trail Town to Today, Westport Celebrates 150 Years*, Vertical File Westport F #3, Missouri Valley Collection, Kansas City Public Library, Kansas City, Missouri, p. 83-A

⁴² Nancy Russell, "Whittier Place - A Gem of Old Westport," *Historic Kansas City News*, August 1978, p. 12, Missouri Valley Collection, Kansas City Public Library, Kansas City, Missouri.

⁴³ The house was originally at the southwest corner of Westport Road and Main Street. It was moved to its current location at 4000 Baltimore Avenue in 1922.

15 of Hunter's Heights in 1908, paving the way for construction of a cluster of single family homes that remains extant.⁴⁴

Several houses from this period associated with the Steptoe neighborhood are extant on the south side of West 43rd Street, as is the second St. James Baptist Church at 508 West 43rd Street (Resource #292), which has been designated a local landmark. The current building dates to 1939, but the congregation organized in the area in 1879. The modest houses and apartment buildings were constructed within the first decade of the twentieth century and exhibit vernacular versions of popular contemporary architectural styles, specifically Folk Victorian and Craftsman. The small intact area of Steptoe retains the rhythm and size of the original residential lots.

New institutions, such as schools and churches, were constructed to serve the growing residential population of Westport. Several congregations completed new buildings to replace nineteenth century buildings. The Westport Methodist Church at 500 W. 40th Street (Resource #266) was constructed circa 1900 on the site of an earlier Methodist Church.⁴⁵ The Westport Avenue Presbyterian Church replaced the earlier Cumberland Presbyterian Church building at 201 Westport Road (Resource #325) in 1903.⁴⁶ The 1909 First Swedish Baptist Church at 3931 Washington Street (Resource #308) served the local Swedish community.

The Allen School and the Allen Library both represent Westport civic institutions with extant buildings that were developed after annexation. While Westport city fathers planned and funded the Allen Library prior to annexation, its construction was on-going during the annexation period. When it opened in 1898, it became the first branch location of the Kansas City Library. The current Allen School building at 706 West 42nd Street (Resource #284) was built in 1912 by the Kansas City School District. It replaced an earlier building of the Westport school district on the same site.

Boom and Bust: 1920s – 1945

Main Street and Broadway Boulevard

By the early 1920s, Main Street was becoming a primary commercial thoroughfare linking downtown Kansas City to the Country Club Plaza commercial development south of Westport. In 1926, the last leg of widening and straightening took place from Westport Road south to 43rd Street. During the early 1920s, new commercial buildings lined Main Street between 39th Street and Westport Road in a grouping that is largely extant and recognized as the South Side Historic District (NR listed 1978). During that same period, Broadway Boulevard, a parallel north-south thoroughfare running through the original commercial center of Westport was noted as a “great outlying business district” before the 1929 economic crash halted development (*Figure 46*).⁴⁷ Main Street and Broadway Boulevard traversing through Westport encouraged

⁴⁴ Jackson County Recorder of Deeds Web Access, <http://records.jacksongov.org/RealEstate/SearchResults.aspx>, accessed September 11, 2017.

⁴⁵ Louis Honig, *Map of the Town of Westport in 1855*, Broadway Association of Kansas City, Vertical File Westport #3, Missouri Valley Collection, Kansas City Public Library Kansas City, Missouri, 1942.

⁴⁶ Sanborn Fire Insurance Map Vol. 4, 1895, Sheet 92

⁴⁷ Louis O. Honig, *The New Broadway with the Impelling future*, Midwest Trade Journal, V. 3, No. 5, May 1948, p. 51. Vertical File Westport #2, Missouri Valley collection, Kansas City Public Library, Kansas City, Missouri.

commercial development along those main arteries and represented a larger trend of increased commercial development in and around Westport. Of the sixty-one extant buildings constructed during this time, three-quarters were built in the 1920s. While most of the commercial buildings are brick, many of the industrial, religious, and institutional buildings are stone. Most of these buildings are larger in plan than the turn-of-the-century buildings. Institutional buildings are sited on large lots while commercial buildings maintain the streetwall established by earlier commercial resources. Only sixteen new residential resources were constructed in this period, all between 1925 and 1928. Two large-scale apartment hotels were constructed during this building boom, in keeping with city-wide trends. The Alcazar Apartments (3906 Baltimore, Resource #10) and Tacoma Apartments (3835 Main Street, Resource #148) are seven and ten stories, respectively.

Commercial Buildings along Westport Road

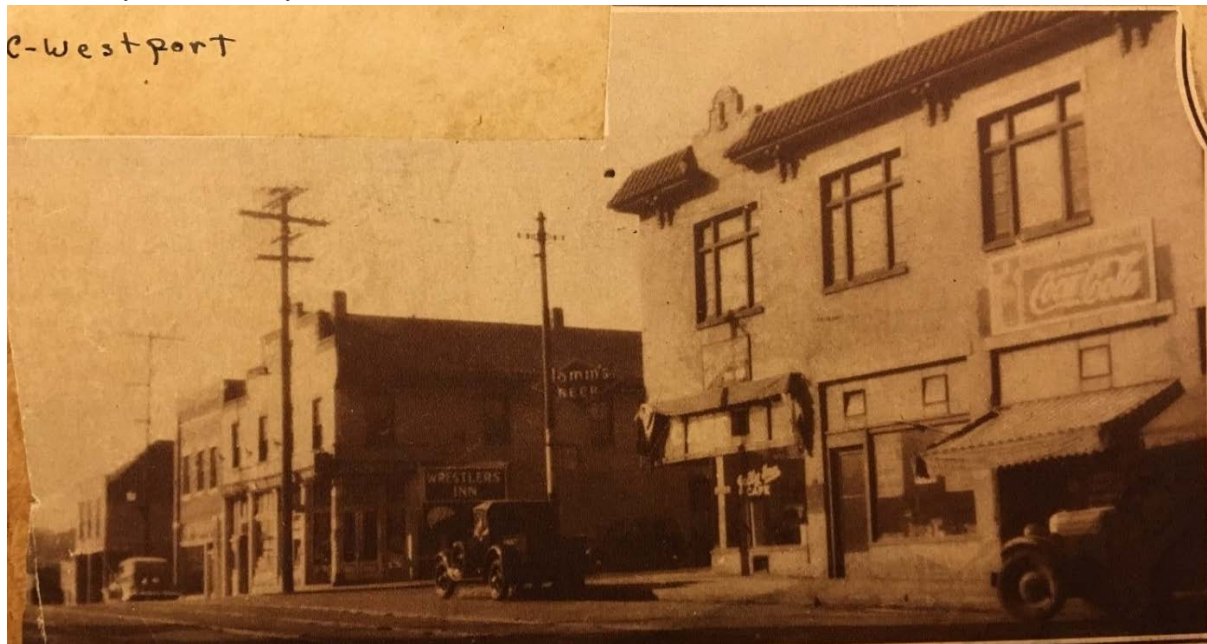
While the primary commercial area in old Westport at the time of annexation occupied two blocks along Westport Road, by 1917 commercial buildings lined both sides of Westport Road from Mill Street to Wyandotte Street, doubling the size of this node.⁴⁸ In some areas, such as the blocks between Broadway Boulevard and Wyandotte Street, new commercial buildings replaced older residential buildings (*Figure 71*). Redevelopment in Westport's original commercial center replaced the mid nineteenth-century Harris House Hotel with a two-story commercial block with storefronts and Mission Revival detailing in 1922 (*Figure 72*). The new building (no longer extant) occupied a space across the street from one of Westport's oldest commercial buildings, the Boone Store at 500 Westport Road (Resource #347, NR listed 1972), and represented a general trend in Westport of erecting modern buildings next to older buildings in an organic evolution, rather than a planned wholesale redevelopment.

Figure 71. View looking east on Westport Road from intersection with Broadway Boulevard circa 1920. Source: Missouri Valley Collection, Kansas City Public Library.



⁴⁸ Mary J. Matthews, *National Register of Historic Places Inventory Nomination Form South Side Historic District* (Kansas City: National Parks Service, 1982), section 8.

Figure 72. The 1922 commercial building on the right replaced the nineteenth-century Harris House Hotel. Source: Fred Lee, Historic Mounted Photos: Annotated Pictures of Westport Manuscript File Missouri Valley Collection, Kansas City Public Library.



Industrial Westport

Westport's industrial node along Mill Street continued to grow during the inter-war years. Westport's industrial businesses were largely engaged in producing building materials. Unlike other industrial districts that produced goods for export to markets outside the Kansas City area, the Westport Belt Railway connecting Westport to the communities Waldo and Dodson further south was primarily used to transport goods through Westport into Kansas City from the freight terminals of the Missouri Pacific Railroad and the St. Louis-San Francisco and Kansas City Southern Railways. At the Dodson terminal (85th Street and Prospect Avenue) freight cars switched tracks to use an electric engine to bring goods into Kansas City through Westport, terminating at 40th and Summit streets (*Figure 73*). The Westport Belt Railway was the only freight line serving the industrial businesses of Westport. The majority of goods it carried were heavy building materials such as brick, tile, plaster, cement, metal lath, and crushed rock as well as coal; in 1926, thirty-four of the sixty-two businesses located along the eight-mile long Dodson line were associated with the building industry. Industrial businesses in Westport operated individual spurs off the Dodson line to serve lumber yards, cinder block factories, and coal plants.⁴⁹

A 1922 aerial image of Westport shows the large industrial area along the railroad corridor immediately west of Mill Street (*Figure 74*). A 1926 map of Kansas City's industrial zones identified Westport as an industrial area. This characterization is notable because Westport is unique as an outlying node isolated from Kansas City's traditional industrial areas that line the rivers and railroad corridors. The presence of industrial businesses in the middle of a burgeoning residential area speaks to Westport's beginnings as a separate community and to continued land use patterns retained from its earliest development, as well as utilization of the railroad network by local businesses (*Figure 75*). In addition to businesses devoted to

⁴⁹ "Industrial Development Contest: Westport-Waldo-Dodson District," *Kansas City Journal-Post*, April 26, 1926.

producing building materials, new industrial buildings that appeared along the railroad track in Westport's industrial corridor during the 1920s included a brick barn constructed for the Mutual Ice Company in 1923, and the 1925 Plaza Laundry at 4200 Pennsylvania Avenue (Resource #211) constructed of stone quarried on site. The Manor Baking facility, comprised of buildings and additions constructed between 1920 and 1939, was a wholesale bakery with a large-scale vehicular delivery services at 4050 Pennsylvania Avenue (Resource #194) immediately east of the railroad track and Mill Street. An associated garage that housed delivery trucks fronted Pennsylvania Avenue and large vehicular openings expressed the building's function as a garage.

Figure 73. The mill site corresponds to the creek and railroad lines west of Mill Street. Commercial buildings line Westport road to the east and sparse residential development is west of the industrial complex. Source: Sanborn Fire Insurance Map 1895, Vol. 1 Sheet 91.

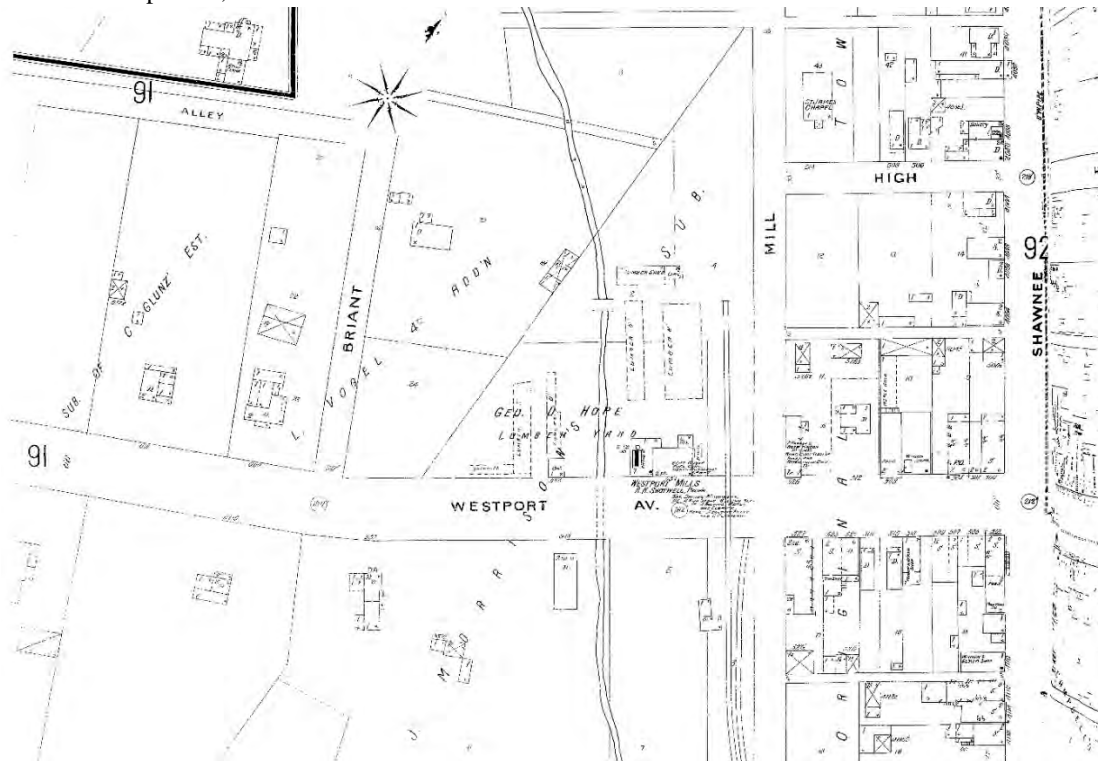


Figure 74. A 1922 aerial image shows the large industrial corridor north and south of Westport Road along with railroad corridor. The alignment of the railroad tracks later became Mill Street. Source: 1922 aerial image. Kansas City Historic Preservation Office, Kansas City, Missouri.

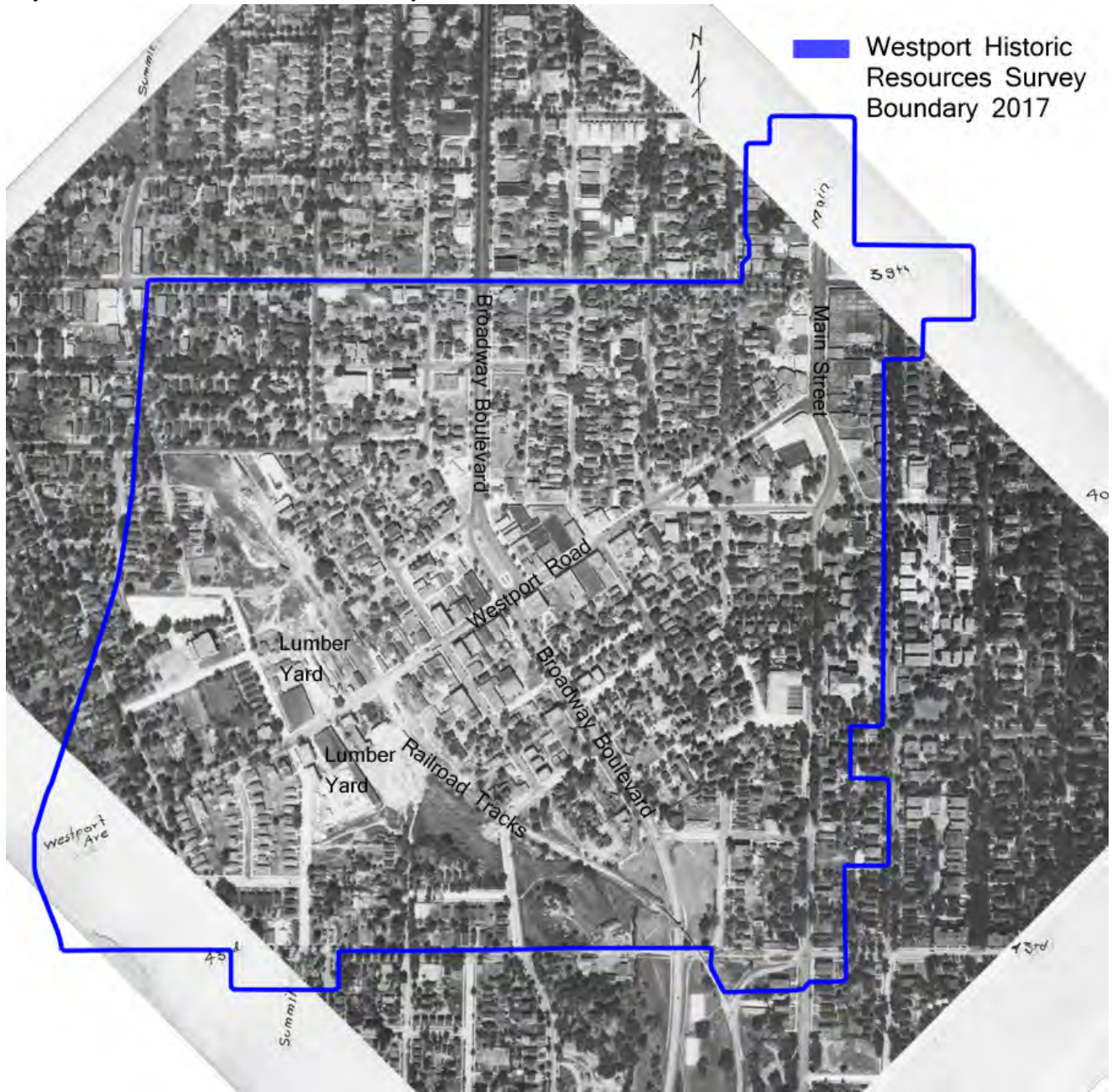
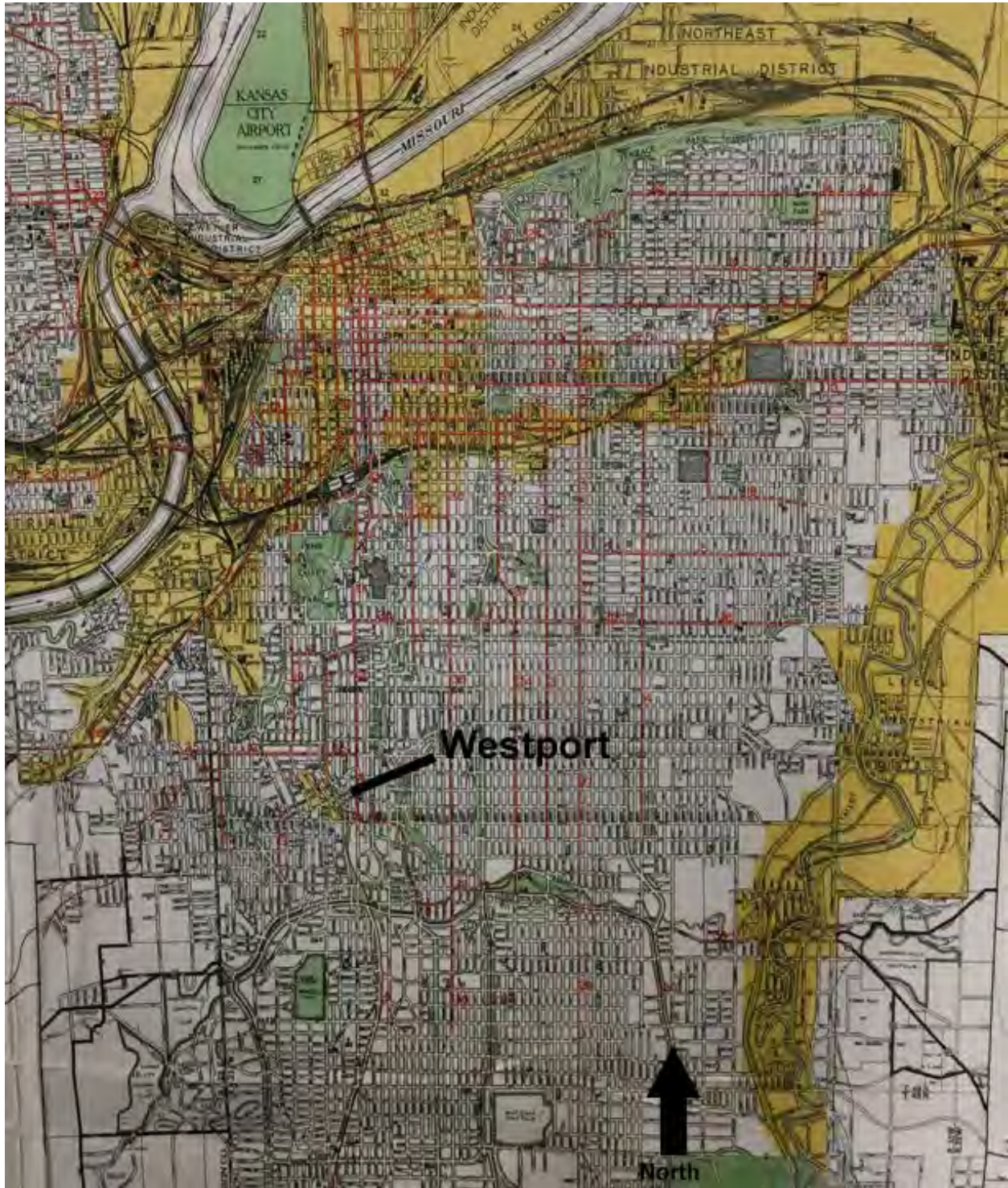


Figure 75. Industrial sections in and around Kansas City, including Westport, highlighted in yellow. Source: Map Showing Industrial Districts of Greater Kansas City, The Industrial Committee of the Chamber of Commerce Kansas City, 1926, La Budde Collection Miller Nichols Library, University of Missouri, Kansas City.



Mid-Twentieth Century: 1945-1970

During the 1940s, Westport began a slow decline and shift in population that continued for the next several decades. The area lost population and the remaining residents aged while housing stock experienced deferred maintenance and local institutions closed. Residential development paused during the mid-twentieth century, but some industrial development occurred in the historically industrial sections of Westport. The dominant development pattern in the mid-twentieth century reinforced the growing importance of automobile thoroughfares. The streetcar ceased operation by 1948 and the construction of Southwest Trafficway in 1950 cut through residential neighborhoods and created a physical barrier on the west side of Westport. New development during this time primarily focused on office and commercial buildings lining the main automobile routes.

Suburbs with newer housing stock south of the Country Club Plaza and in burgeoning Kansas and Missouri communities lured families away from the Westport area. Average attendance at Westport High School fell from 1,690 students in 1930 to 1,329 students in 1948.⁵⁰ Along with a general decrease in area population, between 1950 and 1960 the number of people older than sixty-five increased, while the number under twenty years old shrank.⁵¹ The overall population for the Westport survey area fell forty-nine percent in thirty years from 3,008 residents in 1940 to 1,546 residents in 1970.⁵² The trend toward an older and smaller residential population in Westport is reflected in the lack of new housing constructed and the deterioration of existing housing. Only fourteen of the residential resources surveyed were built between 1946 and 1970, although several of these are multi-unit apartment buildings or complexes with multiple buildings constructed as one development. A 1971 analysis of building conditions within the survey boundaries identified areas of “deteriorating” buildings that generally align with residential sections in and around Westport. Areas identified as such included houses on the south side of Central Street, the south side of Baltimore Avenue, the Steptoe neighborhood south of 43rd Street, and a section of early twentieth-century housing abutting the Southwest Trafficway that was later replaced with multi-family housing (*Figure 76*).⁵³ A section on the west side of Main Street in the block north of 43rd Street was noted as deteriorating and has since been replaced with commercial buildings.

In 1948, the two schools serving children in Westport, Allen School and Penn School (no longer extant), were slated for “abandonment.”⁵⁴ The construction of Southwest Trafficway isolated another historic Westport institution from its historic setting. The site of the former Kansas City Orphan Boys Home, a nineteenth-century institution, was redeveloped as the Westport Shopping Center on the northwest corner of Westport Road and Southwest Trafficway in 1960.

The businesses in and around Westport remained a mix of industrial, manufacturing, office, service, and retail functions into the mid-twentieth century. While there were several long-term manufacturing

⁵⁰ *Westport Community: A Supplement to a Report on Neighborhoods – Parks & Recreation Part of the Master Plan of Kansas City*, (City Plan Commission: Kansas City, Missouri, 1948), p. 1.

⁵¹ *Comprehensive Plan Westport Planning Area, Preliminary Draft Kansas City, Missouri, 1971*, Missouri Valley Collection, Kansas City Public Library, p. 12, 13.

⁵² *Ibid*, 9.

⁵³ The houses on the south side of Baltimore Avenue are no longer extant. The site is currently surface parking.

⁵⁴ *Westport Community: A Supplement to a Report on Neighborhoods – Parks & Recreation Part of the Master Plan of Kansas City*, (City Plan Commission: Kansas City, Missouri, 1948), map insert.

businesses in Westport, new businesses were locating along Broadway Boulevard (also called Mill Creek Parkway) and West 39th Streets. The C. J. Patterson Company built 3947 Broadway in 1948 to serve as a headquarters and research center for wholesale bakeries (Resource #47, constructed in 1945). DeWilde Refrigeration Company was the first tenant in the new commercial building at 3936 Broadway in 1946 (Resource #44).

Industrial businesses in Westport's historically-industrial corridor also expanded during the mid-twentieth century. By 1947 there was a second industrial cluster along the Kansas City – Westport Belt Railroad Company line south of 42nd Street and east of Pennsylvania Avenue.⁵⁵ In 1951, on the irregularly shaped lot along the railroad tracks north of 43rd Street and west of Baltimore Avenue, the R. L. Sweet Lumber Company operated a lumber yard and Cinder Concrete Products manufactured concrete building blocks.⁵⁶ The Badger Lumber Company operated a warehouse for building materials, insulation, and roofing at 543 Westport Road at this time,⁵⁷ and a sheet metal manufacturer occupied 544 Westport Road, immediately west of the railroad tracks and Mill Street.⁵⁸

Redevelopment of the industrial area immediately west of Mill Street and north of Westport Road began circa 1965 with the construction of buildings to house a junior college at the current site of 4001 Mill Street, at the southeast corner of Southwest Trafficway (Summit Street) and West 40th Street (Resource #182).⁵⁹ The junior college occupied the space until redevelopment in the 1990s once again transformed that property for a grocery store, commercial strip, and surface and structured parking. However, the large lot retained its historic configuration throughout its use as industrial space, institutional campus, and later retail center.

⁵⁵ Aerial photograph 1947, Kansas City Historic Preservation Office, Kansas City, Missouri.

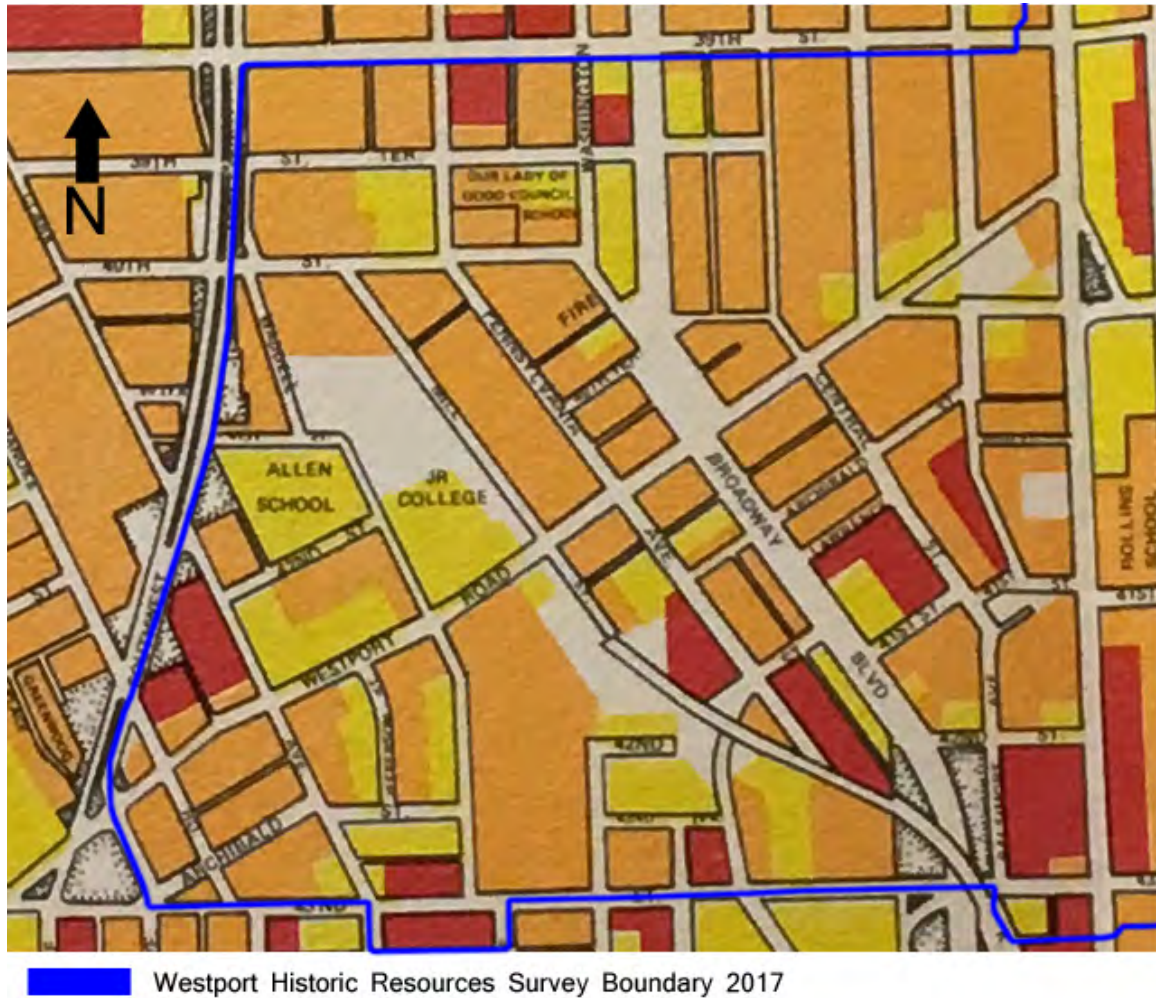
⁵⁶ Sanborn Fire Insurance Map, 1951, Vol 4, Sheet 524. Neither resource is extant. Both were replaced with parking lots associated with the 1990s grocery store that current occupies the site.

⁵⁷ The building is no longer extant. It is at the site of Resource #353. Sanborn Fire Insurance Map, vol. 4, 1951, Sheet 522.

⁵⁸ The sheet metal manufacturing facility is no longer extant. It was at the location of the current 534-556 Westport Road (Resource #352); Sanborn Fire Insurance Map, vol. 4, 1951, Sheet 521.

⁵⁹ 1964 and 1967 aerial photographs show the area change from open space surrounding a large industrial building to the construction of a series of long buildings and parking lots. The 1970 land use plan labels this area as a Junior College. *Comprehensive Plan Westport Planning Area, Preliminary Draft Kansas City, Missouri, 1971*, Missouri Valley Collection, Kansas City Public Library

Figure 76. Deteriorated buildings highlighted in red. Source: *Comprehensive Plan Westport Planning Area, Preliminary Draft Kansas City, Missouri, 1971*, Missouri Valley Collection, Kansas City Public Library.



Modern Movement commercial buildings along main thoroughfares

During the 1950s and 1960s, free-standing one to three story commercial and office buildings characterized new development in Westport. This wave of construction moved away from Westport’s traditional dense retail streetwall of abutting brick buildings, instead locating along automobile-focused arterial roads such as West 39th Street, Broadway Boulevard, and the western portion of Westport Road.

The segment of Westport Road between Waddell Avenue and Roanoke Road transitioned from residential to commercial between 1950 and 1970 as Westport Road became an arterial traffic route after the opening of Southwest Trafficway in 1950. Free-standing office and commercial buildings, like the early 1950s office buildings at 601 Westport Road (Resources #355) and 800 Westport Road (Resource # 366), replaced single-family houses and apartment buildings that previously lined the street. The office buildings at 712 Westport Road (resource #364), constructed in 1962, and at 624 Westport Road (Resource #359), constructed in 1956, also illustrate this trend.

After the passenger streetcar line on Broadway Boulevard ceased operation in 1948, development along the corridor reflected its new status as an automobile thoroughfare. Broadway Boulevard south of Westport Road, particularly in the 4100 and 4200 blocks between Archibald Avenue and West 43rd Street, experienced a transition that is reflected in extant resources. One- and two-story modern Movement office and commercial buildings, often with associated surface parking lots, were constructed between 1945 and 1970 on both sides of Broadway. The free-standing buildings constructed of machine-produced materials are distinct from earlier revival style commercial strips like the circa 1930 building at 4106 Broadway. They are also dispersed in a less dense pattern to include associated parking, giving the area a character distinct from the older brick streetwalls created by early-twentieth century commercial development in Westport's commercial core.

The late 1960s and early 1970s: A time of transition

The rapid suburban and industrial development of Kansas City in the postwar period left many older residential neighborhoods, such as those surrounding Westport, in decline. New suburban developments were more appealing than Westport's aging housing stock. Nearby, garden apartments replaced older single-family houses during the 1960s, notably along Warwick Boulevard and Roanoke Road. Within the survey area, the apartment complex at 4220 Clark Avenue (Resource #s 122 and 123) represents this trend. The circa 1965 apartments replaced modest single-family homes on narrow lots.⁶⁰ The apartment complexes are larger than their older residential neighbors in height and footprint. They often had more than one building oriented towards each other rather than facing the street, as well as parking areas and other shared tenant amenities.

Multi-family apartment buildings replacing middle-class single-family houses was one of several trends that represented a period of transition for Westport in the 1960s and early-1970s. The decline in property values prompted civic engagement that galvanized community pride, reinvestment, redevelopment, and new historic preservation efforts. Some of the early seeds of these trends began in the late-1960s when unique businesses began locating in Westport, along with a counter culture community centered around a church-sponsored service mission, the Westport Cooperative Mission.⁶¹ One of the first to recognize Westport's unique commercial opportunities, developer Don Anderson redeveloped Westport Square between 1968 and 1975. The group of buildings lining the 400 block of Westport Road became the center of the Westport renaissance and was modeled after San Francisco's Ghirardelli Square, a landmark retail complex utilizing historic buildings.⁶² The development housed local, distinctive businesses and marketed its atmospheric historic setting.

1971 to the Present

Revitalization in the 1970s and 1980s

The city-sponsored 1972 Westport Area Plan highlighted declining building conditions and identified community improvement opportunities for Westport with the ultimate goal of encouraging community

⁶⁰ The approximate construction date is gleaned from 1963 and 1969 historic aerial photographs at <https://www.historicaerials.com/viewer>. Accessed September 13, 2017.

⁶¹ Greg Patterson, Westport Plans for the 80s, *Westport*, May 1980, p21.

⁶² *Ibid*, p. 22.

engagement. A local advocacy group, the Broadway-Westport Community Development Corporation (BWDC) formed in response to a disagreement between two opposing local organizations over a proposal to declare portions of the Valentine neighborhood blighted and to redevelop it with office, residential, and commercial space.⁶³ After successfully negotiating a solution that did not permit the proposed project, the new BWDC became a permanent organization in 1973, serving as an umbrella for twelve neighborhood associations and three business groups in the Westport area. The not-for-profit BWDC managed government funded programs for the revitalization of Westport, while also representing neighborhood associations in negotiations with the city for improved services; all with the goal of stabilizing Westport to attract residential and commercial development.⁶⁴ The BWDC hired Mark Shapiro as its first full-time director in 1974 to manage conservation programs to maintain and improve existing buildings, repair streets and curbs, enhance areas with trees and parks, and improve city services. In addition to encouraging private investment with public beautification and improvement projects, the organization was also general booster, promoting Westport as a desirable area in which to live and do business. In 1976, the name changed to Westport Tomorrow, and by 1980, the group was responsible for \$6.5 million dollars of investment.⁶⁵

The loss of historic single-family housing stock begun in the 1960s accelerated during the early 1970s, sometimes as a direct result of reinvestment or redevelopment efforts. Public and private entities initiated the replacement of single-family houses with surface parking, prompting local residents to form the Old Westport Neighborhood Association in February 1975 to address the threat to historic residential resources.⁶⁶ A contemporaneous map proposing the Old Historic Westport District, an area roughly aligned with current survey boundaries, noted forty-five buildings that had been demolished between 1970 and 1975, mostly in clusters along Central Street (*Figure 77*).⁶⁷ The U.S. Postal Services demolished seven single-family houses along Central Street and Wyandotte Street north and west of the Westport Post Office (3952 Wyandotte Street, Resource #402) to create surface parking circa 1976.⁶⁸ Two single-family houses in the 3900 block of Wyandotte Street were razed to make room for a parking lot developed in conjunction with a renovation of the Alcazar Apartment Hotel (Resource #10) circa 1975.⁶⁹ The effort to designate the historic district failed, but organic efforts to revitalize the area resulted in renewed interest and investment in new construction and adaptive reuse of some of Westport's remaining historic resources.

⁶³ Dan Hubble, "Corporation Spearheads Westport's Progress," *Westport*, September 1976, p. 6,

⁶⁴ Bill Musgrave, "Mark Shapiro Leaves Westport Tomorrow," *Westport*, February 1978, p.3.

⁶⁵ Greg Patterson, "Westport Plans for the 80s," *Westport*, May 1980, p.22.

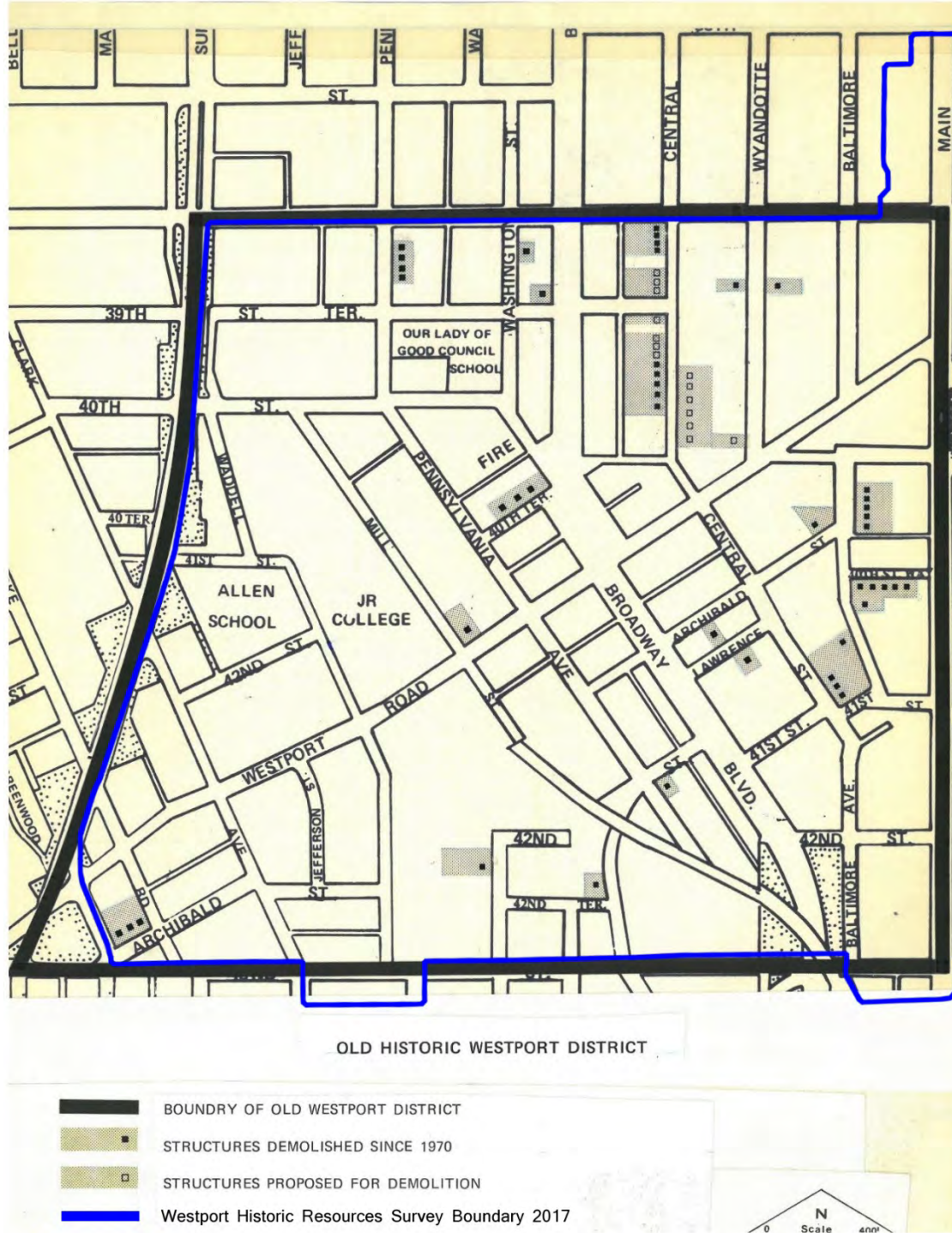
⁶⁶ Old Westport Neighborhood Association, "A Beginning Meeting," memo February 1975, Kansas City Office of Historic Preservation, Kansas City, Missouri

⁶⁷ Old Westport Historic District Map 1975, Kansas City Office of Historic Preservation, Kansas City, Missouri

⁶⁸ Ibid

⁶⁹ Old Westport Neighborhood Association, A Beginning, p.2.

Figure 77. Old Westport Historic District Map 1975, Kansas City Office of Historic Preservation, Kansas City, Missouri. Black dots represent demolished buildings; white dots represent buildings proposed for demolition.



During the 1970s, the redeveloped Westport Square in the 400 block of Westport Road contained an eclectic mix of small retail and entertainment businesses. The Greenery sold house plants at 411 Westport Road, the Bijou Theatre occupied 425 Westport Road, and the Designer’s Market Ltd furniture and decorators

occupied 435 Westport Road in 1975.⁷⁰ When developer William E. Fowks, Jr. purchased Westport Square in 1976, a local periodical estimated that the previous developer had spent \$3.2 million dollars renovating the complex of historic buildings.⁷¹ Restoration work on the circa 1850 Mabry Hall at 4110-4112 Pennsylvania Avenue (Resource # 198) and repairs to the Allen Library (also called Westport Library, Resource #324) occurred at the same time. An interior design business and antique store operated in the Reverend Nathan Scarritt House at 4038 Central Street (Resource #107) in 1977 when it was listed on the National Register. Beginning in the 1980s, local real estate developer James B. Nutter began rehabilitating a series of turn-of-the-century houses along Central Street and Archibald Avenue and leasing them for commercial use, creating the distinctive Nutterville district in the Hunter's Heights subdivision.

In the 1980s, Westport maintained its reputation as an entertainment district noted for eclectic retail stores and restaurants, such as the popular Prospect of Westport Restaurant at 4109 Pennsylvania Avenue (Resource #197). Manor Square at 4050 Pennsylvania Avenue (Resource #194) opened in 1987 as a festival marketplace and began the trend of filling in the historically industrial corridor along Mill Street with new commercial buildings. The Manor Square project included a substantial addition to the 1925 Manor Baking building to fill the south and west end of the block adjacent to the historic Boone Store at 500 Westport Road (Resource #347). The Manor Baking building had functioned as a commercial bakery until the adaptive re-use. The large complex that includes the Sun Fresh grocery store at 4001 Mill Street and an adjacent commercial strip (Resources #182 and #184) and a parking garage (Resource #192) replaced the junior college in 1996. Several purpose-built historic industrial buildings along Pennsylvania Avenue south of Westport Road were adapted for commercial and office uses. The Mutual Ice House at 4140-4144 Pennsylvania Avenue (Resource # 208) became an office in the 1970s and the Plaza Laundry Building at 4200 Pennsylvania Avenue (Resource #211) was rehabilitated into offices in 1982. The new use for these former industrial buildings lining the railroad corridor is representative of efforts to adapt the existing building stock for new uses during this period.

Several changes in the South Side Historic District along Main Street occurred when a new commercial building was constructed circa 1985 on the southeast corner of Main Street and 39th Street on what had been a vacant lot. The district also lost a historic resource when the Ten-Forty Apartments (historically the Montrose Apartment Hotel), a six-story brick, mixed-use building with retail shops on the ground floor and residential space above was demolished circa 1992. The building occupied the northeast corner of East 40th Street and Walnut Street at the south boundary of the South Side Historic District.

Expansion of St. Luke's hospital and loss of residential buildings on West 43rd Street

The current cluster of resources associated with the historic Steptoe community in the 600 block of West 43rd Street may have been part of a larger grouping of residential resources with similar association. Development pressure from the expanding St. Luke's hospital on the south side of West 43rd Street and construction of the Embassy Suites Hotel on the north side of 43rd Street at 220 West 43rd Street (Resource #290) resulted in a loss of residential resources along that corridor in the 1970s and 1980s as these developments replaced blocks of modest single-family houses with surface parking. The south side of the 400 and 500 blocks of West 43rd Street became surface parking circa 1975 and the north side of the 400 block was cleared of residential buildings to build a surface parking lot circa 2000. Construction of a large

⁷⁰ Polk's City Directory, Kansas City Missouri, 1975.

⁷¹ Bill Musgrave, "Mark Shapiro Leaves Westport Tomorrow," *Westport*, February, 1978, p.3.

multi-building multi-family development (Resource #360) in 2003 replaced blocks of single-family houses with twelve three- and four-story apartment buildings on a nearly seven-acre site bounded by Westport Road, West 43rd Street, Bridger Road and Roanoke Road. While the residential function remains the same, the scale and setting of the area is significantly altered.

New development and infill

New infill within Westport's historic commercial core in the 400 and 500 blocks of Westport Road and along Pennsylvania Avenue south of Westport Road has been relatively sensitive to the scale of surrounding buildings. A mixed-use building with ground-floor commercial space and upper story apartments at 4131-4141 Pennsylvania Avenue (Resource #207) is five-stories tall, but has a compact footprint, rather than the sprawling residential complexes more-typical of late-twentieth century residential development in Westport. The brick façade also helps it blend with its neighbors. A two-story brick commercial building at 401 Westport Road (Resource #338) at the corner of Westport Road and Broadway Boulevard is generally compatible with scale and materials of the area, and it continues the streetwall by abutting the sidewalk and historic buildings to the west.

Conclusion

Westport is currently a pedestrian-friendly enclave encompassing retail businesses, professional offices, institutional resources, and residential neighborhoods. The angled street pattern, irregular block and lot shapes, and variety of functions intermingled throughout the survey area communicate the organic growth of Westport first as an independent municipality and later as a distinct suburban commercial center. Its proximity to both downtown Kansas City and the Country Club Plaza via three north-south arteries – Southwest Trafficway, Broadway Boulevard, and Main Street – make it accessible and connected to other significant business, retail, and residential areas of Kansas City. The layers of development from its beginning as an early-nineteenth century trading center to more recent mixed-use development creates a dynamic neighborhood with a distinctive identity.

SURVEY RECOMMENDATIONS

The Westport Historic Resources Survey evaluated all 406 resources within the survey area, individually and within the context of the surrounding streetscape. Together, the surveyed resources reflect the continuum of development from Westport's founding to the present. The variety of property types and distinct eras of development attest to its evolution from an autonomous community to a distinct neighborhood in the larger urban landscape of Kansas City.

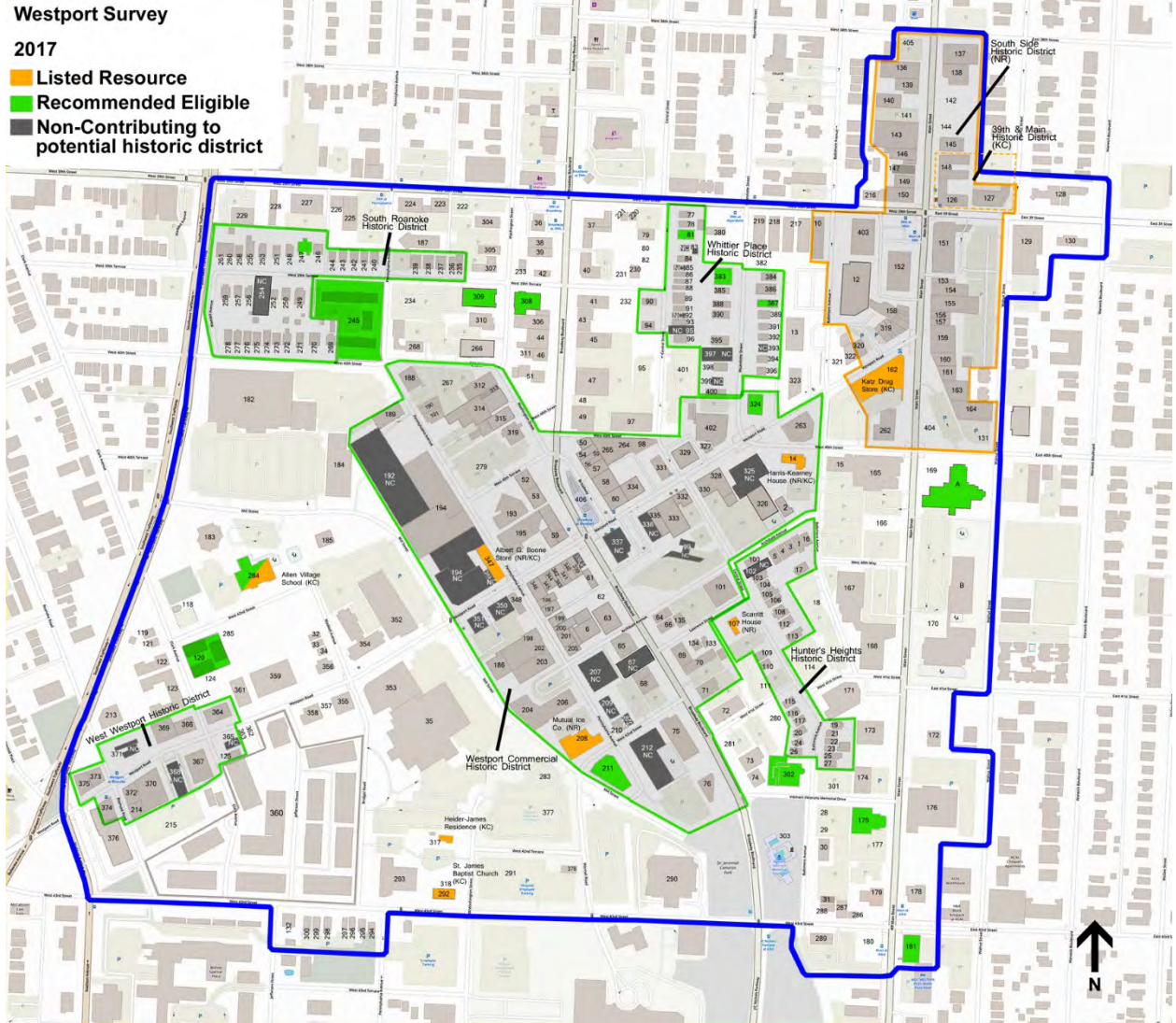
Based on date of construction, architectural integrity, and historical associations, the survey data identified resources that appear eligible for listing in the National Register and/or Kansas City Register of Historic Places as well as resources that do not appear to be register-eligible. The consultants used National Park Service guidance and standards for evaluating resources, specifically *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. While a majority of resources lack the distinction necessary for individual listing, there are concentrations of resources that could form National and/or Kansas City Register Historic Districts. While on paper the requirements for listing a resource in the Kansas City Register mirror those of the National Register, in practice there is some flexibility in those requirements to allow for the listing of resources that are important locally but may not have the level of integrity or significance demanded by the National Park Service to be on the National Register. Resources with poor integrity and those constructed after 1968 are scattered throughout the survey area. No resources built after 1968 appear to meet the criteria for exceptional significance, a requirement for listing resources that are less than fifty years of age. Another effective preservation planning tool that could apply to the Westport area is locally-designated conservation districts, as described below. Figure 78 shows currently designated individual properties and districts, along with recommendations for resources that could be listed individually or groupings of resources that could be listed as a historic district. A conservation district could be applied to any of the proposed historic districts.

Figure 78. Register-Listed and Potentially Eligible Properties Map

Westport Survey

2017

- Listed Resource
- Recommended Eligible
- Non-Contributing to potential historic district



REGISTER-LISTED INDIVIDUAL RESOURCES AND HISTORIC DISTRICTS

Four properties in the survey area are currently listed individually in the National Register of Historic Places and six are listed individually in the Kansas City Register of Historic Places. There is one National Register Historic District which includes forty resources. A smaller local district within the South Side National Register Historic District includes four resources. These resources represent Westport's mid-nineteenth century to early-twentieth century development. They include:

- **Albert G. Boone Store** (Resource # 347) at 500 Westport Road was listed in the National Register in 1972 and in the Kansas City Register in 1983 for its significance as the only extant masonry commercial building dating to Westport's founding.
- **Colonel John Harris House** (Resource #14) at 4000 Baltimore was listed in the National Register in 1972 and in the Kansas City Register (as the Harris-Kearney House) in 1980 for its significance as a rare surviving example of a mid-nineteenth century Greek Revival style residence.
- **Mutual Ice Company Building** (Resource #208) at 4140-4144 Pennsylvania Avenue was listed in the National Register in 2004 for its significance as a rare example of a commercial ice house.
- **Reverend Nathan Scarritt Residence** (Resource #107) at 4038 Central Street was listed in the National Register in 1978 for its significance as the oldest surviving residence in the Westport area.
- **Katz Drug Store** (Resource #162) at 3948 Main Street was listed in the Kansas City Register in 2007 under Criterion C for Architecture as an excellent example of a Modern Movement building designed by local architect Clarence Kivett.
- **Allen School** (Resource #284) at 706 W. 42nd Street was listed in the Kansas City Register (as the Allen Village School) in 2009 under Criterion A for its significance in the area of Education.
- **St. James Baptist Church** (Resource #292) at 508 W. 43rd Street was listed in the Kansas City Register in 2013 under Criterion A for Ethnic History for its associations with the African American community, specifically the Steptoe Neighborhood.
- **Heider-James Residence** (Resource #317) at 4212 Washington Street was listed in the Kansas City Register in in 2013 under Criterion A for Ethnic History for its associations with the African American community, specifically the Steptoe Neighborhood.
- **South Side Historic District**, listed in the National Register in 1982, is recognized as a significant example of commercial development and architecture constructed between 1920 and 1935. The District boundaries encompass the commercial buildings fronting Main Street between West 39th Street and West 40th Street, along with several resources along Baltimore Avenue to the west. The resources identified as contributing to the district at the time of listing are still extant and have not lost sufficient integrity to warrant changing their status to non-contributing. Of the forty-three resources that comprised the District in 1982, thirty-five are extant and eight have been lost. Four of the demolished resources were identified in the 1982 nomination as non-contributing due to alterations or construction after 1935. One resource at 3901 Main Street that was a large vacant lot in 1982 now has a large building that would be considered non-contributing. The three contributing resources lost since the District was listed include a one-story commercial building at 3800 Main Street designed by prominent local architect Clarence Kivett in 1957; the six-story Montrose Hotel constructed in 1923 with ground-floor retail; and a two-story brick commercial building at 3827 Main Street constructed in 1926. One new resource, the CVS at 3902 Main Street (Resource #152) was constructed since the District was listed. The District retains integrity and continues to

communicate associations with the areas of significance outlined in the 1982 nomination. The boundaries of South Side encompass the Kansas City Register **39th & Main Historic District**, listed in 1982, which includes four resources. This small group of commercial resources, constructed between 1916 and 1929, is part of the larger National Register South Side Historic District. The District has not lost any resources.

POTENTIALLY ELIGIBLE INDIVIDUAL RESOURCES

The consultant identified seven resources that appear to be potentially eligible for individual listing in the National Register and/or the Kansas City Register. These properties include:

- **Karnopp Building** at 4307 Main Street (Resource # 181) may be individually eligible under Criterion C in the area of Architecture as a Corner Neighborhood Store, a property type identified in the Historic Resources Survey Plan of Kansas City. Features of this property type present at the Karnopp Building include its location at a corner lot with small-scale commercial storefronts designed to house businesses most residents needed on a regular basis on the first story, and apartments or offices above (*Figure 79*).

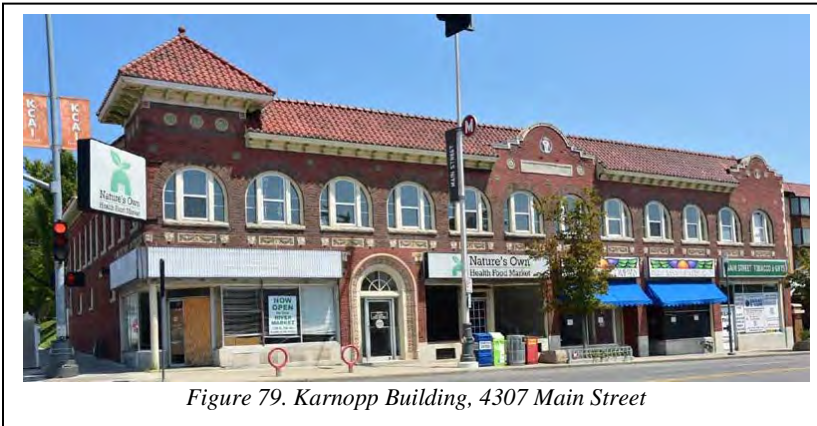


Figure 79. Karnopp Building, 4307 Main Street

- **The Plaza Laundry Building** at 4200 Pennsylvania Avenue (Resource #211) may be individually eligible as an excellent and rare example of the use of stone as the primary building material for a commercial building (*Figure 80*).



Figure 80. Plaza Laundry Building, 4200 Pennsylvania Avenue

- **The Freeman Mortuary** (Resource #302) at 104 West Vietnam Veterans Memorial Drive was constructed circa 1928 as a funeral home and was occupied by that same business until 1985. The building may be individually eligible under Criterion C in the area of Architecture as an excellent example of the funeral home property type (*Figure 81*).



Figure 81. Freeman Mortuary, 104 West Vietnam Veterans Memorial Drive.

- **The First Swedish Baptist Church** at 3931 Washington Street (Resource # 308) may be individually eligible under Criterion A in the area of Ethnic History/European for its association with the Swedish community in and around Westport (*Figure 82*).



Figure 82. First Swedish Baptist Church, 3931 Washington Street

- **Our Lady of Good Counsel Church** at 3934 Washington Street (Resource #309) may be individually eligible under Criterion C for Architecture as an intact example of an early twentieth century Classical Revival church (*Figure 83*).



Figure 83. Our Lady of Good Counsel Church, 3934 Washington Street

- **St. Paul's Episcopal Church** at 4041 Main Street (Resource #169) may be individually eligible under Criterion C for Architecture as an excellent example of the Gothic Revival style (*Figure 84*).



Figure 84. St. Paul's Episcopal Church, 4041 Main Street

- **The Allen Library** at 118 Westport Road (Resource #324) may be individually eligible under Criterion A for Government as the last surviving civically-funded building from the City of Westport, prior to annexation (*Figure 85*).



Figure 85. Allen Library, 118 Westport Road

- **The Automobile Sales and Service Building** (Resource #175) at 4200 Main Street may be individually eligible under Criterion C for Architecture as an excellent example of a Moderne Automobile Sales and Service Building property type (*Figure 86*).



Figure 86. Automobile Sales and Service Building, 4200 Main Street

MULTIPLE PROPERTY NOMINATIONS –MULTIPLE PROPERTY DOCUMENTATION FORMS (MPDFs)

The Kansas City has several Multiple Property Documentation Forms (MPDFs) that provide the contexts and registration requirements for a variety of property types represented in the city’s built environment. Two MPDFs define and categorize common purpose-built apartment building property types. These documents outline the historic contexts in which these various property types achieve and convey significance. Resources listed individually under an MPDF must meet the registration requirements for the applicable property types and must be significant within the historic context(s) outlined in the cover document.

Two resources appear to meet the registration requirements identified in the *Historic Colonnade Apartment Buildings of Kansas City, Missouri* MPDF (2003). Such resources are defined by the size, style, and material of the columns that support the multiple porches that articulate the front facades of these purpose-built apartment buildings.

- The Uncas apartment building, constructed in 1909 at 3923 Wyandotte Street (Resource #387) is an example of the Square Brick Column Porch property type, with its three-story square brick columns (*Figure 87*).
- The 1910 apartment building at 3909 Central Street (Resource #81) is an excellent example of the Classical Colossal Column Porch property type, as defined by its massive three-story columns with ornate ionic capitals (*Figure 88*).



Figure 87. Uncas Apartments, 3923 Wyandotte Street

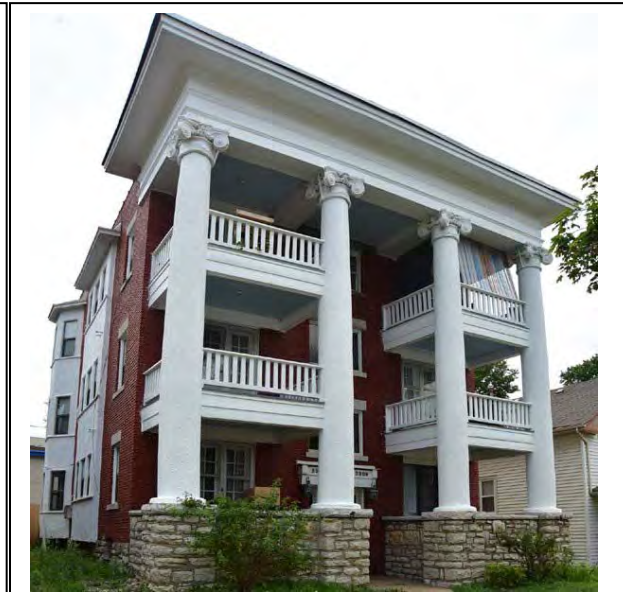


Figure 88. Apartments at 3909 Central Street

Purpose-built apartment buildings that could possess significance as representative examples of the Low-Rise Walk-Up Apartment Building property type identified in the *Working-Class and Middle-Income Apartment Buildings in Kansas City, Missouri* MPDF (2007) include the two resources listed below. Registration requirements for this property type are that the nominated property contain at least six self-sufficient apartment units (with private kitchen and bath facilities), have between two and four stories, have a single double-loaded corridor, and have a single public entrance on the primary façade, often leading to a vestibule, but the building does not have an elevator.

- The Wisteria Apartments at 620 West 39th Terrace (Resource #247) was constructed circa 1920 (Figure 89).
- The Antlers apartment building at 3918 Wyandotte Street (Resource #383) was constructed in 1910 (Figure 90).



Figure 89. The Wisteria Apartments, 620 West 39th Terrace



Figure 90. The Antlers Apartments, 3918 Wyandotte Street

Two mid-twentieth century apartment complexes appear to meet registration requirements as Garden Apartment Building Complexes in the *Working-Class and Middle-Income Apartment Buildings in Kansas City, Missouri* MPDF (2007):

- **Westport Manor Apartments** at 615 West 39th Terrace (Resource #245), constructed circa 1950, has three buildings of various sizes, each with multiple townhouse-style units (Figure 91).
- The 1963-1964 apartment complex at **4201 Clark Avenue** (Resource #120) has three buildings oriented around a central gated courtyard (Figure 92).



Figure 91. Westport Manor, 615 West 39th Terrace



Figure 92. Apartment Complex at 4201 Clark Avenue

One school building appears to meet registration requirements laid out in the *Historic Resources of the Kansas City Missouri School District Pre-1970 MPDF* (2012)

- **The Allen School** at 706 West 42nd Street (Resource #284) is a 1912 school building that appears to meet the registration requirements as an early twentieth-century/Progressive Era School (1900-1940). This building is already listed in the *Kansas City Register* (*Figure 93*).



POTENTIAL NATIONAL AND KANSAS CITY REGISTER HISTORIC DISTRICTS

The survey identified five areas with concentrations of resources that retain sufficient integrity to convey associations with the patterns of development that are significant in the history of Westport. One potential district is comprised of resources that reflect the variety of functions, dates of construction, and architectural styles inherent in an area defined by organic growth, specifically the commercial core of Westport. The other four potential historic districts contain resources that reflect a single function and a brief period of construction. The potential historic districts have boundaries that are drawn to maximize the number of Contributing resources while remaining justifiable under National Register requirements.

Contributing Resources

Resources eligible for listing as a contributing property to a historic district must retain the architectural and structural features that tie the resources to their original function, specified area(s) of significance, and period of significance. Contributing resources are those identified as having Excellent, Good, or Fair integrity ratings. Alterations to primary building facades are acceptable if they do not alter a significant portion of the façade, if the changes are reversible, and if the original appearance of the façade can be restored. Storefront alterations are a common occurrence on commercial buildings and can be acceptable if the primary configuration remains intact. The resources should represent a style of architecture or a type, period, or method of construction and should retain sufficient integrity of design, materials, and workmanship to represent the style or the property type.

Contributing resources do not retain sufficient integrity to individually merit listing on the historic register, although they would be eligible as contributing resources to a historic district. It is possible that additional research, beyond the scope of this project, could identify an area of significance or important historical associations for a Contributing resource that would change its status to Individually Eligible.

Non-Contributing Resources

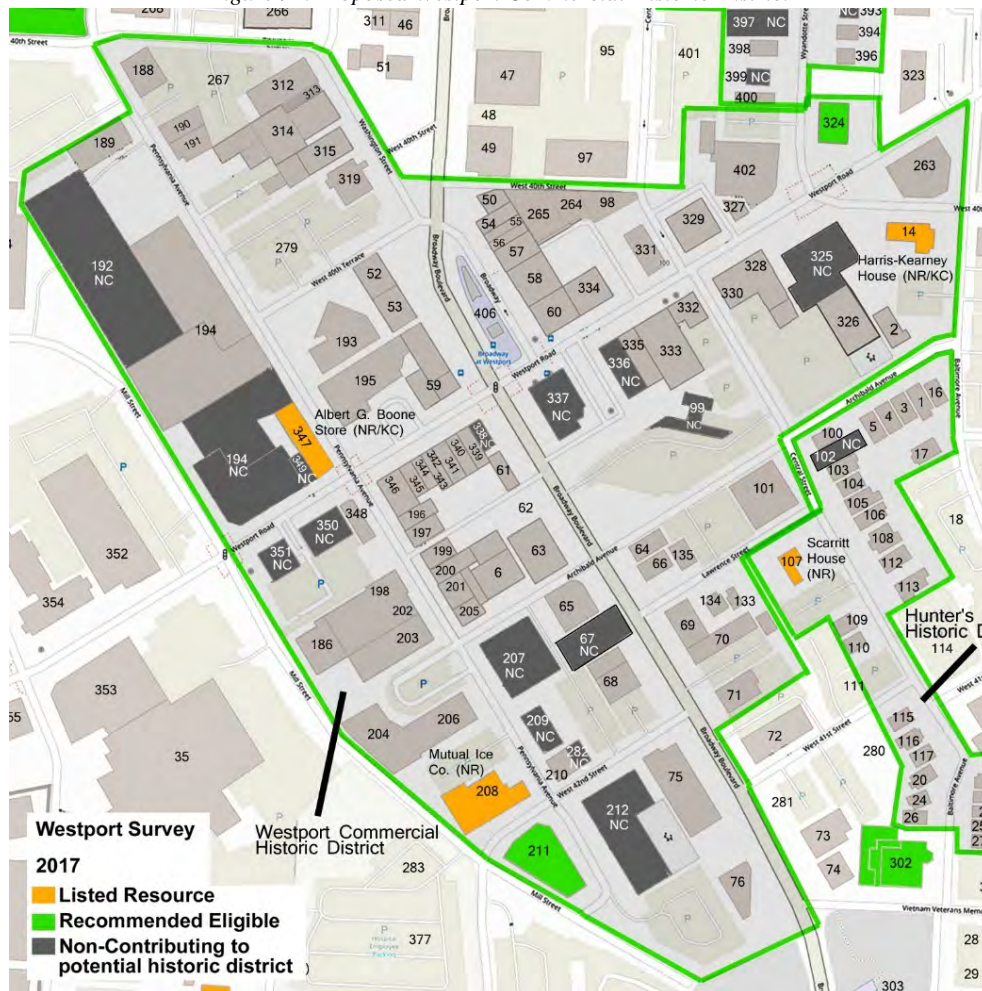
Non-Contributing resources are those that have lost significant integrity (identified as Poor integrity rating) and/or are less than fifty years of age and, therefore, do not merit consideration for National Register listing at this time. Where integrity is an issue, the level of alterations is beyond the point where removal of modifications could restore individual eligibility or contributing status. The eligibility of resources that are less than fifty years of age should be re-evaluated when they reach this National Register threshold. While alterations may prevent these resources from gaining National Register status, many retain their historic form, massing, size, scale, and primary building materials, and should not be considered “throw-away” resources. If renovated for a non-residential use they could be eligible for the federal 10% historic tax credit.

The Westport Commercial Historic District

The Westport Commercial Historic District, potentially eligible for the National Register and/or Kansas City Register, contains resources that possess significance as a grouping of commercial and industrial buildings that represent Westport's evolution from a nineteenth century independent town to a mid-twentieth century suburban commercial enclave. The historic district is significant under Criterion A in the areas of Commerce and Community Planning and Development. The recommended period of significance is 1850 to 1968. This time period encompasses the earliest extant buildings associated with Westport's regional trading post era and extends to the postwar period when development patterns shifted outside of the established boundaries that historically defined Westport's commercial center. The recommended boundaries of the district are Mill Street on the west, Baltimore Avenue on the east, West 40th Street on the northwest, West 42nd Street on the south, and Broadway Boulevard (Figure 94).

- The district includes ninety-seven (97) resources, eighty-three (83) contributing and fourteen (14) non-contributing. The contributing resources clearly communicate associations with broader historic contexts and areas of significance that apply to the Westport area. The bulk of the commercial resources were constructed between the late nineteenth century and the mid-twentieth century. The contributing resources retain their original form, with intact historic materials and fenestration patterns, particularly on the storefronts. The cohesive grouping of buildings remains in a commercial setting.

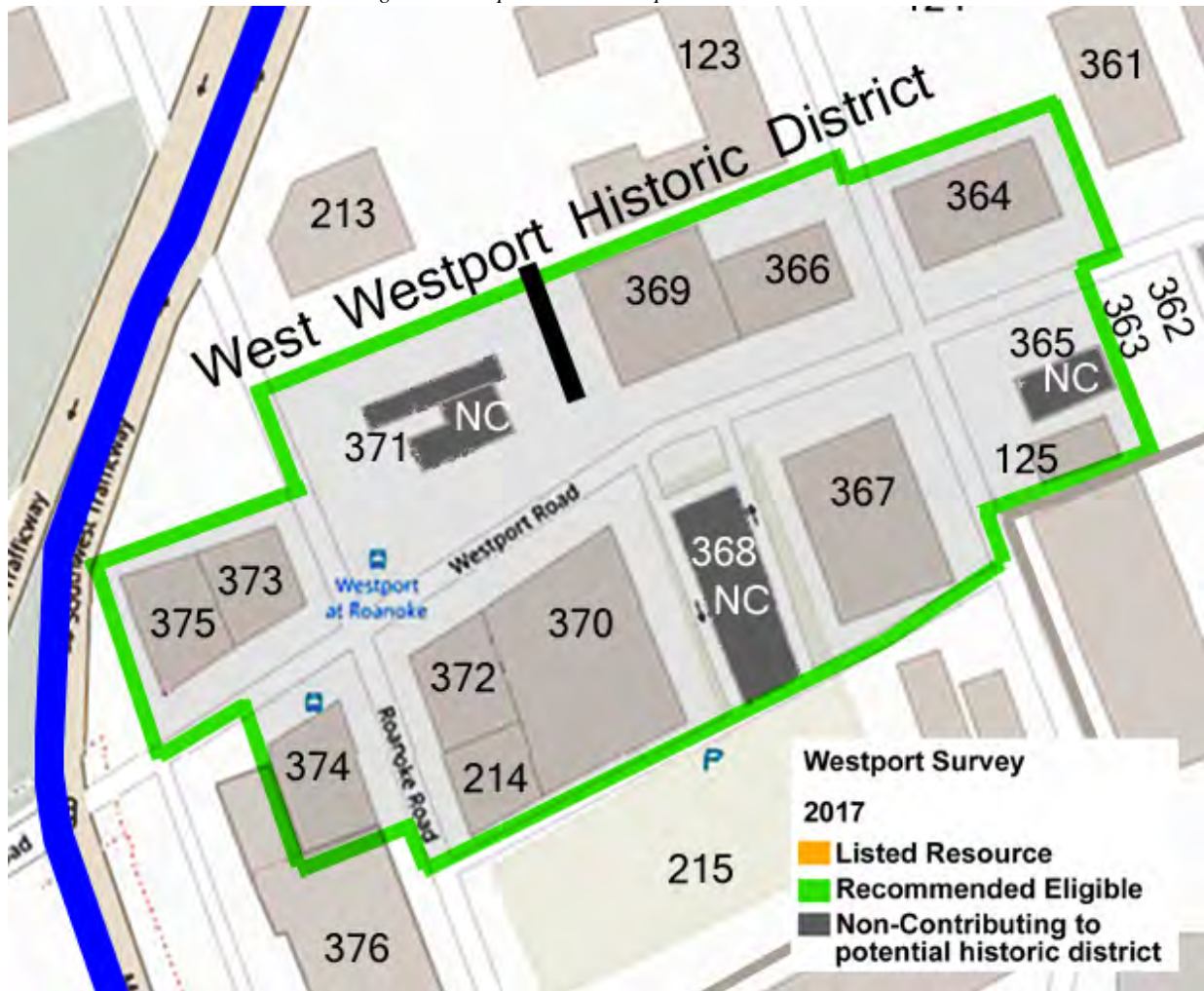
Figure 94. Proposed Westport Commercial Historic District



West Westport Road Commercial District

A group of thirteen (13) historic resources along Westport Road east of Southwest Trafficway (Summit Street) extending east of Clark Avenue is recommended eligible as a National Register or Kansas City Register historic district for its association with commercial development in Westport during the twentieth century. The area includes early-twentieth century commercial and residential resources, along with mid-twentieth century commercial buildings that represent Westport's development through the twentieth century when automobile thoroughfares dominated the area. The district is recommended eligible under Criterion A in the area of Community Planning and Development for its significance with Westport's commercial evolution in the twentieth century. Ten (10) resources are recommended contributing and three (3) are non-contributing (*Figure 95*). The recommended period of significance is 1901 through 1970.

Figure 95. Proposed West Westport Historic District



Hunter's Heights Historic District

The Hunter's Heights Historic District, potentially eligible for the National Register and/or Kansas City Register, is a grouping of thirty (30) historic residential resources in the Hunter's Heights subdivision that represent Westport's residential development around the time of annexation and into the first decades of the twentieth century. While this is not the only cluster of residential resources in the survey area, this grouping occupies a historically residential area of Westport's original town grid. The houses line curvilinear streets that create irregularly shaped blocks with a northwest orientation that communicate Westport's original town plat. The Hunter's Heights Historic District represents the most intact grouping of residential resources associated with nineteenth-century Westport. The historic district is significant under Criterion A in the area of Community Planning and Development. The period of significance begins in 1850, with the construction date of the Reverend Nathan Scarritt house, the oldest extant residence in Westport, and ends in 1920, the last documented construction date of a residence in the district (*Figure 96*). Twenty-nine (29) of the resources are recommended as contributing and one (1) resource is recommended non-contributing.

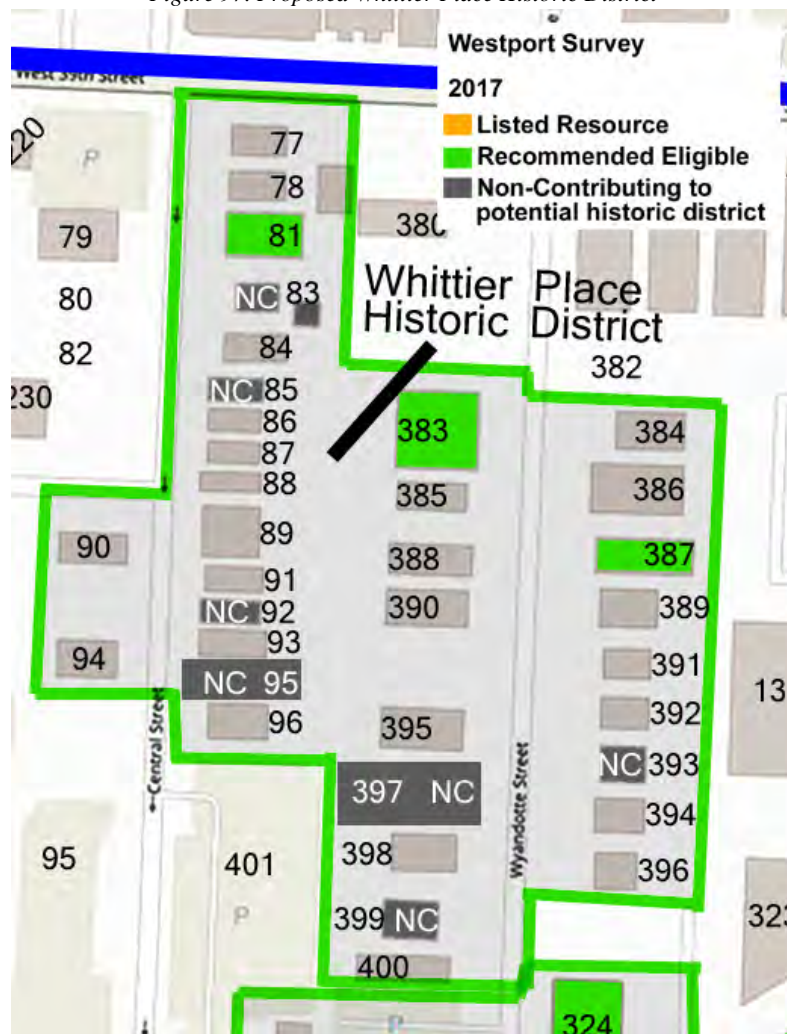
Figure 96. Hunter's Heights Historic District



Whittier Place Historic District

The Whittier Place Historic District, potentially eligible for the National Register and/or Kansas City Register, is an area bounded by Central Street on the west, West 39th Street on the north, Westport Road on the south and Baltimore Avenue on the east that contains thirty-four (34) historic resources. The residential properties include several that pre-date annexation and are associated with Westport’s late-nineteenth century development as an independent community. Dr. James Clark Whittier platted the area in 1898 and speculatively built nineteen houses circa 1900 for sale to middle-class professionals. The area continued to develop with single family and multi-family housing and was largely infilled during the start of World War I. The development represents Westport’s evolution from an independent town to a suburban residential area that coincides with its annexation into Kansas City and the resulting shift in character. Whereas the streets of Hunter’s Heights are oriented to the Westport Plat, the streets in Whittier Place are oriented to the ordinal Kansas City street grid. The single-family houses and multi-family apartments retain integrity as an intact grouping largely developed from circa 1890 until 1965, the recommended period of significance. The district is recommended NR-eligible under Criterion A in the area of Community Planning and Development. Twenty-nine (29) resources are recommended as contributing and five (5) resources are recommended non-contributing (*Figure 97*).

Figure 97. Proposed Whittier Place Historic District

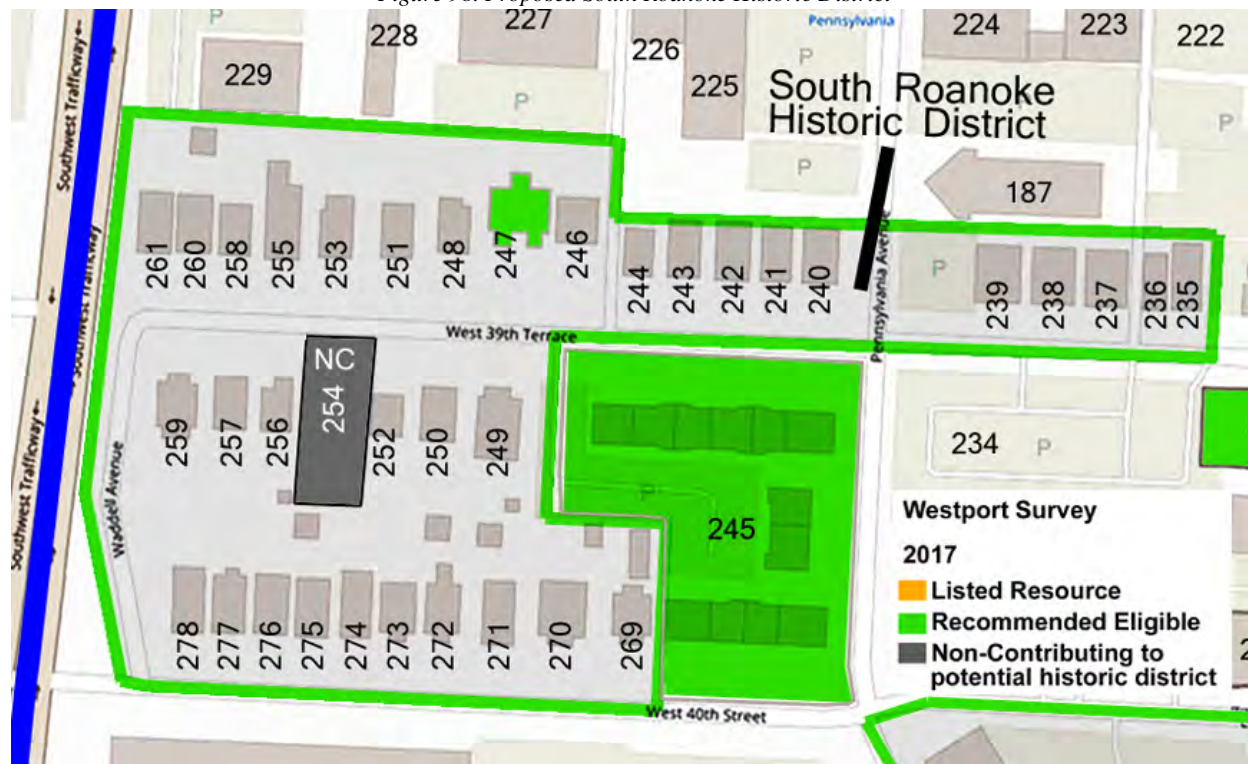


South Roanoke Historic District

One residential area encompasses an intact grouping of early-twentieth century resources that may not rise to the level of significance required for listing in the National Register. This cluster still enhances our understanding of Westport’s built environment and contributes to the overall setting. Creation of a Kansas City Register historic district may be a valuable tool to guide alterations and ensure that the physical characteristics and features that make these resources recognizable from their dates of construction are preserved.

The area between Southwest Trafficway (Summit Street) on the west, Pennsylvania Avenue on the east, West 40th Street on the south and the southern portion of the block between West 39th Street and West 39th Terrace contains thirty-six (36) single family and multi-family residences that front onto West 39th Terrace and West 40th Street. The area was part of the 1901 South Roanoke Plat with a small portion west of Pennsylvania Avenue extending into the 1916 Corbin’s First Survey. The residential resources date to the first decades of the twentieth century when Westport experienced residential development that characterized the area as a new suburban neighborhood. Thirty-five (35) resources are contributing to the potential district and one (1) resource is non-contributing (*Figure 98*).

Figure 98. Proposed South Roanoke Historic District



RECOMMENDED FOR FURTHER STUDY

- **Step toe Neighborhood.** Eleven resources, seven (7) single-family houses, two (2) multi-family residences, a commercial building, and a church are associated with the Steptoe neighborhood.⁷² Research within the scope of this survey documents that the neighborhood was historically African American and may have significance for its ethnic associations. Historic aerial photos indicate that multiple residential buildings along West 43rd Street around the three isolated extant resources (Resource #s 292, 317, and 378) were demolished in the 1980s. Other resources historically associated with the Steptoe neighborhood may exist beyond the current survey area boundaries. Additional research is recommended to determine appropriate comprehensive historic boundaries of the Steptoe neighborhood, including additional survey south of the current project area.⁷³
- **Mid-twentieth century Modern Movement commercial buildings on arterial roads.** Beginning in the post-World War II era, commercial office and retail buildings were constructed along main traffic arteries in and around the survey area. Examination of the mid-twentieth century resources within the larger context of Modern Movement development in Midtown or Kansas City is recommended to identify and evaluate these extant resources. Specifically, this report recommends additional survey of resources on the north side of 39th Street between Southwest Trafficway (Summit Street) and Main Street that were outside the current survey boundaries. Additional mid-twentieth century Modern Movement resources were identified along the west portion of Westport Road between Roanoke Road and Bridger Road. Eight (8) resources constructed between circa 1950 and circa 1970 are in the 600, 700, and 800 block of Westport Road. Nine (9) commercial buildings constructed between circa 1945 and circa 1970 line Broadway Boulevard between Archibald Avenue and Vietnam Veterans Memorial Drive. While many of the mid-twentieth century commercial resources identified in this survey possess significance for their association with trends in Westport's post-World War II development, they may also possess architectural significance within the context of Modern Movement development in a larger geographical area.

LOCAL CONSERVATION DISTRICT

Rosin Preservation also recommends exploring the creation of one or more conservation districts as a means to recognize and protect the historic character of the Survey Area. Any of the proposed historic districts identified above could be designated as a Conservation District. The Conservation District is a tool used nationwide for maintaining the character of existing neighborhoods and providing protection to historic resources that do not retain sufficient integrity to be listed in the National or local registers. Locally designated, Conservation Districts can stabilize property values in older neighborhoods while protecting the unique qualities of these communities. Conservation Districts can also establish specific design guidelines to direct improvements that will upgrade historic resources to meet National Register criteria as contributing elements to a National Register and/or local district. For instance, non-historic siding is a

⁷² Steptoe was the historic name for West 43rd Street. Two resources in the survey area, Resource #s 292 and 317, are locally designated historic properties. Contextual information in those nomination forms does not define historic boundaries of the Steptoe neighborhood.

⁷³ *A Step above the Plaza: celebrating one of Kansas City's most historic African American communities* is a documentary with oral history interviews about Steptoe, available at the Kansas City Central Library, Kansas City, Missouri.

common alteration that may preclude properties from being listed as contributing resources. By creating a Conservation District prior to designating a historic district, the City can encourage property owners to reverse siding alterations, increasing the number of properties that are deemed contributing. In Conservation Districts, design review is limited to major changes (such as new construction, and demolition, although property owners can select additional changes they would like to review). This provides protection against adverse changes to the visual context of the district, while encouraging property owners to make appropriate changes that reinforce the qualities that define the district.

To be designated as a Conservation District, a group of structures and/or landscape elements should have developed more than fifty years ago and retain distinctive architectural and historic characteristics worthy of preserving, although they may lack the historical, architectural, or cultural significance to qualify as a Historic District. A Conservation District may also be designated due to its identifiable setting, character, or association expressed through unifying exterior features. The conservation of these areas can spur property owners to make appropriate changes and renovations to their buildings. With more appropriate building materials, an area is more likely to be eligible for listing in the National Register. Many of the resources in the Survey Area retain their original form and setting. Most would be non-contributing to a historic district due to alterations or large additions on the primary elevation. If additions were removed or historic cladding uncovered, this could change the status of the resource. Designation of one or more Conservation Districts would recognize the architectural and historic significance of these resources and help to preserve their character. A Conservation District encourages pride and investment in a particular area, which can generate momentum for achieving the next level of designation.

CONCLUSION

CAPITALIZING ON THE HISTORIC ASSETS OF WESTPORT

The historic commercial core of Westport, anchored at the intersection of Westport Road and Pennsylvania Avenue, and the surrounding commercial, residential, and institutional buildings, illustrate the development of Westport from an independent trading post settlement to a thriving commercial center in Midtown Kansas City. The buildings, sites, and structures in this survey tell a unique and important story. They define the development history of the community and provide tangible reminders of the past that create a unique sense of place. Westport contains a little bit of everything, from architectural styles, building heights, and materials to dates of construction, integrity, and functions. The wide variety of resources dispersed throughout the survey area illustrates the organic growth of Westport as the early trading post developed into a small town and then a suburban commercial center after annexation by a rapidly expanding Kansas City. The on-going continuum of development already obscures some of the area's beginnings and early development. As Westport's commercial core and residential neighborhoods continue to evolve, change provides the opportunity to strengthen and enrich the visual character of these distinct areas and to enhance the quality of life already appreciated by residents and visitors.

The goal of this survey was to identify and evaluate historic resources as part of on-going efforts to maintain a vital commercial center and to move toward change in a positive manner – as a catalyst for capitalizing on the synergy of the old and new. To achieve this goal, it is necessary first to recognize and understand the assets that contribute to the survey area's unique physical and cultural character; and to develop goals, policies, and initiatives to assist the City and the community in the future identification, interpretation, evaluation, and protection of its remaining cultural resources.

The survey findings can provide the basis for many preservation decisions, including nominating eligible buildings and districts to the National Register of Historic Places or the Kansas City Register and evaluating the impacts of government actions on historic resources. As a planning tool, the National Register encourages preservation without public control over private property interests. Listing a property does not impose responsibilities upon the private property owner for maintenance or restoration, but can provide owners with access to financial incentives. Survey results can also help the City better protect its historic resources by raising awareness among the public of the significance of the city's building inventory and by boosting interest in private investment in the rehabilitation of historic buildings for new uses.

While the Kansas City Register of Historic Places may have a slightly lower threshold for listing than the National Register, local designation is an effective preservation planning tool based on the design review requirement associated with local register listing. The Kansas City Historic Preservation Commission reviews exterior changes to locally designated buildings. The proposed changes must meet the Secretary of the Interior's *Standards for Rehabilitation*. Property owners submit Certificate of Appropriateness applications that provide photo documentation of the current condition of the building and outline the proposed scope of work. Kansas City Historic Preservation staff review the applications and make recommendations when the application is presented to the Historic Preservation Commission (Commission). The Commission approves the application as meeting the *Standards* or works with the applicant and Historic Preservation staff to revise the scope so that it meets the *Standards*. The Commission

also reviews new construction in local historic districts. The implementation of design review provides an extra level of protection to historic resources. This oversight is not designed to stifle development, but to guide it in a way that respects the historic character of the resource or district while allowing for improvements that enhance the viability of the building or area.

BENEFITS OF PRESERVATION

Preservation has its own intrinsic value in celebrating a community's history and using that connection to the past to help inform decisions for the future. Another compelling argument for protecting historic resources is simply that people like them. People seek out historic settings because they offer quality craftsmanship and materials, create variety, and encourage human interaction in a familiar context. Moreover, preservation has proven value as a tool for economic development.

The most successful revitalization efforts in the country, including in Kansas City, utilize historic rehabilitation as the core of their revitalization strategies. These efforts document that the most successful approach to create sustainable communities merges the old and the new. The creative combination of preservation, adaptive reuse, and new construction capitalizes on the aesthetics and craftsmanship of other eras, provides opportunities for architectural innovation, and promotes problem-solving, thereby enhancing the community's character and fabric.

The State of Missouri and the federal government recognize the role rehabilitation of historic buildings can play in strengthening the local economy. To encourage sustainable neighborhoods and communities as well as to encourage preservation of important cultural resources, they provide incentives to encourage rehabilitation of historic buildings. The investment tax credit for rehabilitation of historic income-producing buildings is available from both the state and federal governments.

In addition to the economic advantages to preservation, preservation is also an effective and important tool for the conservation of natural resources. After years of exploiting resources, people are now considering how their surroundings fit into the larger environment. Better stewardship of older buildings and structures recognizes the important embodied energy contained in built resources. Buildings contain energy that has already been expended, materials that have been mined or harvested, manufactured, shipped, and assembled. Material from demolished buildings accounts for up to 40 percent of landfill materials, the cost of which is indirectly borne by taxpayers. At the same time, new construction consumes new energy and resources.

When considered together – the embodied energy, the cultural memory, the craftsmanship and artistry – preservation provides a critical mechanism to ensure the long-term vitality and sustainability of our unique built environment. Financial incentives, such as historic tax credits, provide the means to encourage individual owners to take actions that benefit our communities as a whole.

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