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United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer, to complete all items.

_X_ New Submission __ Amended Submission

A. Name of Multiple Property Listing

Apartment Buildings on the North End of The Paseo Boulevard in Kansas City, Missouri

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Apartment Development on The Paseo North of Interstate 70 (Fourteenth Street), Kansas City, Missouri 1900-1930

C. Form Prepared By

name/title Brenda R. Spencer

organization _____ date 5 April, 2002

street & number 10150 Onaga Road telephone 785-456-9857

city or town Wamego state Kansas zip code 66547

D. Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register Criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Archeology and Historic Preservation. (See continuation sheet for additional comments [ ].)

Signature of certifying official/Title Claire F. Blackwell/Deputy SHPO Date 10 Sep 02

Missouri Department of Natural Resources
State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper Date of Action

Apartment Buildings on the North End of The Paseo Boulevard in Kansas City, Missouri
Jackson County, Missouri

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Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 120 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

E. Statement of Historic Contexts

Introduction

This Multiple Property Listing is focused east of Kansas City's downtown in an area shaped by Kansas City's 1893 Plan for Parks and Boulevards. The plan created The Paseo Boulevard (completed in 1899), a parkway which runs north to south from approximately 9th Street to 18th Street. Dilapidated structures were cleared for the construction of The Paseo. At the turn-of-the-century, the new boulevard proved to be fertile ground for the development of new apartment buildings. By 1925, more than forty apartment buildings lined The Paseo between 9th and 14th Streets.

The apartments on the north end of The Paseo are typically multi-story, masonry buildings with one or more prominent multi-story porches. The property type was born of an unlikely marriage of civic planning which promoted increased population density and a Progressive-Era movement that took its cues from the parks movement of the 1890s. The apartment style emerged with prominent porches capitalizing on the boulevard setting and marketed to a growing middle class.

Ironically, many of these apartments which were built as the result of late-nineteenth and early twentieth-century efforts toward city beautification and planning, were casualties of similar (and some would argue much less successful) urban renewal efforts in later decades. Although urban renewal during the 1960s and 1970s did account for the demolition of many of these buildings, it cannot be blamed for their preceding decline. Rather, the deterioration, and in some cases subsequent loss, of these buildings was caused by a variety of technological and societal changes within a few short decades of their construction. Today, only eleven of these apartment buildings remain - all of them on the west side. Over time, nearly twenty apartment buildings on the east side were removed and, in some cases, replaced with public housing projects. Many of the apartment buildings and other buildings on the west side were also razed after they had reached a point of significant deterioration. This multiple property listing focuses on eleven buildings which are located on the west side of The Paseo Boulevard, North of Interstate 70 in Kansas City, Missouri. The eleven properties are as follows:

The Kessler, 924 The Paseo Boulevard (1896-1906)
The Ellsworth, 928 The Paseo Boulevard (ca. 1906)
The Maryland, 930 The Paseo Boulevard (1901)
The Parkview, 1000 The Paseo Boulevard (1912-1913)
The Maples, 1401 East 10th Street (ca. 1906)
The Virginia, 1100 The Paseo Boulevard (1911)
The McMahon, 1106 The Paseo Boulevard (1913)
The New England, 1116 The Paseo Boulevard (1905)
The Circle, 1200 The Paseo Boulevard (1902)
The Maine, 1300 The Paseo Boulevard (1901)
The Missouri, 1304 The Paseo Boulevard (1901)

The eleven subject properties are representative of the apartment development that occurred along The Paseo following the boulevard's completion in 1899. The apartments are examples of a property type which emerged at the turn-of-the-century featuring multi-story porches that took advantage of their park like, boulevard setting and were marketed to a growing middle class, white collar market. The apartment development along the north end of

The Paseo is interpretive of a number of periods discussed in the following historic context. The period of significance is 1900-1930, the time when apartment development occurred along The Paseo and the short period thereafter when they thrived.

Historic Context:
Apartment Development on The Paseo North of Interstate 70 (Fourteenth Street), Kansas City, Missouri 1900-1930

Parks and Boulevards: 1893 - 1900
This formative period encompasses the development of The Paseo within the framework of Kansas City's 1890s parks movement, which coincided with the City Beautiful movement. It was during this period that The Paseo was planned and those plans were executed. The result was a boulevard that was ripe for development. This period precedes the period of significance for the apartment buildings on the north end of The Paseo.

The development of approximately forty apartment buildings along The Paseo Boulevard early in the twentieth century was made possible by an effort that began much earlier. The Paseo Boulevard resulted from Kansas City's *1893 Plan for Parks and Boulevards*, "an ambitious and progressive scheme that launched the idea of a comprehensive city parks and boulevards system to guide and coordinate urban growth."[1]

Kansas City's interest in developing parks and boulevards sprang from the nationwide parks movement which advocated city planning and the creation of beautiful open public spaces in the nation's increasingly dense cities. The movement had its beginnings in the 1850s when landscape architect Frederick Law Olmsted won the commission to design New York's Central Park. Over the next two decades, New York spent nearly $14 million implementing Olmsted's plan.[2] By the late nineteenth century, other cities were beginning to subscribe to the tenets of city planning, praising its successes in eliminating blighted areas and increasing tax revenues.

Mayor Ben Holmes was instrumental in promoting the parks movement in Kansas City. Holmes formed the Kansas City Board of Park Commissioners in 1892, appointing August R. Meyer (1851-1905) its first president. Meyer, who made his money in mining, came to Kansas City in 1881 and opened a smelting plant in the Argentine district of Kansas City, Kansas.[3] He took his appointment very seriously, researching parks and parks systems in other communities, especially those in other Midwestern cities, such as St. Louis and Chicago. He effectively roused interest in parks among town boosters by comparing Kansas City to larger communities. "Other cities have them," he argued, and "Kansas City needs them."[4] Meyer's goal was a comprehensive plan of civic improvement.

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[1] Janice Lee, David Boutros, Charlotte R. White, and Deon Wolfenbarger ed. Legacy of Design An Historical Survey of the Kansas City Missouri Parks and Boulevards System, 1893-1940 (Kansas City: Kansas Center for Design Education and Research in cooperation with the Western Historical Manuscript Collection-Kansas City, 1995), xi.

[2] Peter J. Schmitt, Back to Nature: The Arcadian Myth in Urban America (NY: Oxford University Press, 1969), 70.

[3] Wilda Sandy, "August Meyer" (Kansas City Public Library Special Collections- accessed online).

[4] William H. Wilson, The City Beautiful Movement in Kansas City (Columbia: University of Missouri Press, 1964), 21.

Also essential to the acceptance and success of the early parks movement in Kansas City was "William Rockhill Nelson's *Kansas City Star* editorial-page tirades in favor of parks and civic beautification. Nelson, a founder of the *Kansas City Star* (and neighbor of August Meyer), strongly supported the first park board, which ultimately paved the way for Kessler's plan. Nelson publicized the plan's development in his newspaper, contributed land for parks and boulevards, and ensured that the neighborhood around his own Oak Hall residence was connected to the parks system."[5]

Soon after its founding, the Board of Park Commissioners hired as its first secretary George Edward Kessler, who had come west in the mid 1880s. He was the first Superintendent of Parks for the Kansas City, Fort Scott & Gulf Railroad; for them he created their amusement park in Merriam, Kansas.[6] "Kessler was born in Germany on July 16, 1862 and he came to New York with his family when he was two years old. He was educated in the United States and returned to Germany to complete his education by studying gardening, botany and engineering. Following his studies he served a two-year apprenticeship in the gardens of the Grand Duke of Saxe-Weimar. Kessler then returned to New York where he worked briefly with Frederick Law Olmsted. Kessler's education trained him well for the task of developing a master plan for Kansas City parks. The plan he created during his first year as secretary for the park board would forever shape the development of Kansas City."[7]

At the time Kessler was hired, Kansas City had few parks. West Prospect Triangle, the city's first park, had been deeded to the city by William and Catherine Mulkey in 1882; Kessler had created Merriam Park in Johnson County the same year and then designed Hyde Park in 1887.[8] Kessler's first task with the park board was to plan. He created the 1893 Plan for Parks and Boulevards. The plan established three major parks (North Terrace, West Terrace, and Penn Valley), several community parks (The Parade, The Grove, and Budd Park), and also proposed several smaller neighborhood parks. The plan initiated two cross-town boulevards (Independence and Armour/Linwood Boulevards) and two north-south ones (The Paseo and East Boulevard, now Benton Boulevard).[9]

Kessler's plan of public parks and interconnecting boulevards became the yardstick for city planning nationwide.[10] The major premise of the plan illustrates the goals of the city and the park board, as well as Kessler himself. *Legacy of Design* identifies the components that were present from the beginning, and comprised a unique plan. Among those components are the following:

- "It outlined a connected system of parks and boulevards that serviced all parts of the expanding city.
- It joined old and new neighborhoods, enhanced communities, and sustained property values.

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5 Legacy of Design, xi.

6 Wilda Sandy, "George Kessler" (Kansas City Public Library Special Collections accessed online).

7 Wilda Sandy, Here Lies Kansas City (Kansas City: Bennett Schneider, Inc., 1984), 83.

8 Legacy of Design, xi-xii.

9 Legacy of Design, xiv.

10 Wilda Sandy, "George Kessler" (Kansas City Public Library Special Collections accessed online).

- It was forward-looking in anticipating growth: in newer areas, land was acquired prior to development in order to provide a framework for urbanization.
- It was backward looking in acknowledging the need for urban renewal: in older areas, acquisitions were made with the intent to clean up blight, remove slums, reclaim disturbed landscapes, and protect major natural features.
- It was funded through a unique system of benefit districts that the city council was empowered to define, as well as through special assessments against the benefitted real estate."[11]

In his book entitled *The City Beautiful Movement in Kansas City*, William Wilson calls The Paseo "the jewel" of Kansas City's developing park system.[12] The Paseo ("paseo" meaning "walk" or "promenade") was named for the "Paseo de la Reforma" in Mexico City, a thoroughfare admired by August Meyer which cuts diagonally across the city's street system. Unlike Mexico City's Paseo, Kansas City's was designed to follow the existing gridiron street pattern.[13] The Paseo was, from its inception, considered a parkway as opposed to a boulevard, as it has a park in the middle and is not simply a wide street. Kessler categorized The Paseo as a cross breed between a boulevard and a park. The Paseo was to be .75 miles long, extending from Ninth to Seventeenth Streets. The plan called for the abandoning of two north-south city streets, Grove (west) and Flora (east) Avenues, to create a north-bound street on the east and a south-bound street on the west. The parkway would be molded from the area between two former streets which had been platted for single-family residences. To supplement the parkway, Kessler designed individual parks out of the rectangular, interior lots that were formed by intersecting streets.[14]

By 1896, Grove Avenue which would form the south-bound part of The Paseo Boulevard, had already seen a considerable amount of residential development. The plan for The Paseo did not require a change in the western boundary of Grove Avenue, and therefore did not directly impact the homes that lined the west side of Grove (although many of these homes were replaced with apartment buildings over the following decades). The west sides of the 900 and 1000 blocks of Grove were particularly dense, with houses at 1419 East Eighth and 908, 910, 912, 916, 918, 920, 922, 926, 1000, 1004, 1008, 1010, and 1015 Grove Avenue. Neither the south end of the 1000 block nor the 1100 block had been developed, excluding one dwelling on the northwest corner of 12th and Grove. The 1200 and 1300 blocks had scattered development with houses at 1210, 1214, 1220 and 1230, 1308-10, 1312, 1314, 1316, and 1320 Grove. There was also a row house at the northwest corner of 13th and Grove. All of the properties in the 1200 and 1300 blocks, including the row houses, were extant in 1909.[15]

Although the construction of The Paseo had little direct impact on the properties along the west side of Grove Avenue, it called for the complete removal of all properties along its east side. This is because the plan entailed the creation of the 100-foot-wide parkway which would separate the north-bound and south-bound avenues. The additional ten feet of street and the parkway were to be created from the properties that had faced west toward Grove Avenue and east toward Flora Avenue. The city purchased the properties along Grove and Flora Avenues

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11 Legacy of Design, xvi-xvii.

12 William H. Wilson. The City Beautiful Movement (Baltimore: John Hopkins University Press, 1994), 125.

13 Legacy of Design, 240.

14 Ibid.

15 Sanborn Fire Insurance maps from 1896 and 1909.

in 1896 then spent the following two years removing the properties' improvements. The 900 and 1000 Blocks of the east side, like the west side, were more dense than the three blocks to their south. In these blocks alone the city was faced with the challenge of razing or moving nineteen dwellings and a group of row houses.[16]

The development of The Paseo was credited for the clearance of blighted areas.[17] *Legacy of Design* notes that "by April of 1898, the dilapidated houses lining the roadway had been removed."[18] A 1912 report of the Board of Public Welfare praised the role of the park board in slum clearance: ...Few cities in the United States have better housing for the middle class and for a large part of the working class.[19] A 1922 article in the *Kansas City Star* notes that "Many of the younger generation of Kansas Citians, viewing the city's park and boulevard system as it exists today, fail to realize that the improvements were not only desirable in themselves, but supplanted eyesores that were disgraceful blots on the appearance of the city... . The beautiful Paseo...was carved from a most unattractive district of ramshackle buildings and narrow streets."[20]

After clearing the site, the city began constructing The Paseo between 9th and 17th Streets, completing this leg in 1899. The parkway followed the natural contour of the land, sloping downward between 9th and 18th Streets. Although large expanses of the parkway, including the angled span between 12th and 13th Streets, were originally left as large open spaces, the parkway featured a variety of landscape and architectural features. Included among them was a terra cotta, cut stone and timber pergola constructed between 10th Street and 11th Street, sunken gardens, a Spanish cannon at 12th Street which had been captured by the U. S. Navy during the Spanish-American War, a lake, fountains, benches and the elevated Terrace located between 12th and 13th Streets.[21]

The Paseo is a nationally recognized example of City Beautiful planning and considered by many to be among George Kessler's finest work. In *The City Beautiful Movement*, Wilson notes that Kansas City remains a monument to a remarkable coalition of City Beautiful activists.[22] Evaluating the historic significance of Kansas City's 1893 Plan for Parks and Boulevards, *Legacy of Design* states:

> It is clear that the Kansas City, Missouri park system is superior...Judged alongside contemporary plans, Kessler's plan was one of the best, if not the best, for its time.[23]

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16 Ibid.

17 Legacy of Design, 244.

18 Legacy of Design, 240-241.

19 The City Beautiful Movement in Kansas City, 127-128.

20 Kansas City Star, 11 June, 1922, (Kansas City Public Library Special Collections Clipping File - Parks and Boulevards).

21 Legacy of Design, 235-237.

22 The City Beautiful Movement, 212.

23 Legacy of Design, xxi.

> Substantial parts of the original deign were built and are clearly identifiable today. Urbanization, highway building, and social and economic changes have radically altered the appearance of cities. Yet, it is astonishing how many Kansas City neighborhoods have retained something of their past ambience. Many historic residential districts are directly associated with the historic parks and boulevards.[24]

Over time, The Paseo gained national attention from city planners, architects and landscape architects. In a 1922 article entitled "Park and Boulevard System has made Kansas City Famous," a Philadelphia city planning expert stated that "Of all the actual accomplishments that American cities can boast within the last twenty years, none surpass the park and parkways systems of Kansas City." "That system," he continued, "by and of itself, is making that city world famous. It is in its completeness, its pervasiveness, in the way it reaches every quarter and section of the city, that it surpasses the park systems of other cities in the world."[25]

The Paseo is Kansas City's oldest, longest, and most prominent boulevard in the parks and boulevards system. The northern section of the boulevard also provides a nationally significant example of neoclassical American Parkway design [The design of The Paseo has been mentioned in a National Historic Landmark Nomination for Meridian Hill Park in Washington, D.C. The nomination compares The Paseo to Meridian Hill Park and Bryant Park in New York]. The roadway combines the straight, City Beautiful style of alignment with the curving, naturalistic, American Romantic style.[26]

"In community planning, The Paseo represents the intent of the early park board to evenly distribute traffic throughout the city while providing accessible open space for all residents....The construction of The Paseo also resulted in the removal of several blighted areas, which spurred the development of quality residential areas in their place."[27] The presence of apartments and residences along The Paseo heightened its emergence as a community gathering place. The apartments and residences are an essential element of The Paseo's character as a social setting for Sunday strolls, parades, recreation, and family outings.

The popularity of the north end of The Paseo is evidenced in a number of ways. A 24-page photographic brochure of "Views of Kansas City" put out by the Every-Bird-Thayer department store in 1905 pictures "Kansas City's magnificent public buildings, splendid churches, fine homes, up-to-date schools, boulevards and parks." A paragraph describing the Paseo states: "The beautiful Paseo, one of the most noted sections of the Kansas City park system, is constantly thronged with visitors and has become better known than its prototype in the City of Mexico."[28] "At the turn of the century more postcards featured The Paseo than any other place in Kansas City. Photographs for the cards were taken from nearly every block and at all angles from 9th to 17th [Streets] . On Sunday outings Kansas Citians in carriages traveled along the boulevard, viewing the colorful plantings in the

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24 Ibid, xxii-xxiii.

25 Board of Park Commissioners, Kansas City, MO. *Report of the Park and Boulevard Commission of Kansas City, MO for the Fiscal Year ending 1922*, 10.

26 Legacy of Design, 243-44.

27 Legacy of Design, 244.

28 Kansas City Times, April 17, 1971 (Kansas City Public Library Special Collections Clipping File - Paseo, accessed online).

sunken gardens, the fountains, pergolas and playgrounds."[29] The Paseo was the site of numerous parades including presidential parades featuring Theodore Roosevelt in 1903 and Warren Harding in 1923.

Citywide, the parks system plan was funded through special property taxes under the premise that its implementation would create millions of dollars in enhanced property values.[30] The strategy proved correct on The Paseo. Demolition of dilapidated structures was completed in 1898 and The Paseo, from Admiral Boulevard to Seventeenth Street, was completed in 1899. Development of the area began immediately with the first apartments and new residences completed at the turn-of-the-century. Historic maps show that besides a hotel and church, apartment buildings and flats, totaling near forty, were the predominant structures along The Paseo between 9th and 14th Streets by the mid-1920s.[31]

Coming of Age: 1900-1930

This period saw evolution of the apartment building nationwide, and in Kansas City, that brought about a drastic change in the style of apartment buildings and the marketing of apartment living. The focus on this period (1900-1930), within this historic context is the time when the eleven apartment buildings in this multiple property submission were constructed, and the short period thereafter when they thrived. It is this period of the historic context that comprises the period of significance for the multiple property listing. The preceding and following eras do not contribute to the significance; they are included to provide context for the period of significance - Coming of Age 1900-1930.

Apartment living in Kansas City when it was first developed (like every other city across the U.S.), was considered to be a "necessity of life for the poorer classes."[32] The earliest apartment buildings in the United States emerged out of necessity, at a time when the nation, faced with an economic shift spurred by the industrial revolution, was becoming increasingly urban. The first apartments, or tenements, were constructed in New York to house the urban poor and immigrants. These tenement flats as they were called were box-like in design, poorly-lighted and ventilated, while their tenants suffered from the effects of ill-equipped plumbing and electricity.[33]

"Apartment living came to Kansas City in the mid-1880s. There had been tenement houses around the City Market area where families were packed into rooms stacked one on another. These meager dwellings sometimes called 'railroad flats' because the narrow buildings were built close to each other and had windows only at the front

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29 Kansas City Times, January 13, 1973 (Kansas City Public Library Special Collections Clipping File - Paseo, accessed online).

30 Legacy of Design, xxii.

31 Sanborn Fire Insurance maps from 1909 and 1940 and the Tuttle-Ayers-Woodward Co. atlas from 1925.

32 Linda F. Becker and Cydney E. Millstein, "Colonnaded Kansas City Apartment Buildings (Phase 1): A Study" (Kansas City [MO]: Kansas City Landmarks Commission, City Development Department, 1990), 14.

33 Ibid.

and back, leaving most tenants in the dark.[34] These tenements did not meet the demands of the emerging middle class.

Rapid urban growth necessitated the invention of improved construction techniques, perfected in Chicago where a flurry of new innovative construction followed the famous fire of 1871, were employed to achieve the maximum height for the first high-rise apartments in New York. As crowding necessitated taller buildings and new technology allowed for their construction, New York developers began constructing high-rises to accommodate the middle and upper classes as early as 1877. The trend of designing apartment buildings that could be marketed to society's upper echelons spread to other growing cities, including Kansas City, by the turn of the century.

Like New York, Kansas City saw an enormous growth in its population during the late nineteenth and early twentieth centuries. In 1885, Kansas City boasted a population of approximately 125,000 residents and quickly grew to nearly 200,000 by 1899.[35] By 1910, its population had soared to nearly 250,000 and climbed to nearly 400,000 by 1930.[36] There was a great real estate boom in Kansas City - $98 million was spent on new buildings from 1886 to 1889. The thriving business atmosphere created a large middle class that was not content to live in boarding houses but did not have the money to build homes.[37]

Although apartments in the late 19th and early 20th centuries served a primary purpose of house Kansas City's increasing number of residents, they also played a role in a nationwide planning movement whose aim was to beautify and better organize sprawling cities. Early on, apartments were originally seen as a way to house the poor and newly immigrated. But over time planners and developers discovered that they could be useful in providing the needed population density to sustain commercial centers. The result was the creation of apartment buildings that could be marketed to the middle classes.

The colonnaded apartment study by Becker and Millstein notes that, "As early as 1886, the term "flat" took on a new meaning in Kansas City. Bernard Donnelly, an active real-estate man, constructed the European-inspired Donnelly Flats for $30,000 at 8th and Oak Streets. It appears it was these ornately decorated three-story Donnelly Flats, the forerunner of the modern apartment in Kansas City, that changed the course of apartment design [in Kansas City] and the subsequent acceptance by the wealthier class for apartment living."[38]

Kansas City's first apartment buildings dated from the late 1880s through the first decade of the 20th century and, according to a 1990 apartment study, were "narrow in scale (to fit the existing lots) and unadorned. Porches ...

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[34] Dory DeAngelo and Jane Fifield Flynn, Kansas City Style, A social and cultural history of Kansas City as seen through its local architecture, (Kansas City: The Law Office of Shook Hardy and Bacon, 1990), 9.

[35] Ibid.

[36] George Ehrlich, Kansas City, Missouri: An Architectural History, 1826-1976, (Kansas City: Historic Kansas City Foundation, 1979), 66.

[37] DeAngelo and Flynn, 9.

[38] "Colonnaded Kansas City Apartment Buildings: A Study," 14.

were often added to the structure at a later date, yet there were many apartments that featured prominent multi-decked verandas as part of their original design. Some were modest in scale, while others such as the three-story New York Apartments (built in 1902-03 at 12th and Paseo; demolished in 1970s) featured a prominent, curved primary elevation embellished with multiple colossal columns that supported twelve porches."[39]

Apartment design evolved creating for the first time apartments that could be marketed to Kansas City's middle- and upper-class residents. The new market created an apartment building that was dramatically different than its nineteenth-century predecessors. "In contrast to New York City, the apartment high-rise did not develop in Kansas City until the 1920s. Instead two-three story apartments with some form of porch on the primary elevation became the norm."[40] These apartments were suited for the wide open lots along the boulevards. Developers appealed to architects to design these buildings to be marketed to a higher-class resident. Architects responded with Neoclassical detailing including columns, porches and impressive entablatures. Expansive porches allowed residents to look out at boulevards like The Paseo, which was certainly a selling point. Becker and Millstein's "Colonnaded Kansas City Apartment Buildings (Phase I): A Study" attributes the development of the Kansas City Colonnaded Apartment building style to a local builder and architect in the following excerpt:

> Although the local builder William H. Collins must be credited for developing the original, "full-blown" colonnaded porch style apartment–a style that appears to be indigenous to Kansas City, John W. McKecknie, a prominent local architect, practicing at the turn-of-the-century, is certainly responsible for contributing to that early porch style design. His ideas about the benefits of exterior porches were expressed in an article that appeared in The Kansas City Star, May 26, 1900. McKecknie said of his design that "the porches, which of a necessity are a dominating feature of the modern flat in this climate, are adapted from an old palace at B[ru]ges." This design philosophy was clearly illustrated in McKecknie's 1902-03 Pergola Apartment, located at 1000 [sic, actually 1008-1010] The Paseo, now demolished. Each apartment had its own deep porch supported by Doric-styled columns that ran the height of the individual porch unit.
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> McKecknie, it is interesting to point out, designed an apartment building, the Collins Flats, for builder William H. Collins. Constructed in 1902, the recessed bays of the primary elevation of this apartment carry a two-tiered, colonnaded porch. No doubt, it was McKecknie's design for the Collins Flats, in addition to the Pergola and several other early twentieth century colonnaded-type apartments that influenced Collins in his plan for the landmark Colonnade Apartments (210-219 Armour Boulevard; demolished.
>
> During his career as a builder, Collins built hundreds of bungalows throughout the metropolitan area of Kansas City, but it was his designs for several substantial apartment buildings for which he became noted. In the first decade of the twentieth century, Collins pioneered a new style of apartment building that eliminated the "long hall type of suites: that were characteristic of the early flats that existed in Kansas City. With the design of the Colonnade (201-219 W. Armour Boulevard) and the Collinwood (2501-19 Linwood Boulevard), two apartments that Collins gave his name to, the "Collins Plan" became a standard. Every apartment in these two buildings featured five rooms including two bedrooms and a maids room

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39 Ibid, 8.

40 Ibid, 6.

with a rear entrance. Both apartment buildings were a full block in length and were most noted for their richly-embellished colossal columns which flanked the deep, multi-decked verandas.

With the Colonnade, Collins planned for and built two small bungalows on both Wyandotte and Central Streets to keep other apartments from encroaching. The Colonnade and the Collinwood were two key apartment structures in Kansas City because of their innovative floor plan they introduced and for the decorative facades and colonnaded porches.[41]

The apartment buildings on the north end of The Paseo share characteristics with the colonnaded apartment building as a property type. The eleven remaining apartment buildings do all have multi-story porches, some of which are colonnaded. However in its entirety, the group of apartments does not fit within a narrow definition of colonnaded apartments for a number of reasons. Several of the apartment buildings on The Paseo are larger and taller than typical colonnaded apartment buildings and their floor plans vary widely (the prototype colonnaded apartment is three story with two apartment units per floor; one sub-type includes four story buildings but most are two-three story). Additionally, the colonnaded apartments have full columns or column over pier construction at the front porches. Some of The Paseo apartments have porches framed by brick columns or piers, not true columns. There are three apartments on The Paseo that fit within the colonnaded classification; they are located at 1106, 1300 and 1304 Paseo Boulevard. There are a number of colonnaded apartment buildings extant throughout Kansas City and other cities.

It is difficult to categorize the apartment development on The Paseo within a particular architectural style. The predominant architectural influence on the apartment buildings is Neoclassicism. Neoclassicism is the last phase of European classicism, in the late 18th and 19th centuries, characterized by monumentality, strict use of the orders, and sparing application of ornament.[42] The style is based Greek and Roman architectural orders distinguished in part by symmetrically arranged buildings with simple parapets. Neoclassical stylistic influences fall under Classical Revival and is often considered a later, more refined stage of the Beaux-Arts tradition.

The apartment buildings along The Paseo were the result of architects and contractors applying the architectural tenets of the Neoclassical style such as symmetry, centered and elevated entrances, and the classical orders to relatively inexpensive apartment buildings using local materials. The result was a subtype of buildings constructed of terra cotta, red brick and, in some cases, blond, or white glazed, brick coursed to look like stone, with minimal use of contrasting stone quoining, dentils and other details.

The entire Paseo Boulevard had been developed with apartments before Kansas City's peak in apartment construction in the early 1920s. The eleven remaining apartment buildings on the North end of The Paseo were constructed between 1900 and 1913.

The Paseo's west side, as noted earlier, was originally lined with single-family residences. The construction of apartment buildings along the west side between 9th and 14th Streets required the removal of twenty such dwellings, doing as much to alter the character of the area as did the construction of the new boulevard. Between 1896 and 1909, nine single-family residences were removed along the west side and replaced with apartment

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[41] Ibid, 8-11.

[42] Cyril M. Harris ed. Illustrated Dictionary of Historic Architecture (New York: Dover Publications, Inc., 1977), 372.

buildings.[43] Developers removed the remaining eleven dwellings, located at 1419 East Ninth and 916, 918, 920, 922, 1000, 1004, 1016, 1210, 1214, 1320 The Paseo, and another structure located on the northwest corner of 14th and The Paseo, replacing them with apartment buildings.[44] The construction of five of the eleven nominated apartment buildings, 924, 1200, 1000 and 1106 The Paseo, required the removal of one or more dwellings.

Some of the eleven remaining apartment buildings shared common owners, developers, or architects at the time of their construction. No single individual or firm led the development of the area; it appears that a number of prominent Kansas City citizens were involved in construction along the north end of The Paseo. They include the following individuals.

Walter M. Davis
Perhaps most well known of those involved in the apartments on The Paseo, was Walter M. Davis, actively involved and prominent in local politics as well as real estate. In his early years, Walter was employed in what is now the Emery, Bird, Thayer dry good store as a shipping clerk. He left there to go to Colorado and soon became the police chief in the City of Pueblo (the youngest police chief in the U.S. at the time). He returned to Kansas City to help advance the political career of his brother, Webster Davis. When his brother was elected mayor of Kansas City, Walter Davis was made an Assistant City Clerk. A 1901 newspaper article noted "...at present he is attending to real estate investments and is proving as good a business man as he is politician. He is the man most generally talked of as the Republican nomination for Mayor."[45]

A 1903 article in the *Kansas City World* entitled, "Prominent Citizens of Kansas City," again labeled Davis a prospective Republican nominee for Mayor. Davis had served as Street Commissioner under Major Jones' administration and as Assistant Post Master under Colonel Sam F. Scott. In 1902 Mr. Davis was a candidate for the Republican nomination for Mayor of Kansas City and was beaten by a small margin.[46] No record was found of further involvement in local politics. By 1912, Walter Davis was Vice-President of Waddell Investment Co.[47]

Davis was involved in construction from the early 1900s. In 1901, water permits document that Walter Davis was the owner and builder of three apartment buildings on The Paseo: The Maryland Apartments at 930 Paseo and the Maine and Missouri Apartments at 1300 and 1304 Paseo. No architect is identified on any of these three buildings. *Western Contractor* includes a number of listings of Davis' involvement in the construction of apartments and flats in other areas of Kansas City during this time period.

In 1912, Davis applied for a building permit to build a five-story family hotel, The Alameda at 10th and Paseo. At this time, Davis' address was listed as 1100 Paseo, possibly residing in The Virginia Apartments. As the exterior of the building was nearing completion, there was a devastating construction accident in September of 1912. Four workers were killed when concrete forms were removed from the rear of the building. The rear of the roof

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43 Sanborn Fire Insurance maps 1896 and 1909.

44 Sanborn Fire Insurance map from 1909 and Tuttle-Ayers-Woodward Co. atlas from 1925.

45 Kansas City World, Oct. 26, 1901 (Kansas City Public Library, Special Collections Clipping File-Walter M. Davis).

46 "Prominent Citizens of Kansas City." Kansas City World, Nov. 29, 1903, 17.

47 G. Bartling. Kansas City In Caricature. (Kansas City: Press of Grant Printing and Manufacturing Co., 1912), 44.

collapsed taking down parts of the north, south, and west walls. Clifton B. Sloan was the architect (not in charge of construction supervision) and George Siedhoff was the general contractor. A coroners jury found nearly all parties involved in the project at fault including the owner, architect, contractor, the Trussed Steel Company of Detroit, and the Superintendent of Buildings. No prosecutions were evident. Following the accident, the hotel was completed; it was renamed The Parkview and opened in 1913.

Clifton B. Sloan

Clifton Breeden Sloan was the architect of The Parkview Hotel at 1000 Paseo. This project was his only documented involvement in construction along The Paseo. Born in Springfield, Illinois in 1870, his older brother William was a Realtor in Kansas City, a partner in the firm of Sloan & Truitt and probably responsible for Clifton's arrival in Kansas City in 1889. Although it was obvious from Clifton's letters (collection at the Jackson County Historical Society Library), that his goal was to become an architect, he had a slow start. After various jobs including a brick layer, boss of a rock crushing crew, and clerk for a wall paper firm, Sloan was hired to teach mechanical drawing at the new Manual Training High School where he remained on faculty until 1902. At that time he opened an office as an architect and practiced the remainder of his life.[48]

In 1906, Sloan's office was at Room 22 of the Rickseeker Building, 9th and Walnut. *Western Contractor* contains a variety of listings of Sloan's projects including a number of apartment buildings and residences such as apartments at 23rd & Vine in 1904 and 712-22 Admiral Boulevard (1906).

Sloan designed a variety of structures including commercial buildings, theaters, and churches. His most interesting work was his residences. His own residence at 2700 Tracy was one of his earlier works and used in a newspaper article written by Sloan to illustrate the need for houses to be architect designed. Two other residences included: Dr. Flavel Tiffany at 100 Garfield in 1908 and Dr. Arthur J. Henderson at 2127 Benton in 1911.[49] Sloan was also the architect of the Rockhurst College Administration Building. He died in 1958 at the age of 88.

Edwards & Sunderland

Samuel E. Edward and J. C. Sunderland formed the architectural firm, Edwards & Sunderland in 1903 and opened their office at 559 Sheidley. *Western Contractor* documents their involvement in the construction of various apartments and residences during the early 1900s including an apartment flat at 14th and Forrest and the Kendall residence on Garfield, both in 1904. Edwards & Sunderland designed the New England Apartments at 1116 Paseo in 1905 and the Maples Apartments at 1401 E. 10th in 1906. A 1905 water permit identified Mr. Kendall as the owner of 1116 Paseo. Both buildings were featured in *Inland Architect and News Record* in May and June of 1906, respectively. These two apartments are Edwards & Sunderland's only documented projects on The Paseo. *Western Contractor* lists a family hotel designed by Edwards & Sunderland in 1911 (no address provided).

It is unknown when the partnership ended. Sunderland, who died in 1934, was associated for years with Louis Curtiss, designer of the Hotel Baltimore, prior to forming the firm Edwards & Sunderland. Early in his career, Sunderland designed various impressive apartment structures. For R.L. Dawson, he designed two large apartment buildings on Benton Boulevard at 10th and 11th Streets. He also designed the Masonic Temple at 9th

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48 Sherry Piland. "A Kansas City Architect: Clifton B. Sloan," Historic Kansas City Gazette. 6 (March/April 1982), 9.

49 Ibid.

and Harrison. The last twenty years of his life, he was in practice by himself designing warehouse and office buildings.[50]

Owen and Payson

Albert Sidney Owen and Charles Payson founded their Kansas City architectural firm in 1908. In 1914, after less than ten years, a Kansas City publication said of them "[they] now rank with the leading architects of the Southwest and many of the better class of buildings stand as a silent testimonial to their ability... ."[51]

Charles Payson was born in 1876 in Illinois. Early in his career, Payson worked with Louis Curtiss and Frederick Hill. From 1902-1908 he was the chief draftsman for one of Kansas City's major firms, Root and Siemens. Born in 1978 in Missouri, Owen's experience as a carpenter, brought a practical element to the partnership. The firm of Owen and Payson was in existence from 1908 until 1919 with offices in the Scarritt Building (1911). It was during this period that they designed the Virginia Apartments (1911) at 1100 Paseo for owner W.A. Pateet. This building is the only documented building on The Paseo designed by Owen and Payson. *Western Contractor* does note their involvement in other apartments and flats in Kansas City around this time.

Owen and Payson was responsible for the design of several schools, commercial buildings, residences, and distinctive apartments including the Carroll-Davidson Undertaking Company, 3024 Troost (1910, demolished 1981); the Victor Wilson residence at 4330 Rockhill Road (1913); and the Ararat Shrine Building at 222 W. 11th Street (1926). Among other apartment buildings are the Hawthorne Apartments at 3507-13 Gillham Road (1916) and the St. Regis Hotel at 1400 E. Linwood Blvd. (1914). The apartment building at 3430-36 Gillham Road (1913), a modified version of the St. Regis Hotel, was considered innovative in the use of sun rooms in place of the traditional open porches common in Kansas City apartments.[52]

The firm of Owen and Payson was succeeded by the firms of Owen, Payson and Carswell; Owen Sayler & Payson; and Sayler and Owen, which existed until Albert Owen died in 1942. Charles Payson died in 1934.[53]

Both Owen and Payson were actively involved in professional architectural organizations. Founded in 1901, the Kansas City Architectural Club was a professional organization for young architects and draftsmen. Payson was president of the club in 1902. Both were active members of the Kansas City Chapter of the American Institute of Architects, each serving on the board and as president.

J. W. McKamey

Designed by Owen and Payson, the Virginia apartments at 1100 Paseo were constructed by J. W. McKamey in 1911. A 1903 feature in the Kansas City World, entitled "Kansas City's Real Estate Men," noted that Mr. McKamey had been in the real estate business for ten years and that he was regarded as one of the best judges of real estate in the city. In 1902 he opened McKamey Brokerage Company, a general real estate and brokerage

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50 Kansas City Star, December 20, 1934 (Kansas City Public Library Special Collections Clipping File - J.C. Sunderland).

51 Sherry Piland. "Kansas City Architects: Owen and Payson," Historic Kansas City Foundation Gazette, 8 (January/February 1984), 6.

52 Ibid.

53 Ibid.

business, but specialized in building residences ranging from $5,000-7,000 , principally on the east side of the city.[54]

Ernest O. Brostrom

Ernest Olaf Brostrom, born in Sweden in 1888, arrived in KC in 1907 to manage a Kansas City branch office for the Sioux City, Iowa architectural firm of Eisentraut-Colby-Pottenger at the age of 19. In 1911 he was working as an architect for local contractor Harry Bliss, and by 1912 he had opened his own office.[55]

Brostrom's design of apartments at 912-920 East 41st Street in 1912 reflects his ability to work in a very standard Kansas City mode, the colonnaded porch apartment.[56] In 1913 Brostrom was hired by W.H. McMahon (owner) to design the McMahon Apartments at 1106 Paseo, his only documented project on The Paseo. C.H. Lewis was the builder. Lewis was listed as the builder of other apartments and flats in *Western Contractor* during this period, including an apartment building in the 1200 block on the east side of The Paseo.

Brostrom was known for his fondness of Chicago-school architecture, especially the works of Wright and Sullivan. Their influence is clearly seen in three of his works: The Jensen-Salsbery Laboratories at 520 W. 21st (1918), The Rushton Bakery at 814 Southwest Boulevard (1920) and his best known work, the Newbern Apartments at 525 East Armour (1921-25), placed on the Kansas City Register in 1978.

In his early career, he specialized in church design and published a book, *Churches*, in 1919. Through the Kansas City Chapter of the AIA, Brostrom became involved in the Architect's Small House Service Bureau (started in Minnesota in 1919, later a national bureau with local bureaus) with the purpose to furnish complete and dependable small house plans at a moderate cost. It evolved into what later became known as the Model Plan Service and newspapers began carrying floor plans and elevations of these houses. In a Kansas City Star article in 1930, Brostrom discussed and illustrated one of his plans called the "apartment cottage."[57]

In 1927 Brostrom organized and became president of the Con Tee Company which produced products such as spacer bars and column clamps for use in reinforce concrete construction of light occupancy structures. The company was formed as a result of a new light concrete construction, developed by Brostrom and illustrated in this own residence at 6540 Pennsylvania Ave. (1927).[58]

Extensive research did not uncover the owners, architects, or builders of some of the eleven remaining apartment buildings on the north end of The Paseo. With the exception of Walter Davis, as owner and builder of three of the apartment buildings and the Parkview Hotel, and Edwards and Sunderland, architects on two of the apartment buildings, the majority of individuals involved in the development of the north end of The Paseo seem to have only

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54 Kansas City World. "Kansas City's Real Estate Men," Nov. 29, 1903, 21.

55 Sherry Piland. "Early Kansas City Architect: Ernest O. Brostrom," Historic Kansas City News, 5(October/November 1980), 5.

56 Ibid.

57 Ibid.

58 Kansas City Star, August 7, 1927 (Kansas City Public Library Special Collections Clipping File - Ernest O. Brostrom).

been involved in a single project in the area. Those involved in the construction of the apartment buildings on north Paseo appear representative of leaders in their fields, involved in a variety of development throughout the city during the same period.

A brief description of each of the eleven apartment buildings follows:

The Kessler, 924 The Paseo (1896-1906)
One of the earlier apartment buildings constructed on the west side of The Paseo was The Kessler, located at 924 The Paseo (1896-1906). The Kessler was constructed in the dense 900 Block of The Paseo, requiring the removal of a single-family dwelling. As the building's asymmetrical footprint more closely resembles a Victorian structure than the apartments surrounding it, the building likely predates the other apartment buildings. An early construction date is supported by the fact that the building did not originally have a colonnaded porch. The original porch more closely resembled the porch on a Victorian dwelling as it was aligned with the principal facade on the east and extended southward along the recessed part of the front of the building. In 1916, the owner added a large porch with brick supports and ionic columns which extended east past the facade of the building and wrapped around to meet with the building's southernmost projection. The new porch gave the narrow building a wider appearance and served to coordinate the building with nearby apartments, including 928 and 930 The Paseo.

The Maryland, 930 The Paseo (1901)
One of the largest extant apartment buildings in the area, The Maryland at 930 The Paseo was also one of the richest in design and ornament. The Maryland was commissioned in 1901 by Walter Davis who also owned the Alameda/Parkview Hotel at 1000 The Paseo (1912-1913) and the Missouri and Maine apartment buildings at 1300 and 1304 The Paseo (both 1901). The building appears to have been architect designed.[59] The design borrows heavily from the Neoclassical style. The predominant construction material is red brick accented with terra cotta, stone and blond bricks. The building is symmetrical in design and features two three-story porches on the north and south corners of the east facade.

The Maine, 1300 The Paseo (1901)
The Maine, also constructed in 1901 for Walter Davis, is a much smaller example of the colonnaded apartment. The building is basically a red brick rectangle with applied ornament including a cornice with dentils, red brick quoining, and white glazed brick pilasters. The windows feature stone lintels with keystones. The building's symmetry is accentuated by a two-story colonnaded porch on its principal facade. The building was originally constructed with six apartments but was converted to twelve apartments in 1944. In 1920, owner Mary Rodenberg commissioned architect J. S. Brun to design 15 private garages for the residents. They were constructed by George Grey.

The Missouri, 1304 The Paseo (1901)
The Missouri was also among the three apartment buildings constructed in 1901 by Walter Davis. Although the design for the Missouri was very similar to its neighbor, the Maine, there were many subtle differences that distinguished one from the other. The Missouri's cornice consists of corbeling of white glazed brick to form the appearance of dentils. Like the Maine, it has pilasters also made of white glazed brick and a two-story porch in the

59 Although there is no evidence that would prove the Maryland was architect-designed and an architect is not identified on any of the permits, the quality of its design suggests that it was.

center bay of the principal facade. Unlike the Maine, the Missouri's windows do not have lintels. All of Walter Davis' buildings were constructed on clear land. None required the removal of existing structures.

The Circle, 1200 The Paseo (1902)
The Circle Apartments, constructed 1902, matches the Maryland in size and quality of design and materials. Like the Maryland, the Circle has Neoclassical overtones in its entablature and quoining. The construction of the Circle required the demolition of dwellings which faced 12th Street. The principal facade faces east and features two three-story porches. There are also porches on the building's angled northeast corner. The building's site, on the rounded southwest corner of Twelfth and The Paseo which is bounded by an alley to its south, exposed four of the five facades to public view. Architectural detailing includes a wood cornice and stone quoins on all corners.

The New England, 1116 The Paseo (1905)
Constructed in 1905, the New England apartments are more vertical in massing than the Circle. Because of its verticality and parapets, the building resembles a commercial design. Prominent stylistic influences include Neoclassical and Prairie School. Each of the front projections houses four-story porches that have been infilled. Unlike some of the earlier buildings, the New England has an abbreviated entablature. It was designed by the architectural firm of Edwards and Sunderland which also designed The Maples Apartments at 1401 East 10th Street.

The Maples, 1401 East Tenth (1906)
Although very different in style than the New England, the Maples was also designed by Edwards and Sunderland. The building is symmetrical in design and, unlike the New England, its north-facing facade runs the length of the building. The building is capped not by a formal cornice but with a wide eave with roof brackets and dentils. The overall architectural style is Neoclassical but the building has Prairie School influences. There is very little ornament excepting the two four-story porches with Ionic columns. Only the upper story windows have lintels.

The Ellsworth, 928 The Paseo (1906)
The most predominant architectural feature of the Ellsworth Apartments are the full-height porches on the front facade. The porches are framed by brick columns, constructed of white glazed brick which contrasts with the building's red brick. The porches historically featured white turned balusters which together with the vertical columns formed a grid pattern. The owner, architect and builder are unknown.

The Virginia, 1100 The Paseo, (1911)
The Virginia Apartments are very similar in design to the Maryland, the Maples and the Circle. The building is on the southwest corner of 11th and The Paseo. It is finished with architectural detailing on the street-facing elevations on the north and east. Like the Maryland, the Maples and the Circle, the building has Neoclassical features, especially in its entablature. The building is symmetrical along an east-west axis and its principal facade is marked by a two-story porch projecting from a recess. The protruding bays on the north and south sides of the principal facade are topped with pediments. Owner W. A. Pateet commissioned architects Owen and Payson to design the building. It was constructed by J. W. McKamey in 1911 at a cost of $50,000.

The Parkview, 1000 The Paseo, (1913)
The Parkview was originally constructed in 1913 as the Parkview Hotel. The building was owned by Walter Davis who also owned the Maryland, the Maine and the Missouri. Davis purchased the property from Emmet W. Hunter who had the two-story house located on the corner demolished in 1911. He constructed in its place a building valued at $92,000. Like The Maples, only the building's top story windows have lintels. There is no quoining on

the corners of the building. The porches are located on the principal facade which faces east. Both the porch and the building feature wide eaves with roof brackets. The building is finished with architectural detailing on the street-facing elevations on the east and north. The building was designed by architect C. B. Sloan and has both Neoclassical and Prairie School influences. For a period of approximately five years (1919-1924), the building housed the Parkview Sanitarium. Operated by Dr. A.S. McCleary as the world's largest practice of treating rectal diseases exclusively, the Sanitarium was moved to Excelsior Springs in 1924, after McCleary purchased the Elms Hotel. It appears that the Parkview functioned as a hotel and apartments jointly from 1938 until the 1975 HUD remodeling. A building permit was issued in 1937 for an interior remodel which may have resulted in the conversion. City Directories include listings for the Parkview Hotel and Parkview Hotel Apartments beginning in 1938 and continuing into the 1970s. In 1947 the hotel was purchased by the Twin City Hotel Company (a group of Greater Kansas City Negroes) and converted to a Negro hotel.[60] The hotel housed the "Jockey Club," a jazz club, on the ground floor through the 1930s and 40s.

The McMahon, 1106 The Paseo (1913)
The McMahon was designed by Kansas City architect Ernest O. Brostrom (1888-1969) and constructed in 1913 by C. H. Lewis. The McMahon, named for W. H. McMahon who commissioned the building, is a basic unornamented rectangle whose most distinguishing feature is its three-story colonnaded porch with fluted ionic columns and a substantial entablature with dentils. Of the eleven remaining apartment buildings on the north end of The Paseo, the building at 1106 Paseo is the best example of a true colonnaded apartment building.

Apartments along The Paseo held true to the trend of the white collar, working middle class as the market for these new apartment buildings. A brief review of City Directories from 1900-1917 document that residents in The Paseo apartments included professionals and businessmen - doctors, lawyers, and even developers. Walter M. Davis, the owner and developer of three of the remaining apartment buildings, resided at 1100 Paseo in 1912.

Apartment construction continued to boom in Kansas City after the construction of the buildings along the north end of The Paseo. It did not take long for real estate developers to understand that their dollars were best invested in properties near the city's new boulevards. In 1914, famous Kansas City developer J. C. Nichols noted that "the most attractive headline that you can run for an advertisement is 'on a boulevard' or 'near a boulevard'."[61] The apartment building capitalized on the public's desire to live near boulevards and transportation systems while at the same time accommodating Kansas City's burgeoning population and fulfilling the city's plan to line its new boulevards with buildings that projected an urban image. Although apartment construction peaked in Kansas City during the 1920s with the construction of 15,152 units, it also flourished in the previous three decades; in 1916 alone, the city saw the construction of 226 apartment buildings.[62] The newest apartments, best represented by J. C. Nichols' apartments near his Country Club Plaza, were constructed to draw middle- to upper-class residents to the new suburban shopping areas. In all instances, the Kansas City apartment development succeeded in housing the city's growing population while beautifying and better-organizing the sprawling city. From 1900 through the 1920s when apartment construction reached its peak, the boulevards were lined with new apartment buildings.

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60 Kansas City Star, 16 March, 1947, 10.

61 C.R. Ashbee. Town Planning Review, (Liverpool: Liverpool University Press, 1916) 233-39.

62 William S. Worley, J. C. Nichols and the Shaping of Kansas City,(Columbia: University of Missouri Press, 1990), 222 and 245.

It was also during this period that the popularity of the colonnaded apartments and apartments featuring prominent porches, reached its limit. With the development of the high-rise, the increase in popularity of the automobile and mass marketing of the air-conditioner, porches were no longer a major consideration in either apartment or single-family home design.[63]

Societal Change: 1930-1949

This period is defined by the societal change spawned by the Great Depression and World War II which lead to the apartments' declining popularity as middle and upper middle class Americans moved to single family residences in the suburbs.

Not long after their construction, the apartments along The Paseo lost popularity. During the 1920s, the middle- to upper-class apartment market in Kansas City had been glutted by high-rise apartments closer to J. C. Nichols' Country Club Plaza. By 1930 the apartments were competing with hundreds of other apartment buildings citywide. From the period of apartment construction, between 1900 and 1913, until 1960, the physical appearance of the north end of The Paseo remained relatively unchanged. Few, if any, new buildings were constructed and few buildings were removed. But the demographics of the area changed dramatically during the period, owing to a societal shift in the years following Word War II.

The 1920s nationwide building boom was followed by nearly two decades of construction hiatus caused by lack of capital during the Great Depression and limited building materials available during and immediately following World War II. As a result, the north end of The Paseo saw very little new construction during the 1930s and 1940s. Whereas the end of World War II marked the beginning of an era of prosperity for the nation as a whole, it marked the decline of the apartments along The Paseo.

Much of the decline can be attributed to new federal legislation which led to the subsidizing of the construction of single-family residences following the war. It became obvious to government officials that the nation, which had seen virtually no private construction for approximately fifteen years, would face a severe housing shortage following World War II. The public was aware of the nation's dilemma and at least one apartment owner on The Paseo attempted to capitalize on the post-war housing shortage by converting each of the buildings at 1300 and 1304 The Paseo from six to twelve apartments.

Small apartments would quell the demand for housing for a time but would not meet an increasing public demand for single-family dwellings. Realizing the magnitude of the problem, the U. S. government took action in 1944, passing the Servicemen's Readjustment Act, commonly known as the G. I. Bill. This act created government subsidized loans for veterans allowing sixteen million of them to purchase homes.

The public increasingly preferred single-family residences over apartments as personal income rose and the cost of new homes plunged. Between 1940 and 1955, personal income rose 294%. At the same time, the creation of longer-term financing and tract housing with standardized plans that contractors could mass product in the new suburbs, lowered the cost of owning a new home. All of these factors combined to enable a larger percentage of the American population to purchase suburban homes. In 1940, 44% of the American population owned their own

[63] "Colonnaded Kansas City Apartment Buildings: A Study," 14.

homes. By 1960, the percentage had jumped to 60%.[64] There was little reason for couples or families to rent an apartment because a mortgage payment was often cheaper than rent.

Suburban living was attractive not only for financial reasons but because it accommodated growing families. The period following World War II was unique in the social history of the United States. G.I.s returned home with a longing to establish a sense of normal family life. They, along with others who had postponed marriage during the Great Depression and World War II and those who reached marrying age following the war, rushed to marry. Half of all brides in the years immediately following the war were under the age of 20.[65] Because they married at such a young age, the number of childbearing years among these women increased, causing an increase in the average number of children per family. This, in addition to an increase in children born to women who postponed families during the depression and war, caused a baby boom. Suburban living accommodated these young growing families. They were attracted to one-story ranch houses with modern appliances and attached garages. Kansas Citians moved to subdivisions like J. C. Nichols' Prairie Village which offered small Cape Cod style houses on sixty-foot lots.[66]

The new trend to marry early nearly eliminated The Paseo apartments' original target market group, young single professionals. Their absence, in addition to the relocation of families to areas outside the city's core left in the area only those who were excluded from the suburban norm: the poor, the elderly and minorities. African-Americans and other minorities had long been systematically excluded from the suburbs with the use of deed restrictions or restrictive covenants and had lived in the area around The Paseo for decades.

The apartment buildings on the north end of The Paseo were virtually abandoned at a time when they were first beginning to show their age. With little public demand for their rehabilitation the buildings stood derelict, easy targets for cleanup efforts such as urban renewal.

Urban Renewal: 1949-1975
Defined by the twentieth century effort to eliminate blight, this period brings the historic context to a close - the period during which many of the apartment buildings along The Paseo took their current form and function as public housing.

Ironically, post-war legislation meant to ease the housing shortage eventually led to the demolition of many of the apartment buildings on The Paseo. Title I of the Housing Act of 1949 provided federal financial assistance to local public agencies for projects "consisting of the assembly, clearance, site preparation, and sale or lease of land at its fair value for uses specified in a redevelopment plan for the area" of a project.[67] The apartments on the north end of The Paseo, which over time became "home" to minorities who were excluded from suburbs by deed restrictions, were classified as "blight." Throughout the 1950s, 1960s and 1970s, the majority of the colonnaded

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[64] James Gilbert, Another Chance: Postwar America, 1945-1968 (New York: The Macmillan Company, 1967), 23.

[65] Landon Jones, Great Expectations: America and the Baby Boom Generation (New York: Coward, McCann and Gloghegan, 1980), 93.

[66] Worley, 299.

[67] James Q. Wilson, ed., Urban Renewal: The Record and the Controversy (Cambridge: The M. I. T. Press, 1966), 93-94.

apartments were removed and replaced by high-rise "projects." By the 1970s, the entire character of the area, especially on the east side, had changed dramatically.

In the 1950s, the Kansas City Housing Authority's efforts focused on implementation of public housing projects subsidized by Title I. One of the first areas targeted for redevelopment was the east side of The Paseo. It oversaw the construction of the Riverview Public Housing Project, located at 299 The Paseo, in 1952 and the T. B. Watkins housing project, located between 12th and 14th on the east side of The Paseo, in 1954. A 1954 revision of the housing act broadened the scope of urban renewal projects to include those undertaken by private entities. The number of projects soared. In 1960, the Wayne Miner high-rise and town houses ("Kansas City's Pruitt Igo") were constructed two blocks east of The Paseo on 12th Street. The 1100 and 1200 blocks of the east side of The Paseo were cleared between 1967 and 1970 to make room for the 12th and Vine urban renewal project. The blocks, formerly densely packed with apartment buildings were cleared; the 1100 block remains undeveloped today and the 1200 block is the location of an expansion of the T.B. Watkins housing project. The onslaught continued during the 1970s. In 1973, Charlie Parker Square Public Housing was constructed in the 1000 Block on the east side of The Paseo. The project consisted of twelve high-rise apartment buildings.

While the historic apartment buildings along The Paseo were easy targets for urban renewal, many were demolished with no plans to replace them. The Central Methodist Church, located on the northwest corner of 11th and The Paseo, was demolished in the mid-1960s after a second fire caused significant damage. In 1974, the Robidoux Apartments at 1208 The Paseo were declared "dangerous" and demolished. The distinctive New York Apartment building (1124 The Paseo), which had a semi-circular colonnaded facade made it a character-defining feature along The Paseo, suffered the same fate in 1976. Other buildings on the west side of The Paseo that were condemned and demolished between 1974 and 1976 included 800-02 The Paseo, 1419 East Eighth Street, an apartment building at 908-910 The Paseo, and 1411-17 East Ninth Street. The majority of these buildings were cleared in conjunction with the Parkview Homes I and II HUD remodeling of the eleven apartment buildings that remain today.

Perhaps the most significant impact on the area was the construction of Interstate 70 in 1963. The highway bisected The Paseo at 14th Street.

With all of the changes The Paseo faced in the decades following World War II, it is amazing that any of the apartment buildings survive. Ironically, it was the same type of federal program that eliminated dozens of apartments that subsidized the rehabilitation of the eleven remaining examples. Like the buildings that once surrounded them, the eleven buildings suffered significant decline during the 1950s and 1960s. Between 1970 and 1974, all eleven properties were tax delinquent. Rather than condemn the properties, the city supported efforts to organize Parkview Homes I and II. The principal goal was to rehabilitate the buildings. The rehabilitation was implemented through the Department of Housing and Urban Development's (HUD's) Model Cities Program.

Although the 1970s rehabilitation altered the interiors of the apartments, it ultimately saved them from the fate of the other apartments that had lined The Paseo. Those eleven buildings survive today and along with the Henderson Home (listed in the National Register of Historic Places in 1979) are proposed for rehabilitation in an effort to preserve the buildings, provide better affordable housing, and to continue to work toward revitalization of the area in concert with other redevelopment. The other redevelopment efforts in the area include the construction of new apartment complexes on the east side of The Paseo within the last ten years, and the ongoing revitalization of the 12th and Vine district.

Summary

The Historic Context: Apartment Development on The Paseo North of Interstate 70 (Fourteenth Street), Kansas City, Missouri, 1900-1930, is comprised of four distinct periods. The first, Parks and Boulevards (1893-1900) is the formative period encompassing the development of The Paseo within the framework of Kansas City's 1890s parks movement. It was during this period that The Paseo was planned and those plans executed. The result was a boulevard that was ripe for development, thus setting the stage for the emergence of apartment construction. The first period is not included in the period of significance of the apartment buildings; it sets the stage for their development. The second period, Coming of Age (1900-1930) is the period which saw the evolution of a new style of apartment designed to capitalize on the boulevard setting with prominent front porches and were marketed to an emerging middle class of white collar workers. This is the period of significance for the eleven remaining apartments as this is the time in which the apartments were constructed, and the short interval thereafter when they thrived. The third and four periods, Societal Change (1930-1949) and Urban Renewal (1949-1975) do not contribute to the period of significance, but rather are included to document how and why the apartments took their current form and function as public housing.

F. Associated Property Types

Property Type Description

The apartment buildings on the north end of The Paseo are typically multi-story, masonry buildings with one or more prominent multi-story porches. These buildings were constructed along The Paseo in Kansas City between approximately 1899 and 1925.

This apartment building property type has at least two stories and as many as six stories. The construction of the exterior walls is typically brick and stone masonry. The foundations and sometimes the exterior of the first floor are frequently, yet not always, stone and the upper facades are brick. On the upper facade, there is often brick, terra cotta, cast stone, stone, metal, and wood ornamentation including banding, quoining, cornices, medallions, etc. The basic form is typically rectangular with a cornice, parapet and flat roof. The interior arrangement of space varies but typically there is a central entrance/stairway/hall with apartments arranged on each side of the circulation space. Porch access is gained either through the apartment units or from the central hallway.

The most distinguishing features of the apartments on the north end of The Paseo are the presence of one or more prominent multi-story porches. The porch placement varies but includes porches that run the full width and height of the front facade, full-width porches that are one-story shorter than the building, center porches that are not as tall or as wide as the facade, pairs of projecting porches that flank the entry, and porches placed in recesses at the corners of the facade. Besides the prominent porches on the primary facade, there are frequently porches on secondary and rear facades as well. The porch columns range from full-height columns to columns on piers of stone or brick masonry. The columns are stylistically varied including fluted or unfluted wood, stucco, brick and stone with capitals and bases that run the full range between simple rectangular blocks to interpretations of Doric, Tuscan, Ionic and Corinthian orders. Originally, the balustrades between columns ranged from straight simple wooden rectangular balusters and rails to ornate bowed balustrades with ornate turned wooden, pressed metal, cast stone, or cut stone balusters. The porch roofs are typically flat or low hipped roofs both with parapets and without parapets. A few of the porches have pedimented gable roofs.

Secondary facades frequently include projecting bays, additional porches, and secondary entrances, usually in the rear to provide cross ventilation. The most frequent window type is the double-hung window with simple to elaborate masonry lintels and sills.

The apartment buildings along The Paseo are typically situated on the site so that the primary facade is either set back from the street to create a front lawn or abuts the sidewalk and street in a more urban tradition. They were typically built with a very small space between the side walls and the adjacent properties or as contiguous rows, usually filling a complete block. Off-street parking, if provided, is typically at the rear along the alley.

Alterations

This apartment building property type has several design features, including the porch railings and exits, that do not meet current building codes and regulations, thus many have been altered to provide adequate life-safety protections of inhabitants. The porches--especially the wooden members--are vulnerable to decay because they are highly exposed. In the last several decades the apartment buildings have declined in popularity as a place to live and many have been vacated, neglected, and abandoned. Many of the buildings of this type have been demolished as a result of fires and as the result of physical decay caused by neglect. Still others of this type have been demolished to make way for new construction, sometimes with the intention that reinvestment will influence an economic turn-around for these older neighborhoods of Kansas City.

Property Type Significance

The apartment buildings on The Paseo, North of Interstate 70 (Fourteenth Street) in Kansas City, Missouri (1900-1930) are historically significant in two areas. Under National Register Criterion 'A', the apartment buildings are representative of development resulting from Kansas City's early civic planning - the apartment development along the north end of The Paseo immediately followed completion of the new boulevard (1899) which was designed in the 1893 Plan for Parks and Boulevards. The apartment buildings with prominent multi-story porches designed to capitalize on their park like setting, are also significant as a property type under National Register Criterion 'C' - Architecture.

The apartment development on the north end of The Paseo occurred as a result of Kansas City's 1893 Plan for Parks and Boulevards. The Paseo is a nationally recognized example of City Beautiful planning and considered by many to be among George Kessler's finest work. A cross between a boulevard and a park as designed by Kessler in the 1893 plan, the north section of The Paseo extended from Ninth to Seventeenth Streets with small parks in the interior lots formed by intersecting streets. Land acquisition for The Paseo resulted in the clearance of dilapidated houses formerly lining the roadway. Completed in 1899, the new boulevard proved to be fertile ground for the development of new apartment buildings. By 1925, more than forty apartment buildings lined The Paseo between Ninth and Fourteen Streets alone. "In community planning, The Paseo represents the intent of the early park board to evenly distribute traffic throughout the city while providing accessible open space for all residents. ...The construction of The Paseo also resulted in the removal of several blighted areas, which spurred the development of quality residential areas in their place."[68]

At the turn-of-the century when Kansas City gained a foothold on mass transportation and the parks and boulevard system, inspired by the City Beautiful Movement, became a reality, more and more people were drawn to the city as an appealing place to live. To satisfy the needs of this oncoming trend, developers and other speculators took advantage of the market climate and provided more liveable apartments within the city. The apartments on the north end of The Paseo Boulevard are significant architecturally because they embody the distinctive characteristics of a type of apartment building that evolved at the turn-of-the-century, creating apartments that were marketing to Kansas City's growing middle class - multi-story apartments with multi-story front porches emerged, well suited for the park like setting along the new boulevards. This building type responded to the tremendous need for multi-family urban housing suitable for middle-income white-collar workers and their families and it responded to the warm, humid climate of Kansas City. During the first three decades of the twentieth century, there were many architects, builders, and developers associated with the development of apartment buildings on the north end of The Paseo including but not limited to the following: E. O. Brostrom, Edwards & Sunderland, John McKecknie, Owen & Payson, Clifton B. Sloan, Walter M. Davis, J. W. McKamey, and C. H. Lewis.

The period of significance for the apartment development along the north end of The Paseo is 1900-1930, encompassing the time in which these apartments were constructed and the short time thereafter, when they thrived. There are eleven properties that are significant under the historic context "Apartment Development on The Paseo North of Interstate 70 (14th Street), Kansas City, Missouri, 1900-1930." These eleven buildings along The Paseo between 9th and 14th Streets are significant as examples of apartments designed to capitalize on the boulevard setting and marketed to an emerging middle class, as well as for their role in the historically significant

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68 Legacy of Design, 243-44.

development of the north end of The Paseo in the late 19th and early 20th century. Thus the eleven buildings are eligible for listing under National Register Criterion 'A' and 'C'.

Property Type Registration Requirements

Name of property type: Apartment Buildings on the north end of The Paseo Boulevard in Kansas City, Missouri. The surviving apartment buildings will be eligible for listing on the National Register through this Multiple Property Listing if they maintain integrity of location, design, setting, materials and association.

Eligible examples must retain the general characteristics of the property type including:

- Their historic relationship to the street (generally abutting the sidewalk or with a minor setback for a small front lawn);
- Masonry construction, two to six stories in height;
- Their basic original form (typically rectangular with some variations);
- The roofline (flat roof with cornice and/or parapets);
- Original materials (generally brick and stone), particularly on exterior wall surfaces [painted brick walls are acceptable because paint does not conceal bond patterns nor original textures];
- Original ornamentation (brick, terra cotta, cast stone, metal, and/or wood); and most significantly,
- One or more prominent multi-story porches.

This property type must conform to modern building codes and is typically updated periodically to continue to be attractive to tenants and investors, thus retaining economic viability and ensuring long term preservation. Therefore, common and minor modifications to the components of the property type (identified below) will not sufficiently affect the integrity of the property to cause it to be ineligible for listing. Common, acceptable modifications include:

- Changes to the interior configuration of spaces and interior finishes and features;
- Alterations (including replacement) of porch railings, columns, and cornices;
- Replacement of windows and doors;
- Modifications or additions for fire exits;
- Reversible enclosure of open porches; and
- The addition of parking at the side or rear of the building.

The period of significance for buildings within this property type is typically the date of construction and/or the date(s) of historically significant alterations resulting in the building's current form.

G. Geographical Data

For the context of "Apartment Development on The Paseo North of Interstate 70 (Fourteenth Street), Kansas City, Missouri, 1900-1930" the geographic limits are from Ninth Street to Fourteenth Street and from the east side of the Paseo to Lydia Boulevard. Ninth Street represents the northernmost end of The Paseo Boulevard. Fourteenth Street is the street immediately north of Interstate 70, which is a modern (1960s) and formidable physical barrier aesthetically separating the northern five blocks from the remainder of The Paseo Boulevard. The property to the east of The Paseo has been redeveloped over a period spanning from 1950 through the 1990s; a portion of the land sat vacant for nearly two decades. Lydia Boulevard is the first street west of The Paseo Boulevard.

H. Summary of Identification and Evaluation Methods

The majority of information included in this Multiple Property Documentation Form was taken from previously completed studies of the colonnaded apartment buildings of Kansas City and the development of The Paseo under Kansas City's 1893 Plan for Parks and Boulevards. In addition, several other sources of information were reviewed including: atlases and maps, newspapers, trade journals, directories, biographies, history reports and books, the card files in the office of the Kansas City Landmarks Commission, building permits, water permits, postcard collections, construction drawings and photographs. A summary of the recent development history was developed through a review of Parkview Homes files and a number of interviews with individuals representing, the Housing Authority of Kansas City, Missouri, the Twelfth Street Heritage Development Corporation, and numerous representatives of the City of Kansas City, Missouri.

For the study of Colonnaded Kansas City Apartment Buildings, authors Linda F. Becker and Cydney E. Millstein conducted a windshield survey to determine potential locations of additional colonnaded-type apartment buildings after gathering information from the following sources:

1. Completed inventory forms of Kansas City apartment buildings, architect and history files, atlases, maps, and building permits located at the Landmarks Commission, 414 E. 12th Street, Kansas City, Missouri.

2. Water permits, 5th floor City Hall, 414 E. 12th Street, Kansas City, Missouri.

3. City and Social Directories, newspaper clippings, Western and Mid-West Contractor (a construction trade journal), photographic collections, scrapbooks, history books and files, and Sanborn Maps located at the Missouri Valley Room, Kansas City Public Library, 311 E. 12th Street, Kansas City, Missouri.

4. Floor plans, elevations, histories, personal letters, photographs and other local history materials located at Western Historical Manuscript Collection, University of Missouri-Kansas City, 5100 Rockhill Road, Kansas City, Missouri.

5. Issues of Western Architect, located at the Landmarks Commission Office.

6. Sanborn Maps located at Ellis Library, University of Missouri-Columbia.

7. State and city apartment building surveys including those conducted in Washington, D.C., Indianapolis and Salt Lake City.

8. Reconnaissance field survey identifying the locations with high concentrations of this property-type which previously have not been identified.

9. Historic photographs located at Wilborn and Associates, 3100 Mercier, Kansas City, Missouri.

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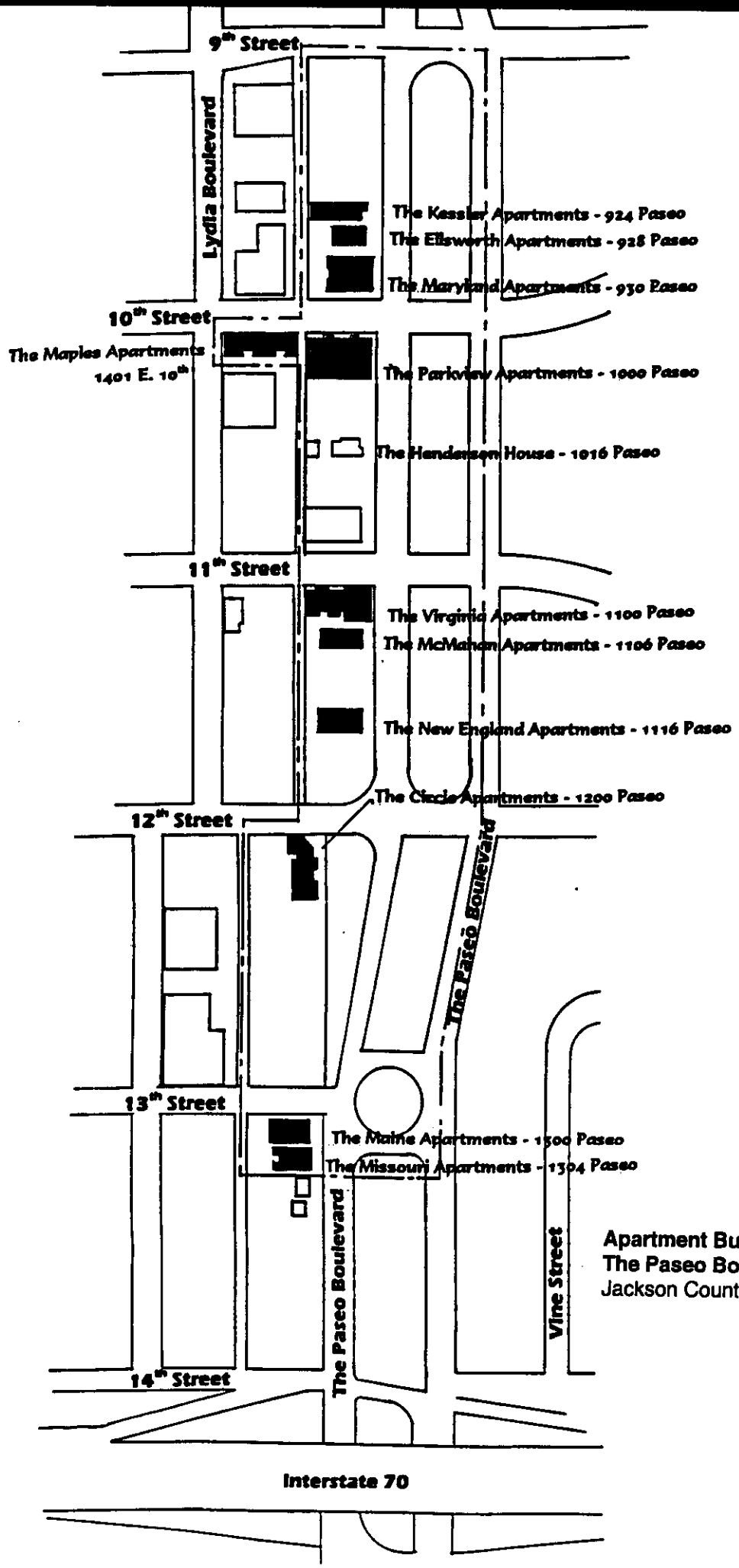
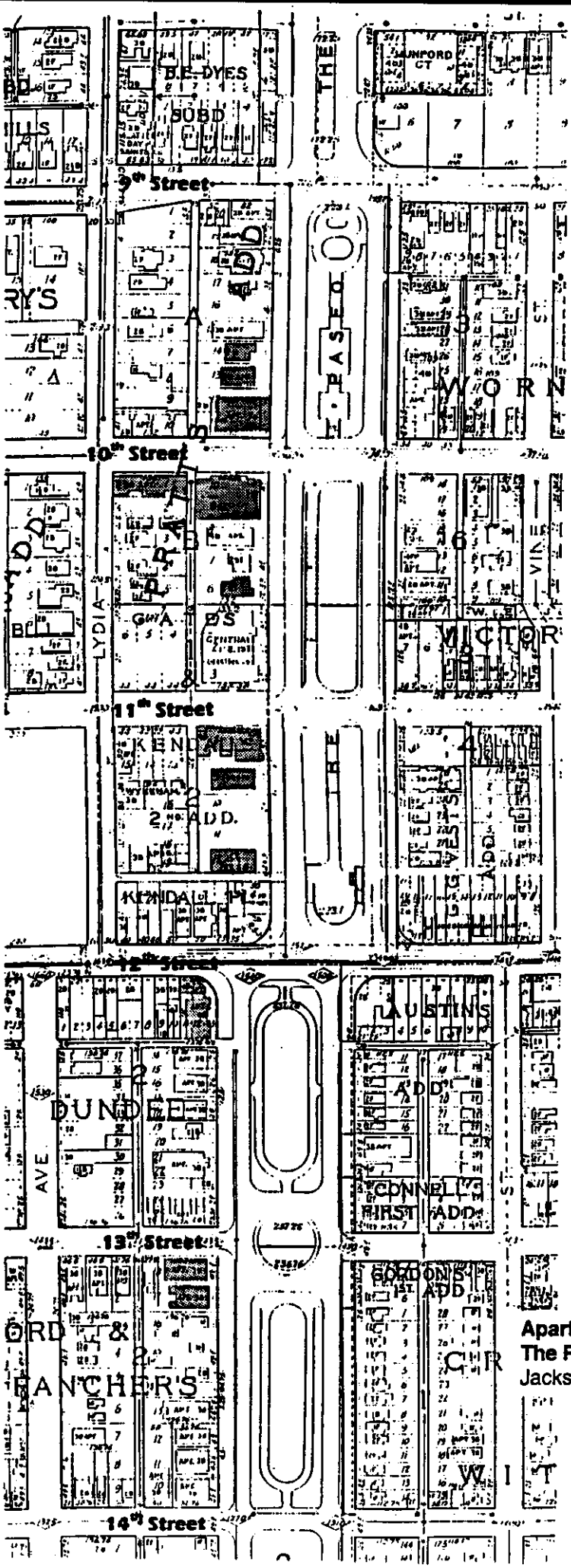


Schematic Site Plan
NORTH ⇨

Apartment Buildings on the North End of The Paseo Boulevard in Kanas City, Missouri
Jackson County, Missouri



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NORTH ⇨

Apartment Buildings on the North End of The Paseo Boulevard in Kanas City, Missouri
Jackson County, Missouri

Aerial Photo
Planning Department, City of Kansas City, Missouri - February 1995
NORTH ⇨

Apartment Buildings on the North End of
The Paseo Boulevard in Kanas City, Missouri
Jackson County, Missouri

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

Apartment Buildings on the North End of The Paseo Boulevard in Kansas City, Missouri Jackson County, Missouri

A 24 Paseo - The Kessler Apts
15 364795 4329296

B 928 Paseo - The Ellsworth Apts.
15 364779 4329284

C 930 Paseo - The Maryland Apts
15 364751 4329276

D 1000 Paseo - The Parkview Apts
15 364731 4329266

E 1401 E 10th - The Maples Apts
15 364733 4329181

F 100 Paseo - The Virginia Apts
15 364722 4329067

G 1100 Paseo - The McMahan Apts
15 364718 4329047

H 1110 Paseo - The New England Apts
15 364711 4329046

I 1200 Paseo - The Circle Apts
15 364695 4328440

J 1300 Paseo - The Maine Apts
15 364680 4328803

K 1304 Paseo - The Missouri Apts
15 364673 4328800

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365
366
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NORTH KANSAS CITY CORP BDY
KANSAS CITY CORP BDY
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Paseo Bridge
CLAY CO
JACKSON CO
RIVER
Mile 365
ASB Bridge
Reservoir
Gaging Sta
Garrison Square
Noble Park
Columbus Square
Kamp Park
Atlas Plaza
Lyndhurst Square
The Parade
The Grove
Holmes Square
Park
Mongiel Park
Mount St Mary's Cemetery
Crowe Square
Spring Valley Park
Union Cemetery
TRUMAN
ST JOHN
ADERSON
CLEVELAND
WALNUT
MAIN
BROADWAY
GILLIS
OAK
MARSHALL
WALLACE
BENTON
WARWICK
PROSPECT
CHESTNUT
MONROE
JACKSON
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Apartment Buildings on the North End of the Paseo Boulevard in Kansas City, Missouri
Jackson County, Missouri

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METERS (KANS.)

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15 364795 4329296

928 Paseo - The Ellsworth Apts.
15 364779 4329284

930 Paseo - The Maryland Apts
15 364751 4329276

1000 Paseo - The Parkview Apts
15 364731 4329266

1401 E 10th - The Maples Apts
15 364733 4329181

1106 Paseo - The Virginia Apts
15 364722 4329067

1106 Paseo - The McMahon Apts
15 364718 4329097

1116 Paseo - The New England Apts
15 364711 4329046

1200 Paseo - The Circle Apts
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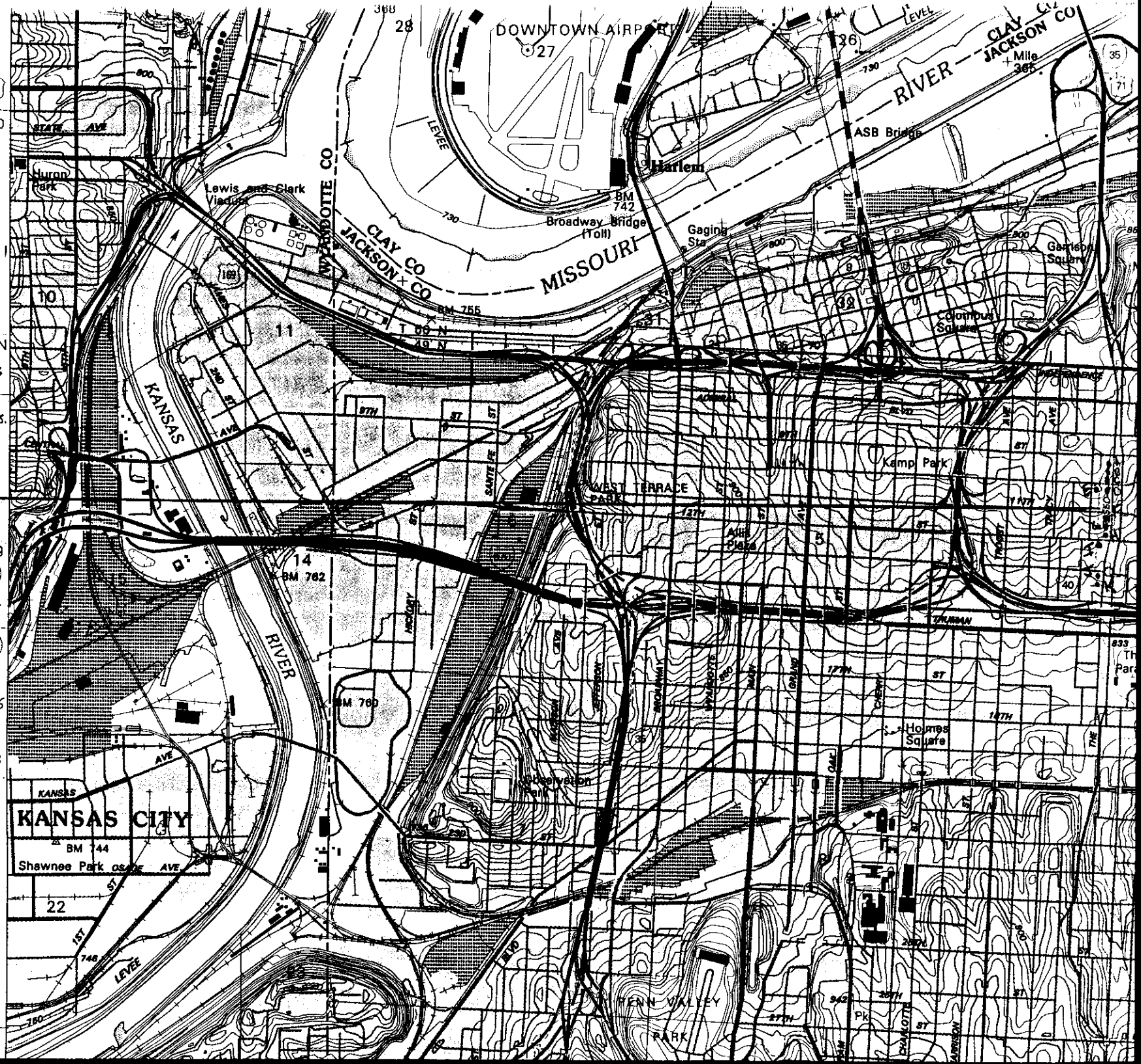
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