NPS Form 10-900
(Oct 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

historic name Lee's Summit Downtown Historic District

other name/site number N/A

2. Location

street & town Roughly bounded by Second St. on the north, Douglas St. on the east, FourthSt. the south, and Market St. on the west N/A not for publication

city or town Lee's Summit N/A vicinity

state Missouri code MO county Jackson code 095 zip code 64036

3. State/Federal Agency Certification

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

Mark A. Miles 06/30/05

Signature of certifying official/Title Mark A. Miles/Deputy SHPO Date

Missouri Department of Natural Resources
State or Federal agency and bureau

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

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper Date of Action

☐ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register
☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☐ other, (explain:) _____

Lee's Summit Downtown Historic District
Name of Property

Jackson County, MO
County and State

5. Classification

Ownership of Property (check as many boxes as apply)	Category of Property (check only one box)	Number of Resources within Property (Do not include previously listed resources in the count.) Contributing	Noncontributing	
☒ private	☐ building(s)	39	7	buildings
☒ public-local	☒ district	1		sites
☐ public-State	☐ site	2		structures
☐ public-Federal	☐ structure			objects
	☐ object	42	7	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Historic Resources of Lee's Summit, Missouri

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Function (Enter categories from instructions)	Current Function (Enter categories from instructions)
COMMERCE/TRADE: business	COMMERCE/TRADE: business
COMMERCE/TRADE: professional	COMMERCE/TRADE: professional
COMMERCE/TRADE: specialty store	COMMERCE/TRADE: specialty store
COMMERCE/TRADE: financial institution	COMMERCE/TRADE: restaraunt
COMMERCE/TRADE: restaraunt	GOVERNEMENT: city hall
SOCIAL: meeting hall	LANDSCAPE: park
GOVERNEMENT: city hall	TRANSPORTATION: rail-related
TRANSPORTATION: rail-related	

7. Description

Architectural Classification (Enter categories from instructions)	Materials (Enter categories from instructions)	
LATE VICTORIAN	foundation	STONE: limestone
LATE VICTORIAN: Italianate	walls	BRICK
MODERN MOVEMENT		
MODERN MOVEMENT: Moderne	roof	OTHER: Composition
	other	WOOD

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

☒ See continuation sheet(s) for Section No. 7

8. Description

Applicable National Register Criteria

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

☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ B Property is associated with the lives of persons significant in our past.

☐ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

Property is:

☐ A owned by a religious institution or used for religious purposes.

☐ B removed from its original location.

☐ C a birthplace or grave.

☐ D a cemetery.

☐ E a reconstructed building, object, or structure.

☐ F a commemorative property.

☐ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(enter categories from instructions)

COMMUNITY PLANNING AND DEVELOPMENT

COMMERCE

Period of Significance

c. 1865-1955

Significant Dates

1865

Significant Persons

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

unknown

Narrative Statement of Significance

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

☒ See continuation sheet(s) for Section No. 8

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

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

Primary location of additional data:

☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☒ Local government
☐ University
☐ Other Name of repository:

☒ See continuation sheet(s) for Section No. 9

Lee's Summit Downtown Historic District
Name of Property

Jackson County, MO
County and State

10. Geographical Data

Acreage of Property 11.4

UTM References
(Place additional boundaries of the property on a continuation sheet.)

	Zone	Easting	Northing
1	1/5	3/8/0/5/2/0	4/3/0/8/0/3/5
2	1/5	3/8/0/7/0/0	4/3/0/7/9/3/0
3	1/5	3/8/0/6/0/0	4/3/0/7/8/8/0
4	1/5	3/8/0/6/3/5	4/3/0/7/7/5/0

Verbal Boundary Description
(Describe the boundaries of the property.)

Property Tax No.

Boundary Justification
(Explain why the boundaries were selected.)

☒See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Sally Schwenk, Partner

organization Historic Preservation Services, LLC date February 7, 2005

street & number 323 W. 8th Street, Suite 112 telephone 816-221-5133

city or town Kansas City state MO zip code 64105

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets
Maps A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources.
Photographs: Representative **black and white photographs** of the property.
Additional Items: (Check with the SHPO or FPO for any additional items)

Property Owner

name/title multiple

street & number _____ telephone _____

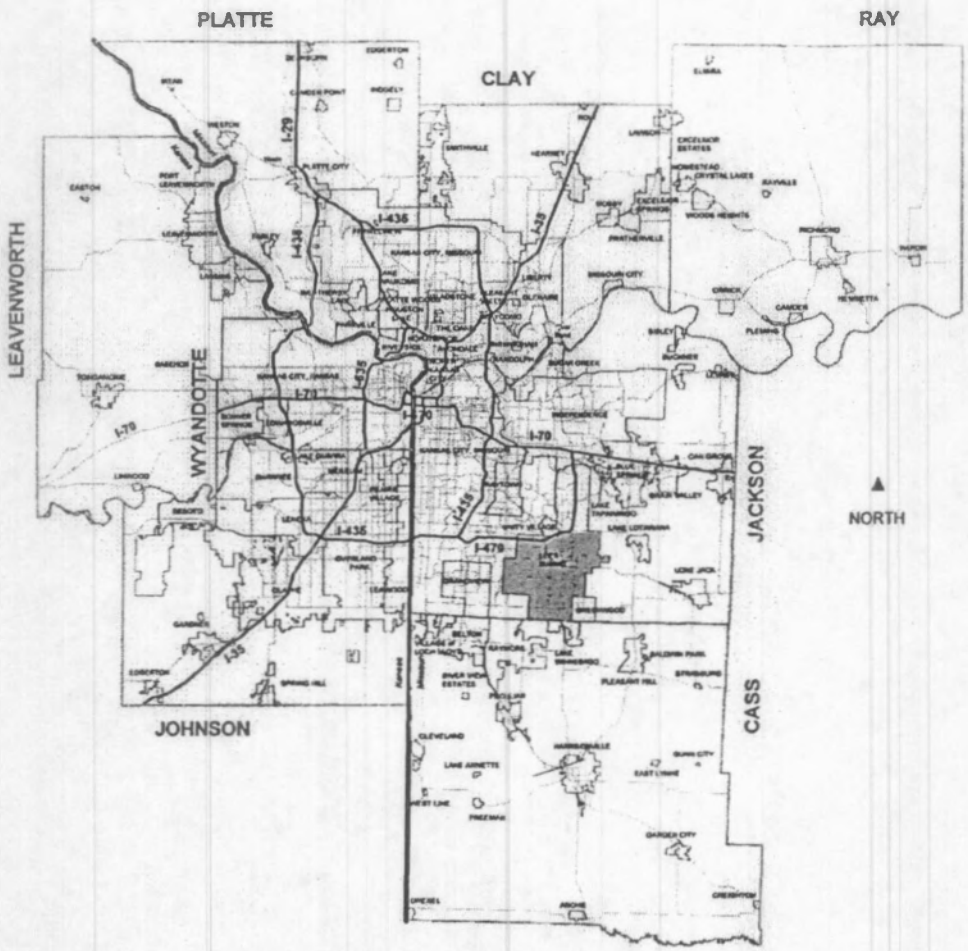
city or town _____ state _____ zip code _____

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 18.1 hours per response including 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 Projects (1024-0018), Washington, DC 20503.

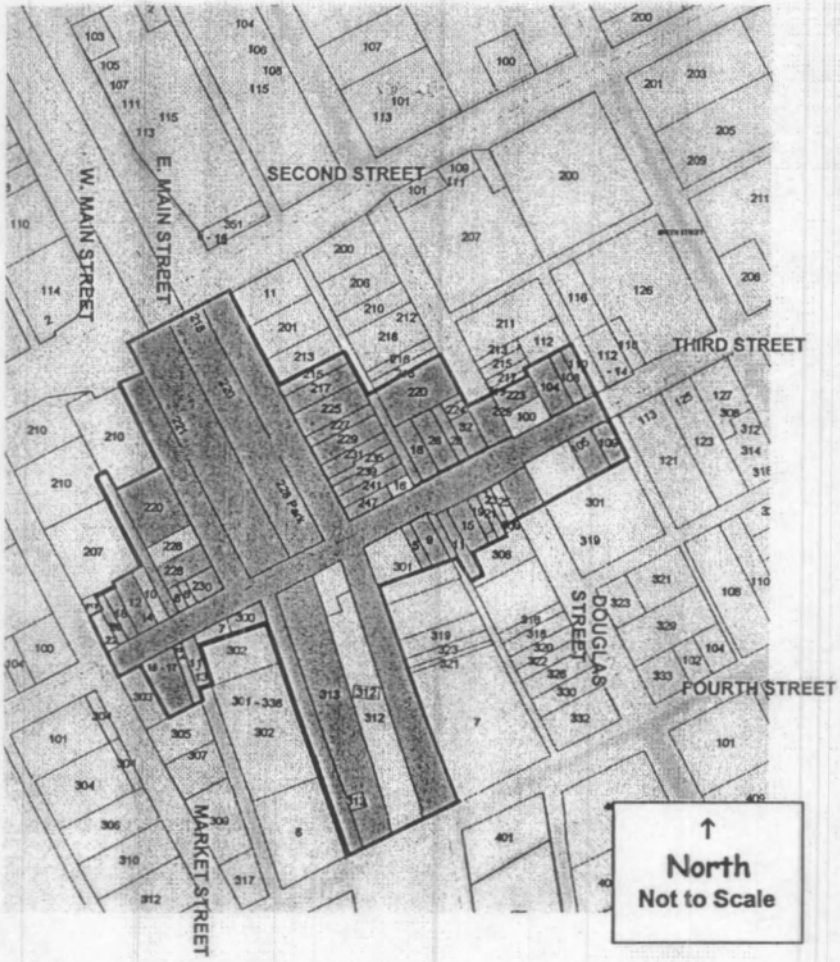
SUMMARY STATEMENT

FIGURE 1: CITY OF LEE'S SUMMIT LOCATION MAP
"Kansas City MARC Eight County Region Incorporated Cities and Major Highways"
(Map courtesy of Mid-America Regional Council)



The Lee's Summit Downtown Historic District is located within an 11.4-acre area generally located at the intersection of 3rd Street and the Missouri Pacific Railroad alignment. The irregular District's northernmost boundary is 2nd Street and its southernmost boundary is 4th Street. The western boundary is Market Street and the eastern boundary is the southeast alley between Douglas and Green Streets. The District includes thirty-nine contributing buildings, two contributing structures, and one contributing site. With only seven non-contributing resources, 81 percent of the resources contribute to the significance of the Lee's Summit Downtown Historic District. Within the District, there are also two vacant lots — one of which is historic open space — that are counted neither as contributing or non-contributing properties in the District. The majority of the buildings within the District are One- and Two-Part Commercial Blocks constructed between 1880 and 1955.

FIGURE 2. DISTRICT LOCATION MAP



Forming the spine of the District, the railroad alignment includes three structures and one site. Each contributes to an understanding of the impact of the railroad on commerce in Lee's Summit during the period of significance. As would be expected in a commercial downtown retail district during the late nineteenth and early twentieth century, there are two government buildings, one healthcare building, and one social building. The remaining buildings and structures had commercial and industrial functions. Many of the retail sales and service buildings had mixed uses and included second-story meeting halls, professional space, and residential apartments. The contributing resources date from 1865 and 1955. All of the non-contributing resources also date from this period, but suffer from a loss of historic architectural integrity. Several of these resources may retain their historic fabric beneath non-historic wall claddings. If the non-historic materials are removed, these properties should be re-evaluated to determine if they would be contributing elements to the District. In addition, in several areas adjacent to the District there are buildings with non-historic siding that may cover original elements. In the future, if the non-historic covering is removed and these buildings retain their historical integrity, the boundaries of the District should be amended to include these properties. This can only add to the understanding of the historic commercial evolution and diversity of downtown Lee's Summit.

ELABORATION

LOCATION AND SETTING

The City of Lee's Summit is located in Prairie Township in southeast Jackson County, Missouri, an area distinguished by prairie and wooded uplands associated with the primary tributaries of the Little Blue River and Sni-a-bar Creek. Highway 291 on the north, Blue Parkway on the west, and the Jackson-Cass County line on the south serve as the general boundaries of the City. Currently, Lee's Summit's population is approximately seventy-one thousand and the city is the fifth largest in Missouri in geographic area. It is one of the fastest growing communities in the state.

The arrangement of the commercial area and surrounding residential neighborhoods reflects a development pattern of juxtaposed street grids as a result of the alignment of the railroad tracks and subsequent commercial development on this axis. The platting of the town's commercial center along a diagonal line corresponding to the railroad tracks departed from the traditional north-south, east-west grid of the section, township, and range divisions in the surrounding countryside. Later residential sections aligned with the traditional grid system.

The lots of the original twenty-acre town site straddled the Missouri Pacific Railroad tracks. The main streets ran parallel to the railroad from the northwest to the southeast. The town plat orientation is to the railroad's northwest-southeast alignment. The platting of commercial lots in relationship to this alignment created a system of streets on an axis with the tracks, but skewed to the prevailing sectional grid of the surrounding countryside. Further to the east and west, later residential additions created a grid of streets oriented to the traditional cardinal north-south, east-west axis. The resulting system of streets and larger, irregularly shaped lots interspersed throughout the city's central business district clearly reflects these merged influences. The placement of the railroad tracks and the arrangement of streets are historic traffic circulation features that continue to define the spatial organization of downtown Lee's Summit.

The commercial buildings and structures in the District occupy deep rectangular lots (generally measuring 125 feet by 25 feet) with uniform setbacks. Paved streets, steep curbs, concrete sidewalks, and ornamental trees define the streetscapes throughout the District. Southeast and Southwest Main Streets are an integral part of the open landscape space that runs parallel and adjacent to the historic railroad alignment. Within this open space are the historic depot, a caboose, a lumberyard, and historic open space now designated as a park. The oldest elements of this open space, which date from 1865, are the railroad alignment and East and West Main Streets, which flank the railroad alignment

ARCHITECTURAL STYLES AND PROPERTY TYPES

Dating from the late 1880s through the mid-twentieth century, most of the buildings found in the Lee's Summit Downtown Historic District are simple dark brick commercial buildings of one or two stories as documented in the Multiple Property Documentation Form (MPDF) "Historic Resources of Lee's Summit, Missouri" in the historical context, "Architectural Styles and Vernacular Property Types: 1865-1960" developed as part of the MPDF. The architectural and functional property types in the District

Turn-of-the-Century Streetscape,
3rd and Douglas Streets Looking Northwest
(Lee's Summit, Missouri Downtown History & Architectural Walking Tour)

Current Streetscape,
3rd and Douglas Streets Looking Northwest
(Lee's Summit, Missouri Downtown History & Architectural Walking Tour)

meet the integrity thresholds established in Section F of the MPDF. Commercial building designs with various, and sometimes subtle, stylistic references dominate the District. While the majority of the contributing resources are One- and Two-Part Commercial Block buildings with no discernable style, a few represent a formal architectural style; in particular, the influences of the Italianate and Late Victorian commercial styling of the late nineteenth century and the Modern Movement in the pre- and post-World War II period. The use of Colonial Revival styling for the two government buildings in the District is also noteworthy. As such, these buildings retain architectural features and physical forms that reflect the design trends popular during their period of construction.

INTEGRITY

The District's setting and its historic buildings reflect its development as an agricultural railroad market center in the late nineteenth and early twentieth century. Many of the buildings in the District reflect changes and alterations that occurred during the District's period of significance and are historic alterations that have achieved significance in their own right. Some of the primary façades, however, have alterations that include inappropriate infill of window and/or door openings or artificial siding. The replacement of display windows and the covering of transoms above the storefronts are the most conspicuous modifications, although many alterations of this nature left the original openings and spatial relationships of the storefront intact. Other changes are reversible, such as the addition of awnings and the application of wood or metal sheathing over the original openings, features, and materials. As a rule, the upper portions of the primary facades retain their original integrity and are one of the principal means by which to identify the building's original appearance and style.

During the first decades of the twentieth century, prosperity in Lee's Summit stimulated enhancements to existing nineteenth century façades and storefronts in an effort to modernize display space. A common early twentieth century alteration was the addition of new brick facing with decorative corbel courses. In the 1930s and after World War II, efforts to achieve a more modern appearance led to the application of stucco and the installation of steel casement and new display window systems. By the mid-twentieth century, the influence of Modern Movement architectural styles prompted the installation of aluminum-framed display windows, structural glass, and tile bulkhead cladding. Buildings that exhibit alterations made before 1955 reflect the commercial architectural evolution of downtown Lee's Summit during the District's period of significance. Because these changes have gained historical significance in their own right, these buildings are included in the District as contributing resources for their illustration of these trends.

For the purposes of this nomination as a part of the Multiple Property Submission "Historic Resources of Lee's Summit, Missouri," all resources are listed either as contributing or non-contributing and are assigned an integrity rating of excellent, good, fair, or poor based on the qualities outlined in the registration requirements in Section F of the Multiple Property Documentation Form "Historic Resources of Lee's Summit, Missouri." Contributing resources in the District meet the registration requirements applicable to their associated property type as established in Section F of the Multiple Property Documentation Form.

DISTRICT PROPERTIES

CONTRIBUTING PROPERTIES

1. **Railroad Alignment (Structure) Missouri Pacific Railroad (a.k.a. Pacific Railroad; Missouri Pacific Railroad; Union Pacific Railroad)**
Date of Construction: 1865

Additional Information: The historic railroad alignment bisects downtown Lee's Summit on a diagonal northwest/southeast axis and defines the spatial organization of downtown Lee's Summit. Two parallel sets of railroad tracks occupy the gravel grade, which is approximately fifty feet wide. Automatic crossing gates are at the at-grade crossings on 3rd Street to control traffic when necessary. Sections of a stone retaining wall flank the alignment at the adjacent property lines north of Wyoming Street.

The railroad alignment retains a high degree of integrity and clearly conveys its character-defining historic features. Given the importance of this cultural landscape element to the significance of the historic district, it is counted as a contributing structure.

2. **5 SE 3rd Street**
Date of Construction: c. 1910
Stories: 1 *Structure:* Load-Bearing Masonry
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Good *Style:*
Property Type: One-Part Commercial Block
Historic Name: T. J. Hackler, Attorney at Law
Storefront Type: Single Entry with Display Windows

Additional Information: The storefront is not parallel to the sidewalk. The display window system recesses from the sidewalk at a tangential angle toward the single side entrance.

3. **9 SE 3rd Street**
Date of Construction: c. 1900/1925
Stories: 2 *Structure*: Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Health Care
Integrity: Fair *Style:*
Property Type: Other
Historic Name: Lee's Summit Hospital

Additional Information: The brick façade is painted. Although the wood storefront is not original, it appears that the original storefront openings remain intact.

4. **11 SE 3rd Street**
Date of Construction: c. 1895
Stories: 1 *Structure:* Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Good *Style:*
Property Type: One-Part Commercial Block
Historic Name: Cooper & Black Grocers; Poos' Grocer & Meat
Storefront Type: Single Entry with Display Windows

Additional Information: The storefront display window system, which is recessed from the sidewalk, is not original or historic. The original storefront opening and transom area remains intact. Corbelled brick dentils distinguish the parapet. With the exception of the recessed display window area, the building retains its original integrity and sufficient character-defining elements to be a contributing property to the District.

5. **15 SE 3rd Street**
Date of Construction: c. 1918
Stories: 2 *Structure:* Load-Bearing Masonry
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Good *Style:*
Property Type: Two-Part Commercial Block
Historic Name: Arnold & Co. Billiards; Arnold and McKisson Restaurant
Storefront Type: Multiple Entry with Display Windows

Additional Information: This buff-colored brick building retains all of its original character-defining elements with the exception of the storefront window glazing and aluminum frame at the first floor and the metal window units at the second floor. The original window openings are

intact. The storefront's original brick bulkhead and sign frieze remain intact. A border of glazed white brick surrounds all of the second-story windows. Terra-cotta tile caps the parapet.

6. **18 SE 3rd Street**
Date of Construction: c. 1903
Stories: 2 *Structure:* Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Fair *Style:*
Property Type: Two-Part Commercial Block
Historic Name: Citizen's Bank
Storefront Type: Single Entry with Display Windows

Additional Information: Historic alterations made to the transom and sign frieze areas of the primary façade do not affect the building's historical integrity. Non-historic alterations to the building include the installation of replacement glazing and aluminum frames to the storefront's display window system, the installation of replacement window units that are smaller than the window openings in the second–story of the primary façade, and the use of glass block to fill window openings on both stories in the side (alley) elevation. The building features two entrances that flank the display window area.

7. **19 SE 3rd Street**
Date of Construction: c. 1905
Stories: 1 *Structure:* Load-Bearing Masonry
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Fair *Style:*
Property Type: One-Part Commercial Block
Storefront Type: Single Entry with Display Windows

Additional Information: The only integrity issues relating to this building are the storefront's non-historic wood-framed display windows and the dark red paint covering the original brick below the corbelling on the primary façade. Wood sheathing covers the original transom area. This building shares the same cornice treatment with the buildings at 21 and 23 Southeast 3rd Street.

8. 21 SE 3rd Street

Date of Construction: c. 1905
Stories: 1 *Structure:* Load-Bearing Masonry
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Excellent *Style:*
Property Type: One-Part Commercial Block
Storefront Type: Single Entry with Display Windows

Additional Information: This building retains a high degree of integrity with the exception of the storefront's aluminum-framed display window units. The original wood-framed transom is intact. Corbelling distinguishes the cornice area. This building shares the same cornice treatment with the buildings at 19 and 23 Southeast 3rd Street.

9. 23 SE 3rd Street

Date of Construction: c. 1905
Stories: 1 *Structure:* Load-Bearing Masonry
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Fair *Style:*
Property Type: One-Part Commercial Block
Storefront Type: Single Entry with Display Windows

Additional Information: A non-original wood storefront fills the original storefront opening. This building shares the same cornice treatment with the buildings at 19 and 21 Southeast 3rd Street.

10. 26 SE 3rd Street

Date of Construction: c. 1910
Stories: 2 *Structure:* Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Fair *Style:*
Property Type: Two-Part Commercial Block
Historic Name: W. F. Foust & Co.; Kinne & Clark Grocery
Storefront Type: Broad Front

Additional Information: This building originally housed two businesses. The non-historic storefront has a centrally located door that provides access to the ground floor and an adjacent entrance to the stairway accessing the second floor. A central recessed brick panel is above the doors. Because of the excellent integrity of the highly articulated façade at the second story, the building retains sufficient integrity to contribute to the historical significance of the District and to communicate its commercial associations, property type, and original design.

11. 28 SE 3rd Street

Date of Construction: 1903
Stories: 2 *Structure:* Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Fair *Style:*
Property Type: Two-Part Commercial Block
Storefront Type: Single Entry with Display Windows

Additional Information: This highly articulated building is notable for the brickwork at the second story of the primary façade, as well as for its elaborate corbelled cornice and parapet capped with limestone. The size of the building, the excellent condition of the second story facade, and the retention of character-defining materials and craftsmanship offset the loss of material and design that occurred with the minimal use of synthetic stone to cover the first-story piers. The original storefront opening is intact.

12. 32 SE 3rd Street

Date of Construction: c. 1901
Stories: 2 *Structure:* Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Fair *Style:*
Property Type: Two-Part Commercial Block
Storefront Type: Broad Front

Additional Information: This late Victorian building has a highly articulated façade composed of a parapet capped with tile, a corbelled dentiled cornice, and the symmetrical arrangement of tall, narrow windows below rectangular brick panels. The original storefront opening and its cornice remain intact. Alterations include the loss of the historic storefront elements and the application of artificial stone on the end piers at the first story. The size of the building, the excellent condition of the second story facade, and the retention of character-defining materials and craftsmanship offset these losses

13. 104-108 SE 3rd Street

Date of Construction: c. 1920
Stories: 1 *Structure:* Load-Bearing Masonry
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Good *Style:*
Property Type: One-Part Commercial Block
Storefront Type: Multiple Entry with Display Windows

Additional Information: This building retains all of its original storefront and entrance openings. Rowlock bricks frame the sign frieze above each storefront, creating rhythm and visual interest. The storefront display windows are non-historic. The asymmetrical arrangement of the storefronts forms three distinct sections. The storefront occupying the space at 104 has a central entrance flanked by display windows. What would be the storefront space for 106 is a single display window. Awnings indicate that one tenant occupies both of these spaces. The storefront space at 108 consists of a single display window and a side entrance. All of these storefronts feature the same decorative brick panels above the display windows/entrance spaces and are of the same height.

14. 105 SE 3rd Street

Date of Construction: c. 1935
Stories: 2 *Structure:* Load-Bearing Masonry
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Office Building
Integrity: Good *Style*: Modern Movement
Property Type: One-Part Commercial Block

Additional Information: This building occupies a double lot. At the primary façade a soldier brick belt course divides the first and second stories. Small, horizontal, rectangular window openings distinguish the second story. The first story has seven bays defined by narrow rectangular windows in the first and seventh bays; an entrance in the second and sixth bays; and three wide rectangular windows in the third through fifth bays. All the first- and second-story window openings contain glass block infill and appear to date to the period of construction.

15. 109 SE 3rd Street

Date of Construction: 1900/c. 1930
Stories: 2 *Structure:* Load-Bearing Stone
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Good *Style:*
Property Type: Two-Part Commercial Block
Storefront Type: Single Entry with Display Windows

Additional Information: Stone coping and alternating stone blocks cap the parapet. The symmetrical fenestration remains intact. The second-story window sashes are non-historic. All of the storefront elements are historic with the exception of the glazing. Brick walls continue on the side elevation the depth of the sales area of the store; behind this are stone walls that support cement block units that form the rear projection of the building.

16. 110 SE 3rd Street

Date of Construction: c. 1910/1942
Stories: 1 *Structure:* Load-Bearing Masonry Tile
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Fair Style:
Property Type: One-Part Commercial Block
Historic Name: L. M. Cornwell Blacksmith Shop
Storefront Type: Single Entry with Display Windows

Additional Information: This building retains its original materials, including the brick primary façade and parapet; the fire tile at the side elevations; and the wagon entrance at the alley. The storefront dates to a circa 1942 remodeling of the blacksmith shop. The original entrance opening and wagon entrance are still discernable. The remodeling of the storefront is a historic alteration that has gained significance in its own right. The building is slightly taller than the adjacent building.

17. 4-6 SW 3rd Street

Date of Construction: c. 1887
Stories: 2 *Structure:* Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function*: Commerce/Trade
Integrity: Good *Style*: Late Victorian
Property Type: Two-Part Commercial Block
Historic Name: Browning Block
Storefront Type: Multiple Entry with Display Windows

Additional Information: This building spans two lots and contains two separate storefronts. A modified corbelled cornice with dentils distinguishes the parapet. Narrow segmental-arched window openings define the second story. The bulkhead configuration, storefront opening, entrance openings, and transom areas remain intact. The glazing of the display windows is non-historic. Paint covers the brick primary façade.

18. 8 SW 3rd Street

Date of Construction: c. 1890
Stories: 2 *Structure:* Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Good *Style:*
Property Type: Two-Part Commercial Block
Historic Name: D. B. Hicks Harness Co.; W. O. Bell Meat Market
Storefront Type: Single Entry with Display Windows

Additional Information: The original storefront configuration is intact, including the bulkheads, openings, and multi-pane transom windows. Non-historic glazing and framing fills the original display window opening. Dark red paint covers the brick primary façade. A single brick string course and a corbelled cornice distinguish the area above the windows. The second-story window units appear to be historic.

19. 11-13 SW 3rd Street

Date of Construction: 1909
Stories: 2 *Structure:* Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Government
Integrity: Good *Style:* Colonial Revival
Property Type: Civic
Historic Name: City Hall; Fire Department
Storefront Type: Single Entry with Display Windows

Additional Information: The asymmetrical primary façade has two bays. The shaped parapet's stone coping, the dentiled cornice below the parapet, and limestone quoins distinguish the second story of the primary façade. Limestone windowsills and lintels accent the window openings. The paired window openings above the primary entrance contain brick infill. The primary entrance opening is intact; however, the central door with sidelights is no longer extant. The window units in the second story are non-historic. All other openings and features remain intact. The secondary elevation features an entrance porch with square brick columns supporting a shallow hipped roof.

20. 13-A SW 3rd Street

Date of Construction: 1940
Stories: 1 *Structure:* Load-Bearing Masonry
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Good *Style:*
Property Type: One-Part Commercial Block
Historic Name: City Hall Annex
Storefront Type: Single Entry with Display Windows

Additional Information: The entire original storefront remains intact, with the possible exception of the display window glazing. Wood boards cover the transom area.

21. 12-14 SW 3rd Street

Date of Construction: c. 1886/ c. 1955
Stories: 2 *Structure*: Load-Bearing Masonry
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Good *Style:* Modern Movement
Property Type: Two-Part Commercial Block
Historic Name: Seigfried Grocers (East Storefront); U.S. Post Office; Lee's Summit Library (West Storefront)
Storefront Type: Broad Front

Additional Information: The storefront in this building's buff-colored brick primary façade reflects a mid-1950s alteration. The design reflects austere elements of the Modern Movement. This building has three distinct sections defined by two single entrance storefronts flanking a central entrance that provides access to a stairway leading to the second floor. Full-height brick pilasters flank the central entrance and a single full-height pilaster forms the east corner of the building. The west storefront has a central geometric brick design at the parapet. The corresponding area at the east storefront shows repair in the parapet area. A soldier course of brick visually divides the first and second stories. At the second story, boards cover the square window openings, which have brick windowsills. A soldier course of brick caps the parapet. There is a slight differentiation in color between the east and west portions of the building, indicating different cleaning methods or one space being protected from weathering by some type of sheathing.

22. 15-17 SW 3rd Street

Date of Construction: c. 1887/1955
Stories: 2 *Structure:* Load-Bearing Masonry
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Fair *Style:* Late Victorian
Property Type: Two-Part Commercial Block
Historic Name: Lee's Summit Drug Company; O. D. Pierce's Tin Shop; J. C. Erk's Drug Store
Storefront Type: Multiple Entry with Display Windows

Additional Information: This building spans two city lots. Paint covers the building's brick primary façade. The parapet features ornate brickwork, including corbelling and dentils, capped by a saw tooth belt course of offset soldier bricks and patterned brickwork. Original window openings in the east side of the primary elevation contain partially recessed brick infill, and replacement window units, both of which are reversible. The second-story fenestration of the west building featured historic alterations in the early twentieth century. The storefronts are non-historic. The eastern storefront appears to retain its original opening and transom area, above which is a metal awning. The bulkhead reflects alterations. The storefront openings in the

western portion of the building show significant alterations. Despite these changes, the size, massing, and alley location (which exposes another elevation to the public view), as well as the retention of at least 50 percent of the original material and more than 50 percent of the building's original or historic design, allows this building to minimally contribute to the historic integrity of the District.

23. 18-20 SW 3rd Street

Date of Construction: c. 1887
Stories: 2 *Structure:* Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Fair *Style:* Late Victorian
Property Type: Two-Part Commercial Block
Historic Name: Atkinson Dry Goods (18 SW 3rd Street) and J. Martin Furniture (20 SW 3rd Street)
Storefront Type: Broad Front

Additional Information: This building occupies a double lot and incorporates two storefronts. The storefront retains its historic openings, but the central entrance configuration and display windows/transoms are non-historic. The highly articulated second story retains excellent integrity and features seven bays defined by long, narrow, segmental-arched windows capped by recessed rectangular panels. The original window frames are intact, but the window units have replacement sashes. Above the first, second, sixth, and seventh bays, a deep corbelled cornice runs just below the parapet. In the three central bays, recessed rectangular brick panels are above each of the four windows. Because of the size, scale, and massing of the building, as well as the high degree of integrity of the highly ornamented second story, which comprises at least 50 percent of the façade, the building contributes to the integrity of the District and successfully communicates its period of construction and commercial role.

24. 220 SE Douglas Street

Date of Construction: 1920
Stories: 1 *Structure:* Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Barrel *Historic Function:* Commerce/Trade
Integrity: Good *Style:*
Property Type: One-Part Commercial Block: Auto Related
Historic Name: Shore & White Complete Garage Service
Storefront Type: Broad Front

Additional Information: Of special note are this building's tapestry brick façade and its stepped parapet, which has limestone coping and hides the building's barrel roof. The transom windows over the display windows appear to be original. The display window openings are intact but

contain non-historic glazing. An awning once projected from the central entrance. The windows in the central arch do not appear to be original or to conform to the arch opening. The dealership also featured an adjacent gas service station and service area.

25. 224 SE Douglas Street

Date of Construction: 1926
Stories: 1 *Structure:* Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Excellent *Style:*
Property Type: One-Part Commercial Block
Storefront Type: Single Entry with Display Windows

Additional Information: This building's original transom and storefront configuration remain intact. Brown brick set into the wall above the storefront creates a "panel" that contrasts with the red brick wall. The parapet coping is also brown brick.

26. 223-225 SE Douglas Street

Date of Construction: c. 1918
Stories: 2 *Structure:* Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Good *Style:*
Property Type: Two-Part Commercial Block
Storefront Type: Broad Front

Additional Information: The storefront's original configuration and openings are intact. The building has two storefronts and a central entrance that provides access to stairs that lead to the second floor residential space. At the storefront, the display window glazing and frame are non-historic. Plywood covers the transom area. The second-story windows have limestone windowsills. Corbelled brick distinguishes the parapet. The limestone windowsills and the corbelled brick at the parapet are this building's only ornamental details

27. 215 SE Main Street

Date of Construction: c. 1935
Stories: 1 *Structure:* Load-Bearing Masonry
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Social: Clubhouse
Integrity: Good *Style:* Modern Movement
Property Type: One-Part Commercial Block

Additional Information: This simple buff-colored brick building has a plain primary façade. A short soldier course of brick above the central entrance distinguishes the plain brick façade, which has a recessed central entrance. Although the window openings date to the period of construction, the window sashes are not original to the building.

28. 217 SE Main Street

Date of Construction: c. 1930
Stories: 1 *Structure:* Load-Bearing Masonry
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Good *Style:*
Property Type: One-Part Commercial Block
Storefront Type: Broad Front

Additional Information: This building's storefront openings, transoms, and bulkheads, including the recessed portion, all remain intact. Reversible alterations to the building's primary façade include the installation of glass panels at the sidewalk juncture in front of the recessed double entrance and of metal awnings above the transom areas. The display windows' glazing and frames are not historic.

29. 220 SE Main Street

Date of Construction: c. 1905
Stories: 1 *Structure:* Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Gable-on-Hip *Historic Function:* Transportation
Integrity: Good *Style:*
Property Type: Transportation: Rail Related, Depot
Historic Name: Missouri Pacific Depot

Additional Information: This freestanding building is adjacent to the railroad tracks. Paint covers the limestone window lintels and sills. Under the eaves, courses of decorative pressed brick ornament the primary façade.

30. 225 SE Main Street

Date of Construction: 1926
Stories: 1 *Structure:* Load-Bearing Masonry
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Good *Style:*
Property Type: One-Part Commercial Block: Auto Related
Historic Name: Myers Motor Co.

Additional Information: This simple brick building has a large stepped parapet and two distinct sections created by the original garage door opening and the large display window opening. The building's original name — "Myers Motor Co." — is inscribed on the limestone header above the main entrance. Bands of horizontal rowlock courses provide visual interest on the plain brick façade. The historic openings for the original garage entrance and the large display window remain intact; however, they now contain modern infill resulting in the garage opening now serving as a storefront and the large display window now containing wood-framed vertical windowpanes.

31. 227 SE Main Street

Date of Construction: 1920
Stories: 1 *Structure:* Load-Bearing Masonry
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Fair *Style:*
Property Type: One-Part Commercial Block
Historic Name: Hibbard Alterations
Storefront Type: Single Entry with Display Windows

Additional Information: This building retains its original materials and storefront openings. A non-historic metal awning covers the transom area. The storefront and transom's original openings remain intact. The windows glazing and wood framing is not original

32. 228 SE Main Street — Open Space

Date of Construction: 1865
Historic Function: Open Space (Site)
Integrity: Good
Property Type: Park
Historic Name: William B. Howard Station Park (non-historic name of historically open space adjacent to the 1865 railroad alignment)

Additional Information: Located at the corner of Main and 3rd Streets and extending north to the railroad depot, this historic open space contains several mature shade trees and lawn. Public sidewalks border the east and south sides of the open space. At the east side of the open space, concrete stairs rise to the lawn.

33. 228 SE Main Street

Date of Construction: Unknown
Stories: N/A *Structure:* Metal
Façade Wall: Steel *Plan:* N/A
Roof: Flat *Historic Function:* Transportation
Integrity: Excellent *Style:*

Property Type: Transportation: Rail Related, Caboose (Structure)

Additional Information: The red metal caboose is rectangular in form. The cab projects above the main block and contains windows. The caboose sits on a piece of isolated railroad track. At the front and rear ends of the caboose, stairs leading up to the platforms and doors provide access into the caboose.

34. 229 SE Main Street

Date of Construction: c. 1910
Stories: 1 *Structure:* Load-Bearing Masonry
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Good *Style:*
Property Type: One-Part Commercial Block
Storefront Type: Single Entry with Display Windows

Additional Information: This building has a tapestry brick façade. The storefront's original openings remain intact. The glazing and framing of the display window and entrance doors are non-historic.

35. 231 SE Main Street

Date of Construction: c. 1895
Stories: 2 *Structure:* Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Good *Style:* Late Victorian
Property Type: Two-Part Commercial Block
Historic Name: W. Lewis Groceries
Storefront Type: Single Entry with Display Windows

Additional Information: This building retains its historic cast iron storefront, including the original glazing pattern and transom; its recessed sign frieze; the second-story segmental-arched window openings and the recessed rectangular panels above the windows; and its corbelled cornice. The only non-historic alterations to this building appear to be the addition of brick facing to the bulkheads; the installation of non-historic, aluminum-framed, glass display windows; and the installation of a non-historic aluminum door.

36. 235-239 SE Main Street

Date of Construction: 1890
Stories: 2 *Structure:* Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade

Integrity: Good *Style:*
Property Type: Two-Part Commercial Block
Historic Name: Harbaugh Building; Jerry's Harness Shop
Storefront Type: Multiple Entry with Display Windows

Additional Information: This single building spans two city lots and has two storefronts. The building has seven bays. The central entrance separates the two storefronts and provides access to a stairwell leading to the second floor. The central entrance retains its original openings, including a large transom window that extends into the sign frieze area. The north storefront retains its original storefront display window and transom openings. At the north storefront entrance, wood panels cover the original recessed entrance as well as the bulkhead area. Both of these alterations are easily reversible. The south storefront retains its original openings and footprint, as well as its transom windows. At the second story, narrow, segmental-arched windows define each of the bays. Recessed rectangular panels cap each of the windows. The window sashes are non-original replacements.

37. 241 SE Main Street
Date of Construction: 1890
Stories: 2 *Structure:* Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Fair *Style:* Late Victorian
Property Type: Two-Part Commercial Block
Historic Name: Hess Building
Storefront Type: Single Entry with Display Windows

Additional Information: This building was built separately for a specific owner in conjunction with the building at 247 Southeast Main Street. The two buildings were mirror images of each other, connected by a shared central stairway and entrance providing access to the second floors of each building. The building retains its storefront footprint and the opening for the display window. Boards cover the second-story windows, all of which have narrow, segmental-arched openings with recessed rectangular panels above. A deep corbel cornice with dentils spans the area above the windows. The second-story window above the central entrance to the stairwell has no corbelling, but does feature an additional recessed rectangular panel. Although the brick pattern and colors appear to match those found on the second story, when compared to its mirror image at 247 Southeast Main Street, it appears that brick now covers the original transom windows.

38. 247 SE Main Street
Date of Construction: 1888
Stories: 2 *Structure:* Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular

Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Good *Style:* Late Victorian
Property Type: Two-Part Commercial Block
Historic Name: Howard Building
Storefront Type: Single Entry with Display Windows

Additional Information: This building was built separately for a specific owner in conjunction with the building at 241 Southeast Main Street and the two buildings were mirror images of each other, connected by a shared central stairway and entrance providing access to the second floors of each building. The storefront retains its original openings and the transom appears to be encapsulated. The second-story contains narrow, segmental-arched window openings. A recessed rectangular panel is above each of the windows. A deep corbel cornice with dentils runs above the windows. The second-story window above the central entrance to the stairwell has no corbelling, but does feature an additional recessed rectangular panel. The secondary elevation, which faces south onto 3rd Street, has six bays separated by full-height brick pilasters. The two easternmost end bays incorporate a storefront, which appears to be historic, but is covered with boards. Stucco covers the end piers and sign frieze of the storefront and the recessed bays between the brick piers on the secondary 3rd Street elevation. Despite storefront alterations and the stucco veneer on parts of the first story, this building's size, scale, massing, and conjoined appearance with the building at 241 Southeast Main Street, as well as the retention of its highly articulated second story on the west and south elevations, enable this building to clearly communicate its historic function and design treatment.

39. 220 SW Main Street
Date of Construction: 1939
Stories: 1 *Structure:* Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Hipped *Historic Function:* Government
Integrity: Good *Style:* Colonial Revival
Property Type: Other Vernacular: Post Office
Historic Name: U.S. Post Office; Lee's Summit City Hall

Additional Information: This buff-colored brick building has five bays defined by two single windows flanking a central entrance. Flat fluted pilasters capped by a lintel with a dentil cornice comprise the wood entrance surround. Above the entrance door is a multi-pane transom. The original window openings are intact, with the exception of recessed infill in the openings in the side elevations. Non-historic window frames containing tinted, single-light fixed sashes replace the original window frames and sashes. Limestone lentils are above the windows. A terra-cotta stringcourse is at the cornice. Centered in the hipped roof is a cupola with a multi-light fixed sash window. A large mural titled "Pastoral," painted by New York resident and artist Ted Gillien, has hung in the building since 1963. It appears to date from the 1930s and its style and execution indicate that it may be associated with the Works Progress Administration projects initiated

during the Great Depression. A brick clad passage way connects the former U.S. Post Office building with the modern City Hall building facing Market Street. The connection is recessed from the side walls and is subservient to the U.S. Post Office building. To the south of the U.S. Post Office building and recessed on the lot is a modular unit building that also connects to the City Hall building at the juncture where the passageway from the U.S. Post Office building connects with the City Hall building. The modular unit building does not connect directly to the U.S. Post Office building.

40. 228 SW Main Street

Date of Construction: c. 1888
Stories: 2 *Structure:* Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Good *Style:* Italianate
Property Type: Two-Part Commercial Block
Historic Name: Browning Block
Storefront Type: Broad Front

Additional Information: This building retains its original storefront configuration; narrow window openings containing one-over-one light, double-hung sash windows; ornamental window hoods; and wide, bracketed cornice. Elements contributing to its integrity include the cast iron lentil, multi-light transom, and storefront configuration. Only the glazing and frames of the display windows is non-historic. Paint covers this brick building.

41. 230 SW Main Street

Date of Construction: 1887
Stories: 2 *Structure:* Load-Bearing Brick
Façade Wall: Terra-cotta; Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Excellent *Style:* Italianate
Property Type: Two-Part Commercial Block
Historic Name: Bank of Lee's Summit; Commercial Hotel
Storefront Type: Corner Entrance

Additional Information: This building has a high degree of architectural integrity and retains its bracketed cornice and narrow second-story windows. Paint now covers the limestone lintels above the second-story windows. At the first-story storefront, the large plate glass window openings, the vertical muntins in the transoms, and the terra-cotta cornice above the storefront appear to be the result of a storefront renovation in the early twentieth century. The brick on the primary façade shows some discoloration.

42. 300 SW Main Street

Date of Construction: 1927
Stories: 1 *Structure:* Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Fair *Style:*
Property Type: One-Part Commercial Block
Historic Name: The *Lee's Summit Journal* Office
Storefront Type: Corner Entrance

Additional Information: The building's tapestry brick patterns indicate its general period of construction. Dark grey-black brick laid in a diamond pattern distinguishes the parapet and contrasts with the building's red brick walls. A dark grey-black soldier course of brick denotes the cornice area below the parapet. The building retains its original openings; however, the glazing and window frames are non-historic. These character-defining elements are sufficient to communicate its period of construction and commercial function.

NON-CONTRIBUTING PROPERTIES

43 16 SE 3rd Street

Date of Construction: c. 1903
Stories: 2 *Structure*: Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Fair *Style:* Late Victorian
Property Type: Two-Part Commercial Block
Historic Name: Landmark Building
Storefront Type: Single Entry with Display Windows

Additional Information: This building's non-original storefront does not retain its original openings. It is not possible to discern the storefront's original footprint or the spatial allocations of the bulkhead, display windows, transom windows, or sign frieze. At the second story, the replacement windows are smaller than the original window openings. The corbelled dentils at the parapet retain their integrity of materials and workmanship. Because of the non-reversible brick alterations to the storefront, the original commercial function of this building is not communicated.

44. 25 SE 3rd Street

Date of Construction: c. 1905
Stories: 2 *Structure:* Load-Bearing Brick
Façade Wall: Aluminum *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade

Integrity: Poor *Style:*
Property Type: Two-Part Commercial Block
Storefront Type: Single Entry with Display Windows

Additional Information: Non-historic alterations to this building's storefront and the installation of non-historic siding at the second story prevent this building from communicating its historic function and date of construction.

45. 7 SW 3rd Street
Date of Construction: c. 1937
Stories: 1 *Structure:* Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Poor *Style:* Moderne
Property Type: One-Part Commercial Block
Storefront Type: Broad Front

Additional Information: The entire front elevation of this building is non-historic.

46. 10 SW 3rd Street
Date of Construction: 1935/c. 1960
Stories: 1 *Structure:* Concrete Block
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Poor *Style:*
Property Type: One-Part Commercial Block
Historic Name: Kling Building; Marshall Auto
Storefront Type: Single Entry with Display Windows

Additional Information: Alterations to the storefront and its openings at the primary façade of this simple building significantly compromise its historical integrity.

47. 22 SW 3rd Street
Date of Construction: c. 1886
Stories: 2 *Structure:* Load-Bearing Brick
Façade Wall: Brick *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Poor *Style:* Late Victorian
Property Type: Two-Part Commercial Block
Historic Name: Woodman Hall (Second Floor); Ocker & Martin Furniture
Additional Information: a non-historic brick wall with minimal openings covers the entire historic storefront areas at the 3rd Street and Market Street elevations. At the second story, decorative

brickwork includes a highly articulated ornamental design featuring a corbelled, dentiled parapet. Paint covers the original brick at the second story.

48. 301 SE Douglas Street

Date of Construction: 1905
Stories: 1 *Structure:* Load-Bearing Brick
Façade Wall: Aluminum *Plan:* Rectangular
Roof: Flat *Historic Function:* Commerce/Trade
Integrity: Poor *Style:*
Property Type: Two-Part Commercial Block
Historic Name: Blackwell Building; Miller Hardware
Storefront Type: Corner Entrance

Additional Information: Corrugated metal siding covers the entire building. Conversations with the current owner, a review of historic photographs, and a visual inspection of the building's exterior indicate the possibility that the historic façades remain intact under the metal sheathing. The siding must be removed before this building can be verified as a contributing element to the District.

49. 312 SE Main Street

Date of Construction: c. 1940
Stories: 1-2 *Structure:* Frame
Façade Wall: Metal Siding *Plan:* Rectangular
Roof: Gable *Historic Function:* Commerce/Trade
Integrity: Poor *Style:*
Property Type: Two-Part Commercial Block
Historic Name: W. R. McKee Lumber

Additional Information: A connected series of wood frame buildings with non-historic metal siding abut the sidewalk along Southeast Main Street and extend south from 3rd Street to 4th Street. An inspection of the exposed interior of these buildings indicates that the metal siding covers the historic buildings. If the metal siding is removed, a significant percentage of these buildings could be contributing elements to the District.

VACANT LOTS

50. 100 SE 3rd Street

Additional Information: Surface parking lot

51. 226 SW Main Street

Additional Information: Vacant lot

STATEMENT OF SIGNIFICANCE

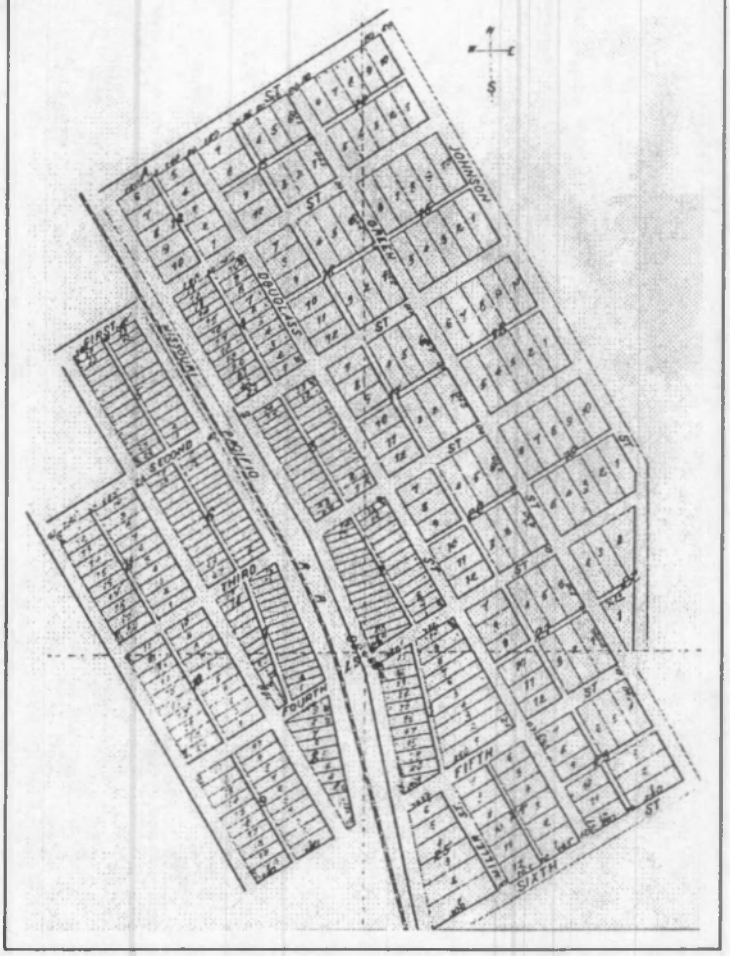
The Lee's Summit Downtown Historic District includes the historic business and civic center of Lee's Summit, Jackson County, Missouri. It is eligible for listing in the National Register under Criterion A for the areas of COMMERCE and COMMUNITY PLANNING AND DEVELOPMENT as documented in the Multiple Property Documentation Form (MPDF) "Historic Resources of Lee's Summit, Missouri." The District has direct associations with the historic contexts "Railroad Market Center: 1865-1945" and "Agricultural Production and Processing: 1865-1945" developed as part of the MPDF and meets the MPDF registration requirements. The architectural and functional property types in the district meet the integrity thresholds established in Section F of the MPDF. The District comprises the contiguous commercial, industrial, social, and governmental resources that retain architectural integrity and continue to reflect the evolution of Lee's Summit's commercial center from the end of the Civil War through World War II. Where once they shared the same distinctive characteristics of their time; today, many of them are important as lone survivors of their period of construction and/or functional property type. The District is locally significant in the area of Commerce for its associations with the growth of Lee's Summit as a rural railroad market center. Founded as a commercial enterprise along a planned railroad line, Lee's Summit grew to become the second largest agricultural shipping point in Jackson County. The commercial and physical development of the downtown reflects the importance of the railroad in the community's commerce, and the later impact of a regional road system and automobile culture. The changes in building design, functional property types, and businesses reflect the changing needs of its citizens and shifts in the town's economic base. The District is locally significant in the area of Community Planning and Development for its associations with significant urban development patterns relating to late nineteenth and early twentieth century railroad market centers. The District straddles the original alignment of the Missouri Pacific Railroad and incorporates the adjacent grid of streets and alleys that served as the community's commercial core for over one hundred years. It visually reflects the pattern of commercial land use unique to towns founded along rail lines in the mid-nineteenth century. The District includes thirty-nine contributing buildings, one contributing site, and two contributing structures. Over 81 percent of the properties in the District contribute to the significance of the District. The District's period of significance is 1865 to 1955, beginning with the construction of the railroad alignment and ending at the arbitrary fifty-year cut-off date established by the National Park Service as providing sufficient passage of time to allow objective evaluation of the historic resources. The period of significance acknowledges historic alterations in response to specific functional and marketing needs and new commercial styles and accepts the buildings that experienced such alterations within the period of significance as contributing elements to the District.

ELABORATION

DISTRICT DEVELOPMENT HISTORY

The railroad, by establishing the rural railroad market center, was the most important factor affecting the settlement of Lee's Summit. Near the end of the Civil War, the Missouri Pacific Railroad resumed construction of a rail line in Missouri and, in 1864, began construction of a rail line between Warrensburg, Missouri and Kansas City, Missouri. In October of 1865, William B. Howard filed a twenty-acre town plat that straddled the Missouri Pacific Railroad line, which became the commercial core of Lee's Summit.[1] Filed as the "Town of Strother," the eleven-block plat cut a diagonal swath through the axial grid of the township, which was orientated by compass points.

Figure 3: TOWN PLAT
Illustrated Historical Atlas of Jackson County, Missouri



Howard solidified the Missouri Pacific Railroad's interest in the future of the community by allocating every other lot on both sides of the track to the railroad company. This was not an unusual practice, as it was generally understood that the concentration of population in railroad towns inevitably would lead to an increase in the value of land in proximity to the railroad, which could be sold later at a profit. Howard's allocation of land to the railroad reflected this quid-pro-quo profit motive. Figure 3 (*right*) shows the original town plat and the northwest to southwest orientation of the main streets — Jefferson, Market, Main, and Douglas — running parallel to the tracks. The numbered streets ran perpendicular to the railroad tracks. The division of lots maximized the frontage to the railroad alignment with numerous small lots facing the tracks. This system

[1] Howard owned seventy acres that straddled the railroad's right-of-way.

of aligning the streets to the railroad tracks continued until around the turn of the twentieth century, when residential development increased and expanded outward from the commercial center. New plats orientated the streets to the traditional east-west, north-south grid.

The sale of lots began shortly after Howard filed his plat in 1865. Lots sold quickly, with the initial price varying between $35 and $70 per lot; later, some lots sold for as much as $103. By year's end, Howard sold a total of thirty-six lots. The sale of lots occurred at a slower pace in 1866, but increased in June of 1867 when Howard filed a plat for Howard's First Addition, an area generally east and northeast of the original town plat. The addition more than doubled the size of the town.[2]

Early Commercial Center: 1877-1890

In 1877, the Missouri Legislature approved the town's incorporation as a fourth-class city. The rail connections enjoyed by the community quickly established it as a commercial transportation center for the bounty of the surrounding rich agricultural lands. An 1877 county atlas noted that Lee's Summit was "a very important point of shipment for the surrounding country."[3] By 1880, Lee's Summit was the second largest shipping point in Jackson County (after Kansas City), and one of the largest on the entire Missouri Pacific Railroad Line between Kansas City and St. Louis. It was particularly important as a shipping point for cattle and hogs. Reflecting the agricultural economy, entrepreneurs erected a grain elevator and flourmill near the rail line.

Census figures from the same year show Lee's Summit as a town of approximately nine hundred residents.[4] The town contained five churches, a large school building, a railroad depot, a hotel, a bank, a post office, and two restaurants. About twenty-five business houses representing all kinds of merchandise lined the main streets — Market and Main Streets — that ran parallel to the railroad tracks.[5] The business interests of Lee's Summit boasted an annual turnover of $200,000 and the services of five physicians and four lawyers.[6]

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[2] Deon Wolfenbarger, "Lee's Summit, Missouri Final Report Historic Resources Survey" (Lee's Summit: City of Lee's Summit Historic Preservation Commission, Community Development Department, 15 August 1994, photocopied), 4.
[3] Ibid.
[4] *The History of Jackson County, Missouri* (Kansas City, Missouri: Union Historical Company, Birdsall, Williams & Co., 1881; reprint, Cape Girardeau, Missouri: Ramfree Press, n.d., 342.
[5] Ibid.
[6] Sherry Lamb Schirmer and Richard D. McKinzie, *At the River's Bend: An Illustrated History of Kansas City, Independence, and Jackson County* (Woodland Hills, California: Windsor Publications, Inc. in association with the Jackson County Historical Society, 1982), 59.

The earliest business houses were west of the railroad tracks with the majority facing onto Market Street. One of the town's first commercial buildings was a hotel. The post office began service in 1865. After 1880, the east side of the railroad tracks began to develop more rapidly. By this time, the town had a permanent freight and passenger depot, two hotels/boarding houses, a bank, two restaurants, and at least twenty-five businesses operating in the town's commercial center. In addition to the earliest businesses facing Market Street, the majority of the commercial buildings lined East and West Main Streets (which flank the railroad alignment) and 3rd Street between Market and Main Streets joining early businesses facing Market Street.

During this period, the appearance of the town changed drastically due to an April 12, 1885 fire that destroyed a large number of wood buildings that constituted the majority of buildings in the downtown commercial district. Other major fires occurred in 1894 and 1896, and fire destroyed the Opera House in 1899. The replacement buildings were of brick.[7]

Downtown Lee's Summit: 1890-1918

During the late nineteenth and early twentieth century, Lee's Summit only extended its city limits twice — in 1877 and 1905. Economic activity in Lee's Summit, like other rural railroad market centers in the region, did not change much beyond the initial gains made after the rail lines came through. By the advent of World War I, Lee's Summit continued to function as a typical country market center.

Commercial Property Types and Patterns of Development

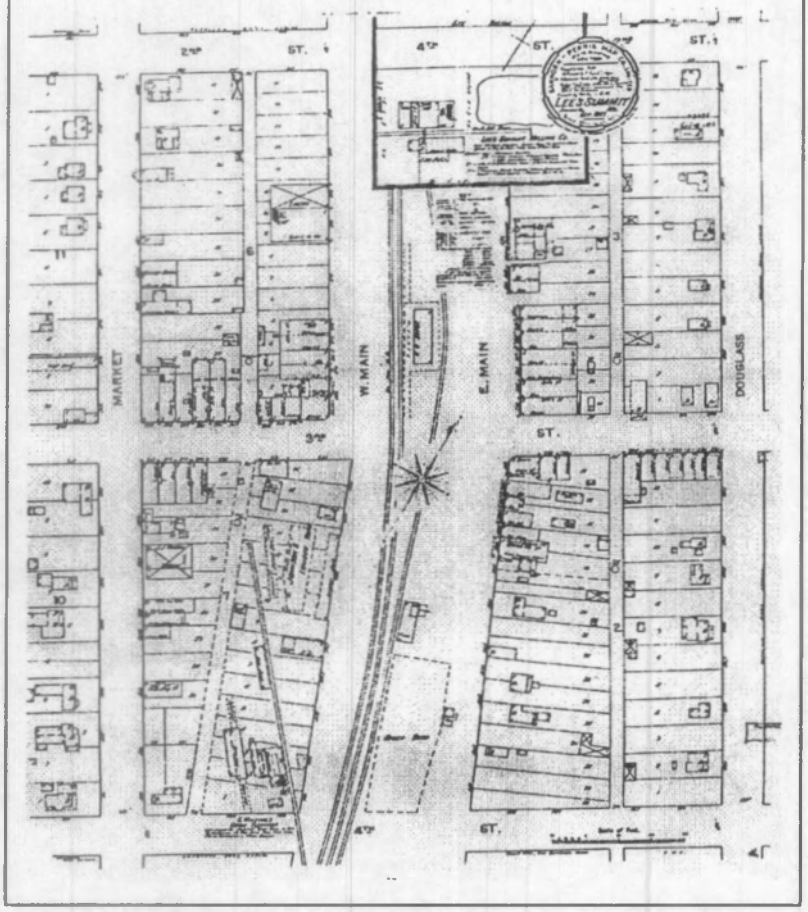
The Sanborn Fire Insurance Maps of 1893 (Figure 4) and 1898 show a concentration or commercial buildings at the corners of 3rd and East Main Streets and 3rd and West Main Streets, on both sides of the railroad tracks. The locations of specific types of businesses show commercial patterns typical of railroad communities. The types of businesses related to the transfer, processing, or freighting of livestock and agricultural produce reflect the importance of Lee's Summit as a railroad market center.

Third Street served as Lee's Summit's main retail street. Concentrated along the length of the street were retail sales businesses typical of rural towns and villages. Banking institutions occupied prominent corner locations. The second floors of the larger retail buildings had offices for physicians, dentists, real estate brokers, and attorneys.

[7] Wolfenbarger, 4.

Beginning at the northwest corner of 3rd and West Main Streets and lining the north side of the street west to Market Street were a corner bank building, a bakery, a barbershop, a millinery store, an alley, a drug store, a grocery store, a post office and stationary store, a dry goods and notions store, a furniture store, and a lunchroom. Lining the opposite side of the street (south) going west from West Main Street were a vacant lot, a jewelry store, a tinsmith, an alley, a vacant lot, a farm implement and harness shop, a drug store, a grocery store, and a hardware store.

Figure 4: 1893 SANBORN FIRE INSURANCE MAP
Kansas City (Missouri) Public Library



Similar businesses lined 3rd Street between East Main and Douglas Streets. On the north side of 3rd Street, at the northeast corner of East Main and 3rd Streets, a drugstore faced onto East Main Street. To the west, a small building and vacant lots lined the street. East of the alley on 3rd Street was the city "calaboose" and, on the corner of 3rd and Douglas Streets, a Harness Shop. On the corresponding south side of 3rd Street was an office building at the southeast corner of East Main and 3rd Streets and, lining the street to the east were a meat market, a barber shop, and a small cobbler's shop. East of the alley were a feed store, a second-hand shop, a repair shop, a carpentry shop, a bakery, and a blacksmith.

Light manufacturing, processing, and warehouses that required proximity to the freighting services located near the railroad tracks that ran north and south and divided East Main and West Main Streets. The area south of 3rd Street along East and West Main Streets contained the industrial businesses associated with freighting of agricultural products and livestock. South of 3rd Street and running south (adjacent to the rail line) to 4th Street were a small corral and a large stockyard. Ancillary services and accommodations for rail travelers occurred in this area. Facing the rail line along East Main Street from 3rd Street south to 4th

Street were a tin shop, a sales building, a vacant building, a restaurant, an Opera House, three scattered dwellings, and a blacksmith shop. South of 4th Street was the Lee's Summit Mill, with its grain elevator and mill pond.

Facing West Main Street and the rail line south of 3rd Street to 4th Street was the J. C. Jones Lumber Yard, which included numerous buildings and occupied about half of the block. A rail spur ran diagonally through the block. Mid-way along the spur was a coal shed. The D. Whiting's Grain Elevator complex occupied the southern portion of the block and included a drive-through corn crib, a grain elevator, a corn sheller structure, an office building, and additional corn cribs. The grain elevator had a ten thousand-bushel capacity, testimony to the bounty of the surrounding region.

North of 3rd Street, a number of service and light manufacturing businesses faced onto the railway alignment. Near the corner of East Main and 3rd Streets were a number of two-story brick commercial buildings with retail space below and offices above. Beginning at the corner of 3rd and East Main Streets and moving north to 2nd Street were a drug store, a grocery store, a tin shop and furnace store, a harness shop, a printing business, an agricultural implements store, a tobacco shop, the Hotel Summit, and a livery stable. While the drug and grocery stores served the general public, those businesses further north on East Main Street reflect the commercial/industrial businesses geared for traveling salesmen and commodities brokers, businessmen, railroad workers, and farmers.[8] The railroad depot was across the street from the harness store. Between the railroad alignment and East Main Street near 2nd Street was the Powell Harrow Company building. All of these businesses reflect that commercial associations of Lee's Summit as a rural railroad market center.

Relating to the prevailing mode of transportation at this time, North of 3rd Street facing onto West Main Street and Market Street were various types of support services relating to the prevailing mode of transportation at this time. Here, too, were buildings that housed municipal services. Also scattered throughout the commercial area north of 3rd Street were storage buildings and warehouses associated with the freight trade such as the agricultural implement warehouses.

North of 3rd Street, facing onto the railway alignment and West Main Street were four retail commercial buildings. Beginning at the corner of 3rd and West Main Streets and moving to the north were the corner bank building and a hotel building that occupied three lots. The remainder of the block included a small office building, the fire engine house, an electric light plant, a coopers shop, and a large livery stable.

[8] At this time, few women of good reputation stayed in public hotels in small communities like Lee's Summit. Those who traveled by rail did so to visit friends and relatives and stayed in their homes. Most towns the size of Lee's Summit had a rooming house that provided appropriate shelter for traveling females away from the rail yards.

North of 3rd Street, facing onto Market Street were several dwellings, a blacksmith and wagon shop, and a small carpenter's shop. South of 3rd, facing onto Market Street were a buggy shop, a livery stable, an agricultural implement warehouse, a blacksmith and wagon shop, a large storage building, and a dwelling.

During the first decade of the twentieth century, the area along 3rd Street, particularly along the east side of the railroad alignment, became the site of new businesses as the commercial center expanded outward. Changes on the periphery of the commercial downtown included the L. A. Hess slaughter house and packing plant at Green and 2nd Streets, which sold its products to locals and shipped products to other points in the region. New commercial retail sales buildings appeared east of Douglas Street. A new lumberyard west of Market Street on 3rd Street and an expanded mill operation south of 4th Street on East Main Street reflect the continued growth of Lee's Summit as a rural freighting center.

Between 3rd and Douglas Streets, commercial enterprises replaced earlier residences. New buildings on the north side of the street included two new office buildings directly east of the drug store, a large bank building, a hardware store, two grocery stores, and a general store. All are testimony to the growing population of the community and surrounding area. Extending past Douglas Street to the east was a corner building housing a blacksmith shop and an adjacent small wagon repair shop. On the south side of 3rd Street, running east from East Main Street were large new buildings, including an office building, a grocery and feed store, a lunchroom, a billiards parlor, a meat market, a furniture store, a harness shop, and a drug store. East of Douglas Street on the south side of 3rd Street were a corner hardware store, a warehouse, an office building, and the B. O. Club Auditorium, which created a visual eastern boundary for the downtown area. There was no change on 3rd Street west of Main Street except for the location of Saunders and Turner Lumber Company at the northwest corner of Market and 3rd Streets.

A new livery barn appeared on the west side of Douglas Street, north of 3rd Street. Across the street in a previously residential neighborhood were several new commercial buildings, including a small office building, a blacksmith shop and livery stable, a printing company and blacksmith shop, and a large hardware store.

New buildings on East Main Street included an expanded livery stable north of 3rd Street, several new dwellings in the middle of the block south of 3rd Street, and, near 4th Street, a printing shop, lumber shed, and small office buildings. Small corrals replaced the large stock yards. South of 4th Street on East Main Street, the mill, now referred to as the "Lee's Summit Mill Chop Mill," showed signs of expansion. In addition to the appearance of the adjacent mill pond on the 1898 Sanborn Fire Insurance Map, a second, larger reservoir occupying approximately one-half block on 4th Street appears on the 1909 Sanborn Fire Insurance Map. South of the mill complex is a large agricultural implement warehouse, additional signs of the agricultural base supporting Lee's Summit.

During this time period, little change occurred on West Main Street. The only exceptions were a new skating rink north of 3rd Street on the lots formerly occupied by the electric power plant building, and the new mule and horse barns on the remainder of the lots running north to 2nd Street. On Market Street south of 3rd Street, a large new livery complex replaced the agricultural implement warehouse and the blacksmith and wagon shop buildings. Adjacent to the south of this complex were a new planning mill and two large lumber sheds.

During the next decade, the most significant change to downtown Lee's Summit was due to the growing popularity of the automobile and the truck. The 1918 Sanborn Fire Insurance Maps document the disappearance of mule and horse barns on West Main Street north of 3rd Street and of the large livery stables on Market Street south of 3rd Street. A large garage with stalls for over thirty cars replaced the Saunders and Turner Lumber Company yards at 3rd and Market Streets. Diagonally across Market Street and facing onto 3rd Street was another large garage building. Next door to the east were a bicycle shop and the City Hall. To the east across the alley and facing onto 3rd Street was another small garage building. Facing Douglas Street south of 3rd Street was a large twenty-car garage that replaced a residence. Another major addition was the Star Lumber and Coal Company complex at the northeast corner of East Main and 4th Streets.

The types of businesses moving into preexisting buildings illustrate changes in technology. New tenants included the telephone exchange company, a moving picture theater, and a tire vulcanizing business. Other new uses for these buildings included the addition of a bowling alley and two department stores. At the same time, the established businesses associated with processing and shipping agricultural products and livestock continued their dominant role in the economy.

Recession Years: 1920-1940

By 1920, Lee's Summit had a population of two thousand and advertised itself as "The Prettiest Town in Jackson County." The town received electric power from the West Missouri Power Company and, beginning in 1915, had its own city water supply. During the 1920s, the city embarked on the installation of a sewer system covering the entire city limits. The town boasted over one hundred businesses, most of which were in the downtown area. There were three lumber yards and three banks. The Bank of Lee's Summit had a capitalization of $30,000 and a surplus of $32,500. The Farmers Trust Company had $50,000 in capitalization and a $10,000 surplus, and the Citizens Bank had $30,000 in capitalization and a $20,000 surplus.[9] In 1924, sixty business owners founded the Triangle Club to promote commerce for the

[9] M. E. Ballou, *Jackson County Missouri: Its Opportunities and Resources* (Rural Jackson County Chamber of Commerce, 1926), 269. Jackson County Historical Society Research Library and Archives. Independence, Missouri.

city. At the same time, the Rural Jackson County Chamber of Commerce formed to promote the county's agricultural products.

These changes reflected several factors that contributed to Lee's Summit's success as a rural market center. The community's proximity to Kansas City provided a ready market for the diverse perishable agricultural products of the surrounding area. The Kansas City market consumed more than could be produced in Jackson County and the local market demand remained relatively constant. Moreover, the short distance the goods had to travel to reach their market greatly reduced the cost of shipping and increased the farmers' profits. Railroad access to Kansas City's rail hub, which was the second largest in the United States, also provided easy access to national market centers. In the 1920s and 1930s, the growing network of paved roads in the county provided easy access from farm-to-market centers to Kansas City's freight centers, as well as to regional markets.

By the early 1920s, the town stood poised to capitalize on is location along major transportation routes. Not only did it retain access to an active rail line, Lee's Summit's location on State Highway 12, which connected Kansas City and St. Louis, provided a competitive advantage. Furthermore, a new concrete highway under construction would shorten the distance between Kansas City and Lee's Summit to about twelve miles. In 1921, Missouri began an ambitious road improvement program. The plan bypassed crossroad communities with populations under two hundred. Larger towns like Lee's Summit fared better, but the types of businesses that continued to be successful changed. Merchants retained customers at the hardware store, dry goods counter, grocery, meat market, and automobile repair shops; however, increasing numbers of Lee's Summit residents drove to Independence and Kansas City for the larger selection of more fashionable clothes, shoes, furniture, appliances, and automobiles these larger communities offered.[10]

Poos' Groceries and Bakery
Photograph courtesy of Rhoda Montgomery as published in At the River's Bend: A History of Kansas City, Independence and Jackson County

The national agricultural recession of the 1920s substantially affected rural communities. Farm ownership dropped and tenant farming increased by approximately the same ratio. Merchants in small towns like Lee's Summit could not afford to stock a wide array of products. A photograph of the window display at Poos' Groceries and Bakery (*above*) reflects these circumstances.

[10] Shirmer and McKinzie, 259-260.

The Great Depression hit Jackson County full force. Already suffering from the recession in the 1920s, the county's many farmers were particularly vulnerable. A regional drought from 1935 to 1937 compounded the austere conditions for farm families and dimmed hopes of an immediate recovery. Although Lee's Summit lost several businesses and the growth of the previous decades slowed, the city's banks continued to be solvent and the local economy remained relatively steady.

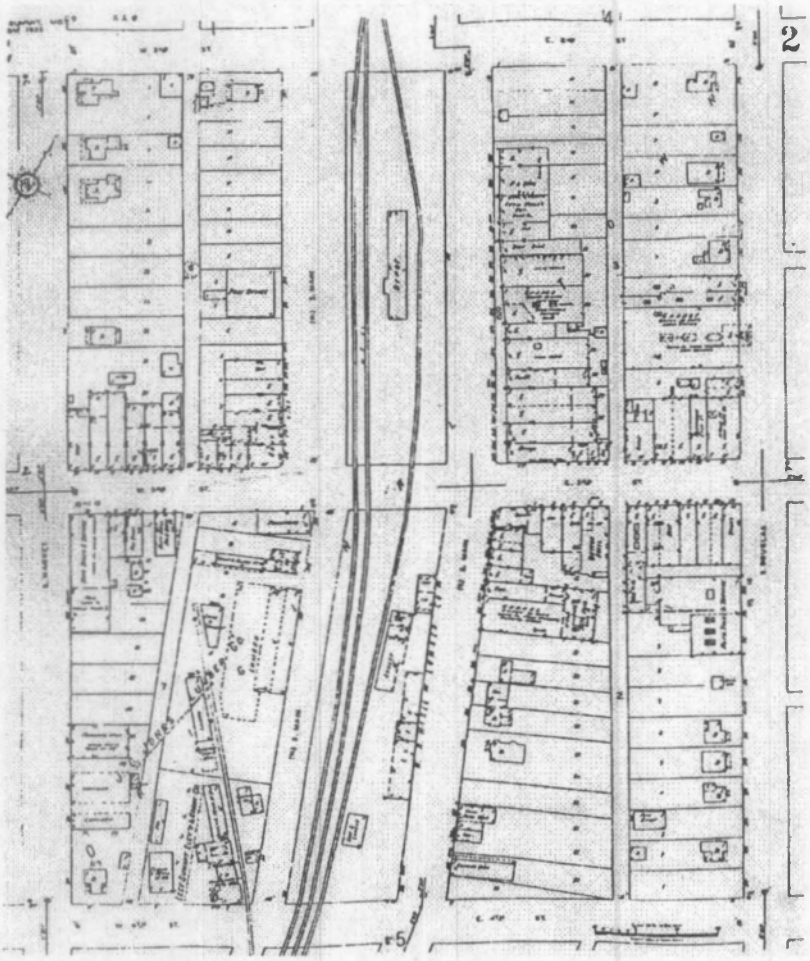
Despite the depressed farm economy of the 1920s and 1930s, new businesses related to automobile and truck traffic appeared in Lee's Summit, underscoring the community's role as a regional market center accessible by both major rail lines and paved county roads. With the advent of a year-round, all-weather road system, in particular, farmers from throughout the area made more frequent trips to the bank, the drugstore, and other service businesses that became necessities of modern lifestyles. However, even the widespread use of the automobile, which generated some distinctive changes in commercial building property types, did not change the essential physical nature of Lee's Summit's downtown. Indeed, the initial impact of the automobile was the appearance of auto-related businesses on lots previously occupied by now obsolete businesses and to intensify the primacy of the street and shift commercial development from along the railroad track to the north and east along Douglas and 3rd Streets, both of which led to important county road connections.

The Sanborn Fire Insurance Maps of 1927 reflect the significant increase in auto-related businesses between 1918 and 1927. On East Main Street[11] between 2nd and 3rd Streets, a twenty-car garage sat on previously vacant lots and an automobile repair shop, automobile storage garage, a private garage, and an "Auto Livery" business replaced the feed store and livery operation. On East Main Street between 3rd and 4th Streets a large garage occupied a previously vacant double lot. Adjacent to the north and connected by an inner door was an "Auto Printing and Trimming" shop. Further south, a small "Auto Livery" shop replaced a residence. A fifty-car garage occupied the previous site of a livery stable on the west side of Douglas Street north of 3rd Street. The garage, facing Douglas Street south of 3rd Street, featured a new automobile salesroom, which replaced a previous residence. At the northeast corner of 3rd and Douglas Streets, a gas filling and service station sited diagonally to the corner replaced the commercial building that once occupied a double lot. On Market Street south of 3rd Street, the State Highway Department maintained a new building for vehicular storage. Facing north onto 4th Street mid-block between West Main and Market Streets was an eight-car garage.

[11] Lee's Summit went through a number of changes in the designation of street names and of numbers to buildings. Between 1927 and 1935, the designation of East Main and West Main changed to South Main and both the designations are referenced in the Sanborn Fire Insurance Maps through 1945. For the purposes of continuity in this narrative, the East Main and West Main references are maintained throughout this section. The building numbering system prior to the 1935 Sanborn Fire Insurance Maps uses the railroad as the dividing line between East 3rd Street and West 3rd Street, with the block occupied by the railroad right-of-way as the 100 block. Ensuing blocks to the east and west start with the 200 block. The Sanborn Fire Insurance Maps after 1935 show the change to an address numbering system that begins with 0 to the east and the west of the railroad alignment.

Other changes to the downtown area included the location of W. L. Coomes Coal Yard on East Main Street south of 3rd Street. The coal yards lay adjacent to a rail spur and faced east. A hospital building on 3rd Street between East Main and the alley to the east occupied two lots facing north and had a depth of almost four lots. The building at the northeast corner of 3rd and Market Streets now housed a moving picture theater. The business district expanded east along 3rd Street. Directly west of the former B. O. Club, now called Memorial Hall, was the large Thompson-Parker Lumber Company complex. Directly across the street to the north, a series of small business buildings replaced three large residences. Among these business buildings was an auto transmission shop that occupied a double lot. South of 3rd Street along Douglas Street, a series of commercial buildings ran from the previous corner hardware shop to the Methodist Episcopal Church South. These businesses included a drug store, a post office, and a movie house. At the corner of 4th and Douglas Streets was the large Chapman Dairy cooling station building.

Figure 5: 1935 SANBORN FIRE INSURANCE MAP
Kansas City (Missouri) Public Library



Development in the area of 3rd and Douglas Streets continued through the 1930s, reflecting the impact of vehicular traffic coming into the downtown commercial area from the surrounding countryside.[12] Commercial and institutional development ran eastward on 3rd Street to Green Street. The community Ice Company and Ice Plant occupied the southeast corner of 2nd and Green Streets.

[12] Wolfenbarger, 5.

In addition to new construction, numerous expansions and remodeling projects occurred. Downtown building owners and retailers "modernized" their "old" nineteenth century storefronts by covering the upper façades with pressed metal or stucco or by installing new storefront window systems.

WORLD WAR II AND THE POST-WAR PERIOD: 1941-1955

During World War II, private construction ceased except for government building projects. In the years immediately after the war, things remained relatively unchanged in Lee's Summit. Although the improved state and county road system added a new dimension to the economy of the Lee's Summit area, the railroad continued as a vital element of Lee's Summit's economy up to and through World War II. An October 26, 1947 article in the *Kansas City (MO) Star* underscored both the functional and visual role of the railroad and commercial center, noting that Lee's Summit

> *is a fair and pleasant town, despite the fact that the main line of the Missouri Pacific railroad goes down its main street, dividing it into East Main Street and West Main Street. It is a wide, clean, sunny pair of twin streets, and the railroad is so agreeably set that the railroad and town go well together.*[13]

At the end of the war, the Sanborn Fire Insurance Maps show a new post office building facing onto West Main Street mid-block between 2nd and 3rd Streets. The W. R. McKee Lumber Company complex stands in the area once occupied by the coal company and stock yards. New buildings replaced those on lots 17 through 20 on East Main between 2nd and 3rd Streets.

Within the next decade, the railroad's role in relation to the city's commercial center became greatly diminished. In 1958, the City of Lee's Summit's first planning document recommended that the Missouri Pacific Railroad reroute its trains south of town using the Rock Island Railroad tracks.[14] Although this did not occur, the document reflects a changing economic dynamic as Lee's Summit expanded its boundaries three times in the 1950s and rapidly evolved into a freeway suburb of Kansas City. Downtown Lee's Summit no longer functioned primarily as a rural railroad agricultural market center, and the city's commercial development patterns changed profoundly with the growing network of suburban residential subdivisions.

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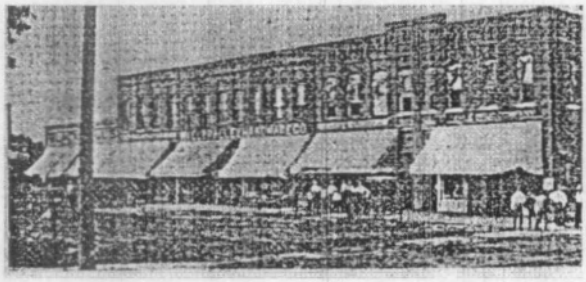
[13] Ibid.

[14] Community Studies, Inc., "Preliminary Guide Plan for Lee's Summit, 1958" (Lee's Summit: City of Lee's Summit, Missouri. 1958), 61-63.

ARGUMENT FOR SIGNIFICANCE

The Lee's Summit Downtown Historic District reflects the economic, political, and cultural forces that shaped approximately one hundred years of development in downtown Lee's Summit. It reflects the role of Lee's Summit as a commercial center during an era in which America became a major economic power as the result of the expanding railroad system and the enormous growth of its population, both of which created markets for the agricultural products of the region. While there are several isolated commercial properties in the downtown area that are individually eligible for listing in the National Register of Historic Places, the District is the city's only extant late nineteenth and early twentieth century commercial enclave that meets National Register criteria. This collection of buildings not only documents the evolution of functions and design present in Lee's Summit's central business district from the late nineteenth century through the mid-twentieth century, it also physically represents the spectrum of building technology, and architectural and functional property types that visually define the history of Lee's Summit as a rural railroad market center.



East Side of Main Street Between 2nd and 3rd Streets, c. 1890
Lee's Summit, Missouri Downtown History & Architecture Walking Tour

East Side of Main Street Between 2nd and 3rd Streets, 2003
Lee's Summit, Missouri Downtown History & Architecture Walking Tour

Associations with Commerce

Founded as a commercial enterprise, the history of Lee's Summit and its patterns of physical development are inextricably tied to its beginnings as a railroad market center for the agricultural bounty of the surrounding countryside. The Lee's Summit Downtown Historic District encompasses a group of intact buildings, structures, and sites that formed the core of the community's commercial center in the late nineteenth and early twentieth centuries. Located along 3rd Street between 2nd and 4th Streets, incorporating portions of Douglas and Market Streets and encompassing the original railroad alignment, this group of resources communicates important associations with the evolution of the community's commercial role in the region in the late nineteenth and early twentieth centuries. The buildings, structures, and sites within the District reflect a local perspective of America's rise as a major economic

power during the late nineteenth and early twentieth centuries. These resources have associations with the growth of Lee's Summit as a successful commercial center during a major period of growth in the country, resulting in fundamental patterns of American society and specific innovations of technology and industrialization. The District's period of significance also coincides with an era of specialization, variety, and complexity that profoundly changed the simple agrarian village life in early communities in Jackson County and preceded the suburbanization of America and the Kansas City region.[15]

The District reflects the individuality and evolution of the retail stores, offices, banks, hotels, and special use facilities that gave Lee's Summit's downtown its collective image and reflected its ongoing commercial role as a rural railroad market center. The District reflects the evolving scope and complexity of commercial endeavors that often resulted in buildings erected for specialized functions that reflected technological and market changes. The surviving resources also provide an understanding of the role of both the railroad and, later, the automobile on local commerce.

As in other Midwestern communities, the size and extent of Lee's Summit's commercial buildings and facilities, relative to other communities in the region, served as an index to the community's achievements and its potential to the broader economic community as well as to investors and buyers. As such, the District serves as a tangible reminder of the importance of organized civic and private entrepreneurship that enabled communities like Lee's Summit to attract investment and the other important components of urban growth from the competing inter-urban network of villages, towns, and cities surrounding Kansas City, Missouri's railroad nexus.

Significant Associations with Community Planning and Development

In addition to its significant commercial associations, the District communicates the patterns of commercial development established in Lee's Summit in the late nineteenth century that remained dominant until the mid-twentieth century despite the escalating growth of concentrated settlements around Kansas City, the more complex structure of retail and service-oriented businesses, and new forms of transportation that evolved during this period.

The District's resources reflect the fundamental role of the railroad and associated real estate development in the subsequent physical patterns of community development and town planning of Lee's Summit in general and, of the community's retail, wholesale, and industrial areas in particular. Within the District, the buildings and structures, as well as the extant railroad alignment and the arrangement of streets and lots

[15] Charles N. Glaab and A. Theodore Brown, *A History of Urban America* (London: The Macmillan Company, 1969), 133-134.

in relation to the railroad tracks rather than the traditional grid of section, township, and range, communicate important information about the city's genesis and evolution as an important railroad freight stop.

Railroad Depot, c. 1907
Lee's Summit, Missouri Downtown History & Architecture Walking Tour

Railroad Depot and Caboose, 2003
Lee's Summit, Missouri Downtown History & Architecture Walking Tour

This pattern is in many ways not unique to Lee's Summit. Missouri's communities, like those from the nation's first settlements, followed the European tradition of providing proper spaces for both public and private buildings. During the early settlement period in Missouri before the Civil War, most towns were river communities with the town's main street facing the river. Here, merchants built the town's major commercial buildings. The commercial areas of inland communities clustered at important crossroads or surrounded a public square. After the railroads arrival in an area, three distinct types of town plans emerged — those oriented to river traffic,[16] those with a public square, and those with a central main street.

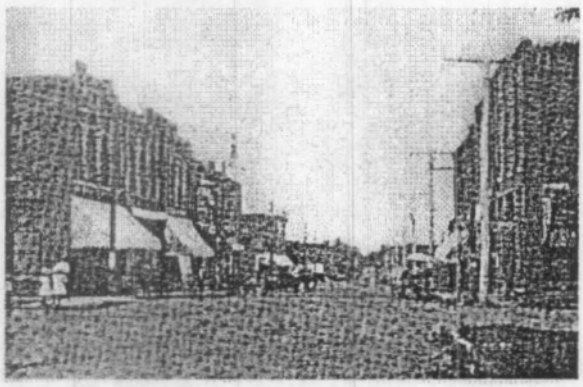
The arrangement of Lee's Summit's central main streets running parallel to and flanking the railroad reflected the circumstances and technological development at that time. Commercial businesses continued to cluster along the main commercial thoroughfares — East and West Main Streets and 3rd Street. The District's inclusion of the original railroad alignment and its spatial relationship with East and West Main Streets, which flank it, and with 3rd Street, which is the town's central railroad and vehicular intersection, are therefore very significant elements due to their historic physical and visual associations to the town plat's orientation to the railroad's northwest-southeast direction. They successfully communicate the significance of the railroad to the town during the District's period of significance. In particular, the location of the tracks on a high rise between the two main streets shows the railroad's dominant role in

[16] Because of the gradual rise in grade needed for rail lines, the area along the river often incorporated the railroad tracks, thus continuing the river orientation of the pre-railroad riverfront community or, in the towns created in the late nineteenth century, an orientation that capitalized on the two methods of passenger and freight transportation.

commerce, its movement through town, its linkage with the surrounding area, and later with transportation networks.

The town's street system evolved outward from the grid of railroad tracks and cross streets that followed the northwest-southeast diagonal the railroad tracks cut through the countryside. Business houses occupied the locations near the rail line and depot that were most convenient for unloading and breaking cargo in bulk for distribution to retail traders, as well as for collecting, packaging, and shipping raw goods and livestock to other locations. Nearby were government offices, hotels, saloons, and retail establishments. Within the decade after the first platting of the town, owners platted residential additions offering choice residential enclaves away from the noise, pollution, and fire hazards associated with the rail line and shipping areas. To further distinguish the disconnection with commerce, the developers platted their streets and lots on the north-south, east-west grid of the surrounding countryside's section, township, and range land divisions. These physical distinctions and patterns remain today, providing an adjacent setting that reinforces the historic portion of Lee's Summit's central business district.

The District also incorporates elements of the commercial downtown area, which had important associations with the area's historic county road's system. Douglas Street, one block east of Main Street, was a part of the nineteenth century Independence–Lee's Summit Road, which connected Lee's Summit to the Jackson County seat and the older river market town of Independence. With connections to the east and west, 3rd Street was a primary access route to a network of county roads in all directions.



SW 3rd Street from Market to Main Streets, c. 1890
Lee's Summit, Missouri Downtown History & Architecture Walking Tour

SW 3rd Street from Market to Main Streets, 2003
Lee's Summit, Missouri Downtown History & Architecture Walking Tour

In addition to these patterns of development, the District reflects the dense urban configuration typical of commercial areas in rural railroad market centers. Commercial development clustered around the railroad tracks and utilized all available land. Open space occurred only as a result of necessity for outdoor work

areas, to allow access to the functions within a building or structure, to house livestock, and to allow natural light and ventilation to reach interior spaces of adjacent buildings.[17] The historic density is reinforced by the number of buildings retaining their historical integrity and by the different dates of construction and design treatments that create a collage reflecting the evolution of the community's commercial evolution. As such, the District has a distinct sense of place, has a retail and institutional center that differs markedly from adjacent modern commercial development, and has commercial enclaves adjacent to residential neighborhoods. Buildings and structures contributing to the commercial significance of the Lee's Summit Downtown Historic District include the following.

RailroadAlignment. Missouri Pacific Railroad (a.k.a. Pacific Railroad; Missouri Pacific Railroad; Union Pacific Railroad. 1865.

5 SE 3rd Street. 1910. Erected c. 1910, this building served as the law offices for T. J. Hackler.

9 SE 3rd Street. c. 1900/1925. In the early 1900s, two small commercial buildings occupied the lots. In 1925, Dr. T. J. Ragsdale altered the buildings by adding a second floor and an addition to the rear. The expanded structure housed the Lee's Summit Hospital, which contained ten hospital rooms, a nursery, and a kitchen.

11 SE 3rd Street. c. 1895. Erected in the late nineteenth century, this building originally housed a hardware store and, later, Cooper and Black Grocers. August Poos purchased the building in 1918 and operated a bakery and butcher shop. His son, Henry Poos, created a credit and delivery service for the farmers and accepted cattle and hogs as payment. August Poos later discontinued the bakery operation, but continued the meat processing and butcher shop until his death in 1936. At that time, Henry took over the business and added a meat locker storage service. At this time, it was the second meat locker business in Jackson County. This business continued until 1988.

15 SE 3rd Street. c. 1918. Originally a one-story building erected around 1900, a second story was added around 1918. In 1900, J. L. Arnold operated a billiards hall on the east side of the building. The McKisson family operated a restaurant on the west side of the building until 1944. The second floor housed physicians' and dentists' offices.

[17] Richard Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture* (Washington D.C.: Preservation Press, National Trust for Historic Preservation, 1987), 14.

18 SE 3rd Street. c. 1903. Constructed between 1898 and 1909, this building housed the Citizen's Bank, which opened in December 1906. Boasting the largest vault in town at this time, it featured golden oak furniture and a tile floor.

19 SE 3rd Street. c. 1905. This building was once part of a conjoined series of shops. The space housed a variety of retail businesses, including a grocery and meat market owned by the Miller brothers. In 1929, Bennett Durret purchased the building. In 1940, it housed the Durrett & Johnson grocery store. In 1946, it housed the Johnson grocery.

21 SE 3rd Street. c. 1905. This building was once part of a conjoined series of shops. In 1909, a furniture store operated out of this space. In 1918, moving pictures were shown in the building.

23 SE 3rd Street. c. 1905. This building was once part of a conjoined series of buildings. From 1909 through the 1920s, a harness shop operated in the building.

26 SE 3rd Street. c. 1910. This building originally housed W. F. Foust & Co.'s hardware store on the west side of the building and the Kinne & Clark grocery store on the east side of the building. By 1918, a clothing store occupied the building.

28 SE 3rd Street. c. 1903. This building replaced a smaller one-story structure and housed a variety of retail businesses. The telephone exchange operated from the second floor.

32 SE 3rd Street. c. 1901. This building housed a number of businesses. In 1909, a grocery store occupied the west side of the building, and the firm of Benefiel and Son, Produce occupied the western half of the west side of the building. By 1918, a restaurant occupied the west side of the building and a tailor shop occupied the corner. A meeting hall occupied the second floor space. In 1919, W. L. Schick and Son purchased the building for a furniture store and undertaking establishment.

104-108 SE 3rd Street. c. 1920. This building was originally part of three commercial storefronts erected as one building some time between 1918 and 1927 on the site of wagon repair shop. In the 1920s, Paul Hans Penz operated a Dodge car agency in the space at 108 SE 3rd Street. In 1935, Clarence Brown's Shoe Shop and P. C. Williamson's grocery store occupied the spaces at 104 and 106 SE 3rd Street, respectively. Oral tradition holds that one of the spaces housed a welfare program during the Great Depression. From the 1950s to the present time, a restaurant has occupied all of these spaces.

105 SE 3rd Street. c. 1935. This building originally housed the offices for Dr. Robert Marshall, a dentist, and John Miller, an insurance agent.

109 SE 3rd Street. c. 1900/c. 1930. This building served as a warehouse in 1909 and a harness shop in 1918.

110 SE 3rd Street. c. 1910/1942. This building originally served as the L. M. Cornwell Blacksmith Shop. In 1942, Robert Hawley purchased the building and altered the storefront for a retail operation.

4-6 SW 3rd Street. c. 1887. Known as the Browning Block, this building housed a number of businesses. Until around 1909, the Hulse and DeMoss barbershop occupied the building. In 1909, the Charles O. Woods bakery occupied the space and continued its operations there until the 1920s.

8 SW 3rd Street. c. 1890. The first business to occupy this building was the D. B. Hicks Harness Co. The 1898 Sanborn Fire Insurance Maps show a millinery shop operating at the location. By 1904, the W. O. Bell Meat Market occupied the space and continued its operations there until the 1920s.

11-13 SW 3rd Street. 1909. This building served as both a fire department and as the City Hall. The mayor's offices were on the second floor.

13-A SW 3rd Street. c. 1940. This simple one-story building historically served as the City Hall annex building.

12-14 SW 3rd Street. c. 1886/c. 1955. Built as a double storefront connected by an interior stairwell, the east side (#12) of this building first housed a grocery business, followed by another, Siegfried Grocers, beginning in 1904. A millinery business occupied the second floor space in 1904. Around 1904, a photographer leased space. The west side (#14) of the building initially housed the Lee's Summit Public Library on the first floor in 1904, then a post office and stationers shop until the 1920s. The upper floors traditionally housed dentist offices.

15-17 SW 3rd Street. c. 1887. Constructed after the fire of 1885, the east storefront space (#15) of this building housed a hardware, implements, and harness store in the 1890s. In 1897, Lee's Summit Drug Company moved to the building. In 1905, an attorney, a telephone company, a physician, and a real estate business occupied the second floor of the east section. In 1913, O. D. Pierce's tin shop moved to this building and continued in operation through the 1930s. J. C. Erk's Drug Store was the first tenant occupying the west storefront (#17). By 1918, a tailor shop and bicycle shop occupied the first-floor space. Around 1935, Vernon, Winburn, and Kent Scruggs had offices in the building.

18-20 SW 3rd Street. c. 1887. Atkinson Dry Goods (#18) and the J. Martin Furniture Company (#20) occupied these buildings in the 1890s.

22 SW 3rd Street. c. 1886. Occupants of this building include Woodman Hall and Ocker & Martin Furniture

220 SE Douglas Street. 1920. Shore & White Complete Garage Service stored and repaired cars in this building, which also had a gas station.

224 SE Douglas Street. c. 1926. This small one-story building provided office space for specialized services. In the 1940s, a dentist and later an attorney occupied the building.

225 SE Douglas Street. c. 1905. This building historically housed Gilmore's Café and Restaurant.

215 SE Main Street. c. 1935. Erected at the site of the Hotel Summit, this small building was built for and housed meeting rooms for social clubs.

217 SE Main Street. c. 1930. This building also occupied the site of the Hotel Summit and provided spaces for offices.

220 SE Main Street. 1905. Erected to replace a pre-existing depot, this facility served as the Missouri Pacific Railroad freight and passenger depot.

225 SE Main Street. c. 1926. This building originally housed the Myers Motor Company. The building had two distinct components. The northern side of the building contained a twenty-car garage and the southern side featured an automobile showroom.

227 SE Main Street. c. 1920. Built to house a small retail service business, this building housed Hibbard Alterations in the 1920s. A smaller, separate structure built at the rear of the lot was used for dry cleaning.

228 SE Main Street. Railroad Caboose.

228 SE Main Street. William B. Howard Station Park is the current name of this historically open space.

229 SE Main Street. c. 1910. This broad double-front building originally housed a department store.

231 SE Main Street. c. 1895. Several different businesses operated out of this building, including W. Lewis Groceries, a clothing store, and an undertaking establishment.

235-239 SE Main Street. c. 1890. Known as the Harbaugh Building, historically, the north side (#235) of this building housed a hardware store. In 1905, the city leased space on the second floor for offices for the Mayor. Other tenants on the second floor included J. W. Aiken, dentist, and the offices of G. H. Noel's Notary Public and Real Estate Company. The first floor of the south building (#239) housed a hardware store. Other tenants included a retail business providing dry goods, notions, and general merchandise. The rooms above served as city offices between 1905 and 1909.

241 SE Main Street. c. 1890. Built in conjunction with the twin building at 247 Southeast Main Street, this building was originally known as the Hess Building. L. A. Hess owned the grocery on the first floor. The second floor held a physicians office. By 1905, G. A. Gibbons owned the property. In 1909, a drug store occupied the first-floor space. In 1918, it was again a grocery store.

247 SE Main Street. 1888. Erected by William B. Howard, one of the founding fathers of Lee's Summit, this building was originally known as the Howard Building. The first occupant of the first-floor space was a drug store, originally owned by J. R. Spencer and subsequently operated by Josiah Collins. The drug store later became Knight Drugs. In 1905, the second floor held the offices of T. J. Ragsdale and William D. Strother who were both physicians. In the 1930s, a printing shop occupied the basement space.

220 SW Main Street. c. 1939. The U.S. Post Office occupied this building.

228 SW Main Street. c. 1888. Known as the Browning Block, this retail building housed the Browning Brothers Dry Goods.

230 SW Main Street. c. 1887. This corner building housed the Bank of Lee's Summit and the Commercial Hotel. In 1884, the Bank of Lee's Summit grew from a private bank organized in 1869 by W. H. Coburn and J. N Haggis

300 SW Main Street. c. 1927. This building housed the offices of the *Lee's Summit Journal* newspaper

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GEOGRAPHICAL DATA

UTM REFERENCES (Continued)

E. 15/380580/4307750
F. 15/380520/4307835
G. 15/380465/4307800
H. 15/380415/4307905
I. 15/380490/4307960
J. 15/380470/4308000

VERBAL BOUNDARY DESCRIPTION

The boundary of the Lee's Summit Downtown Historic District is indicated by the shaded area and the black line on the attached boundary map.

BOUNDARY JUSTIFICATION

The boundary of the Lee's Summit Downtown Historic District encompass the concentration of historic resources that retain integrity and are significantly associated with the commercial development of the community as described in the Multiple Property Documentation Form "Historic Resources of Lee's Summit, Missouri." The District's boundary corresponds to the lot lines of the included properties, all of which lie within the original limits of the town's first additions and includes the open space associated with the railroad right-of-way. The contributing resources define the historic setting and historic sense of place of downtown Lee's Summit, which is strengthened by the intact historic street network and the prominent, integral location of the 1865 railroad alignment. The commercial properties beyond the boundaries were considered for inclusion, but were determined ineligible for reasons of integrity or age.

PHOTOGRAPH LOG

Photographer: Brad Finch
F-Stop Photography
Kansas City, Missouri

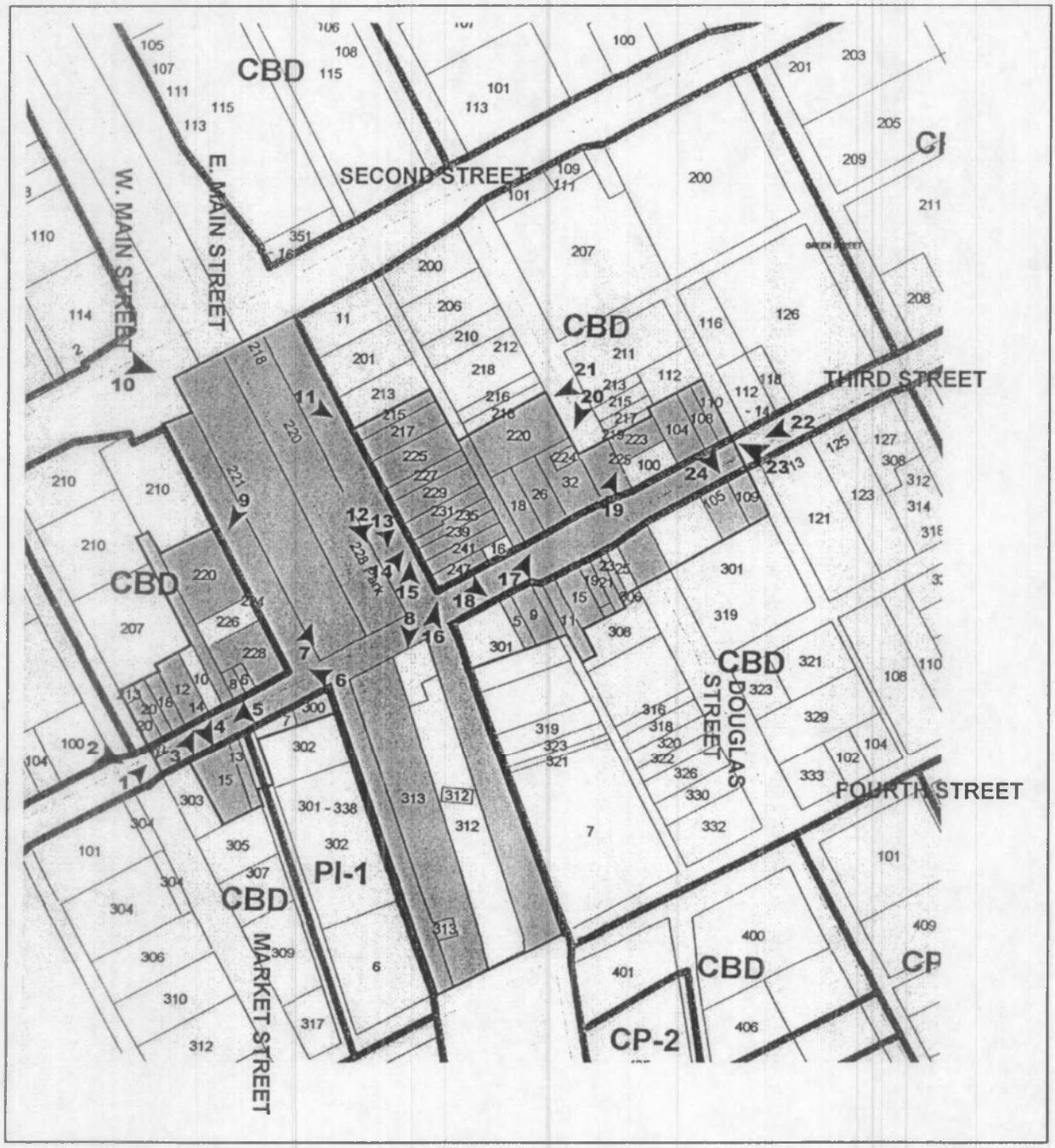
Date of Photographs: January 2005

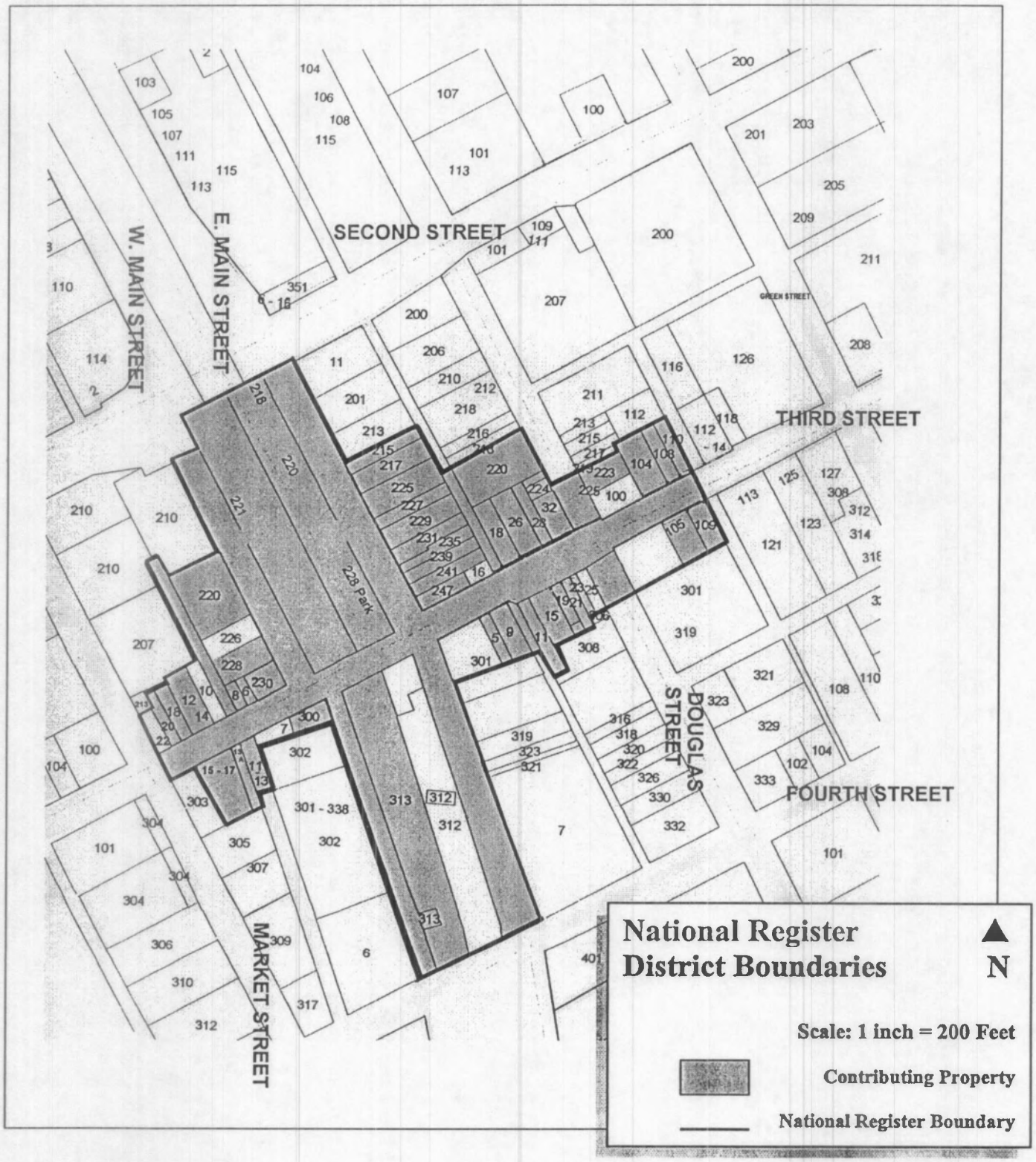
Location of Negatives: City of Lee's Summit, Missouri
207 SW Market Street
P.O. Box 1600
Lee's Summit, Missouri

Photograph Number	Camera View	Street Address/Location
1	NE	Commercial Block, NE corner of Market and SW 3rd Street
2	SW	Commercial Block, SW corner of Market and SW 3rd Street
3	SW	Commercial Block, 12-14 SW 3rd Street east to SW Main Street
4	S	13-15 SW 3rd Street
5	SW	1909 City Hall, 13 SW 3rd Street
6	NW	Commercial Buildings, 230 and 228 SW Main Street
7	NE	Depot, 220 SE Main Street
8	SW	Looking toward 300 block of SW Main Street, South of 3rd Street
9	SW	Post Office, 220 SW Main Street
10	SW	Depot, 220 SE Main Street
11	NE	Properties outside and adjacent to the proposed District boundary, 201-213 SE Main Street
12	NW	Depot and Caboose, 220 SE Main Street
13	NE	Commercial Block, 213 through 227 SE Main Street
14	N	Commercial Block, 229-235 SE Main Street
15	NE	Commercial Block, 237-241 SE Main Street
16	NE	Commercial Block NE corner SE Main Street and SE 3rd Street. Corner building is 247 SE Main Street.
17	NE	Commercial Block, north side of street; 18 and 19 SE 3rd Street; Alley on the right.
18	SE	Commercial Block, south side of street; 5 through 23 SE 3rd Street, including alley intersection.
19	NE	Commercial Building 223 -225 SE Douglas Street
20	SW	Commercial Building, 224 SE Douglas Street

Photograph Number	Camera View	Street Address/Location
21	SW	Car Dealership Commercial Building, 220 SE Douglas Street
22	W	Commercial Streetscape looking west on SE 3rd Street; 109 SE 3rd Street in left foreground.
23	NW	Commercial Block 100 block SE 3rd Street; 110 SE 3rd Street in right foreground.
24	S	109 and 105 SE 3rd Street.

LEE'S SUMMIT DOWNTOWN HISTORIC DISTRICT
PHOTOGRAPH LOCATION MAP




SECOND STREET
THIRD STREET
FOURTH STREET
W. MAIN STREET
E. MAIN STREET
MARKET STREET
DOUGLAS STREET
GREEN STREET
228 Park
National Register
District Boundaries
N
Scale: 1 inch = 200 Feet
Contributing Property
National Register Boundary

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Downtown Histo
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LEE'S Summit,
JACKSON Co,
MISSOUR

1. 15/380500/4308
2. 15/380700/43079
3. 15/380600/43078
4. 15/380635/430
5. 15/380580/430
6. 15/380520/430
7. 15/380465/430
8. 15/380415/430
9. 15/380490/430
10. 15/380470/4308

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ROAD CLASSIFICATION

Primary highway hard surface .....
Secondary highway hard surface .....
Light-duty road, hard or improved surface .....
Unimproved road .....

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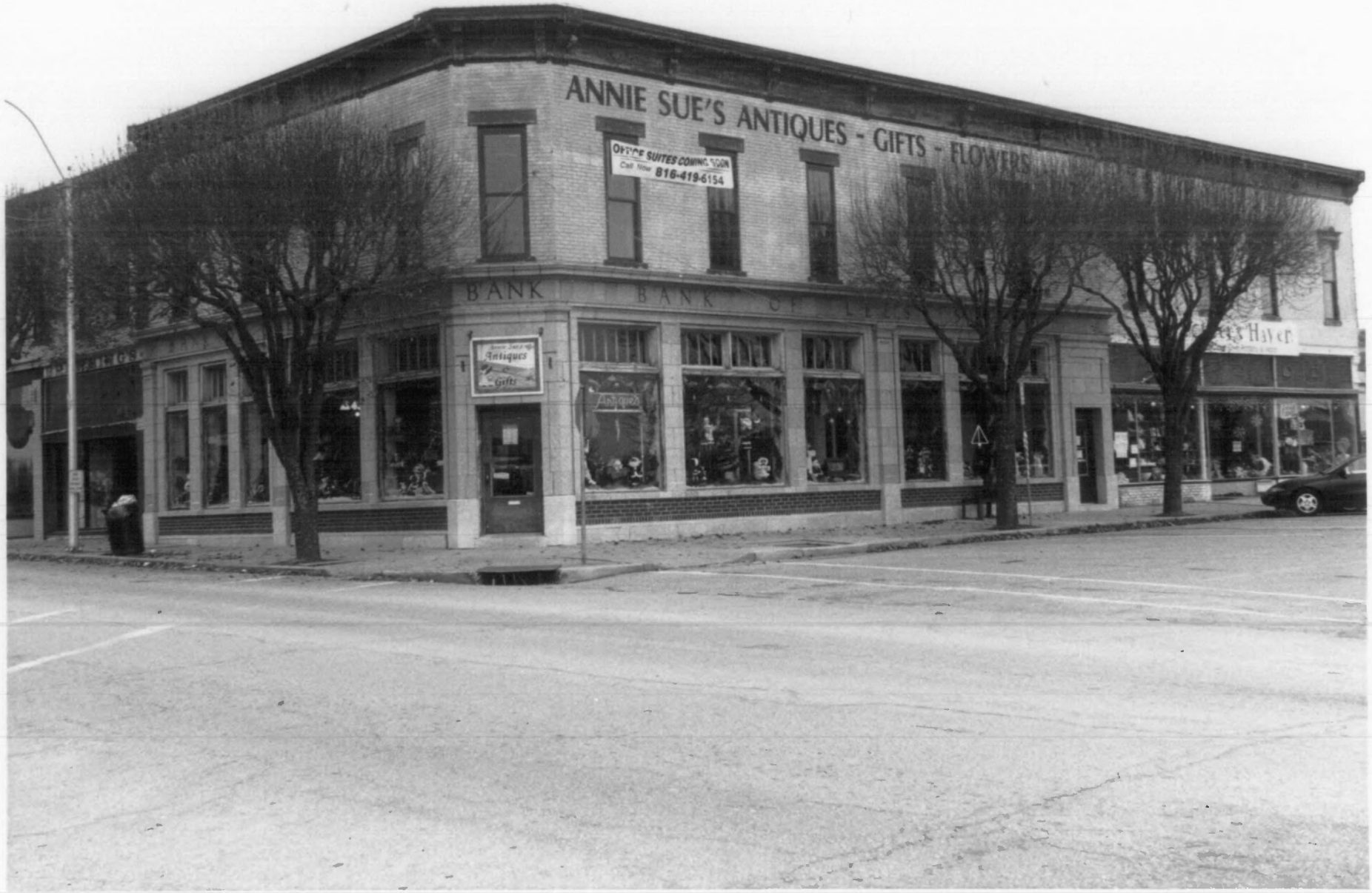
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