NPS Form 10-900
(Rev. 10-90)

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 any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name N/A

other names/site number East Douglas Avenue Historic District [preferred]

2. Location

street & number Roughly bounded by Topeka, Rock Island, 1st, and English Sts.

city or town Wichita [ ] vicinity [n/a] not for publication

state Kansas code KS county Sedgwick code 173 zip code 67202

3. State/Federal Agency Certification

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

Richard D. Pankratz DSHPO June 7, 2004
Signature of certifying official Date

Kansas State Historical Society
State or Federal agency and bureau

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

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this 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):		

East Douglas Avenue Historic District
Name of Property

Sedgwick County, Kansas
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- [X] private
- [X] public-local
- [ ] public-State
- [ ] public-Federal

Category of Property
(Check only one box)

- [ ] building(s)
- [X] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property

Contributing	Noncontributing	
39	6	buildings
		sites
5		structures
		objects
44	6	Total

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

N/A

Number of contributing resources previously listed in the National Register

3 (three)

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related
COMMERCE/business
COMMERCE/financial institution
COMMERCE/department store
COMMERCE/specialty store
COMMERCE/restaurant
RECREATION & CULTURE/theater
DOMESTIC/hotel

Current Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related
COMMERCE/business
RECREATION & CULTURE/museum
COMMERCE/specialty store
COMMERCE/restaurant

7. Description

Architectural Classification
(Enter categories from instructions)

Classical Revival
Second Empire
Moderne

Materials
(Enter categories from instructions)

foundation STONE, BRICK, CONCRETE
walls BRICK, STONE
Roof ASPHALT, SYNTHETICS
other

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

See continuation sheets.

East Douglas Avenue Historic District
Name of Property

Sedgwick County, Kansas
County and State

8. Statement of Significance

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

[X] **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.

[X] **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.

Areas of Significance
(Enter categories from instructions)

Commerce
Architecture
Transportation

Period of Significance
1887-1945

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 a grave.

[ ] **D** a cemetery.

[ ] **E** a reconstructed building, object,or structure.

[ ] **F** a commemorative property.

[ ] **G** less than 50 years of age or achieved significance within the past 50 years.

Significant Dates
1886-1887, 1912

Significant Person
(Complete if Criterion B is marked above)
n/a

Cultural Affiliation
n/a

Architect/Builder
Curtiss, Louis S.; Long, J.T.; unknown
(see continuation sheets)

Narrative Statement of Significance

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

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 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:
City Hall, Wichita, KS

East Douglas Avenue Historic District
Name of Property

Sedgwick County, Kansas
County and State

10. Geographical Data

Acreage of Property 26.73

UTM References
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing
1	14S	647158	4172429
2	14S	647413	4172354
3	14S	647396	4172238
4	14S	647368	4172050

× See continuation sheet.

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

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

11. Form Prepared By

name/title Deon Wolfenbarger/Preservation Consultant e-mail deon@threegables.net

organization Three Gables Preservation date February 25, 2003

street & number 320 Pine Glade Road telephone 303/258-3136

city or town Nederland state Colorado zip code 80466

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

Representative black and white photographs of the property.

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

Property Owner

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

name see continuation sheets

street & number _____ telephone _____

city or town _____ state _____ zip code

SUMMARY

The East Douglas Avenue Historic District is located within the city limits of Wichita, Kansas, and comprises the extant core of historic commercial buildings along Douglas Avenue. The district generally extends along East Douglas Avenue from the 400 block through the 800 block, as well as part of the east side of the 100 block of N. Francis and part of the west side of the 200 block of Commerce Street. In general, Wichita's downtown consists of a grid-system of streets running to the four compass points. The city's historic commercial core is located on a generally level area bounded by the Arkansas River on the west. Parking is provided along the streets, and there are wide brick and concrete paver sidewalks with curbs, light standards, stop lights at intersections. There are alleys from the 400 through 600 blocks at each half block along both sides of East Douglas. There are some deciduous street trees lining East Douglas. The outside edges of the district are defined by vacant lots and parking lots, most of which were formed by the demolition of historic commercial buildings, as well as non-historic buildings. Most of the extant buildings in this district have a north- or south-facing elevation and have identical setbacks; i.e., all buildings are constructed to the edge of the property line along the sidewalks. Primary building materials are brick and stone. The ends of the blocks tend to be anchored with larger buildings with monumental appearances, and smaller two- to three-story buildings are situated in the center of the block. Some anchor buildings are three or more stories in height, and even if two-stories, have a frontage wider than one storefront along the street. The vast majority of buildings in the district are representatives of the *two-part commercial block* property type, as defined by Richard Longstreth in the Buildings of Main Street.[1] These commercial buildings feature a distinction between the storefront level and the upper zone. Most of the storefront levels have large display windows flanking an entry which is generally recessed; if not recessed, the entry is usually elaborated with some architectural detailing. Second story windows are usually narrower than those on the first floor. Most also have flat roofs with symmetrically arranged facades. Utilizing this commercial building form as a backdrop, a variety of architectural styles and details were applied, primarily those typically found in the 1880s, and again in the 1910s and 1920s. Within the boundaries of this district are three buildings which are already listed in the National Register. There are an additional thirty-six contributing buildings, six non-contributing buildings, and five contributing structures within the proposed boundaries. The district as a whole retains integrity of location, setting, association, design, workmanship, and to a lesser extent, materials.

[1]Richard Longstreth, The Buildings of Main Street (Walnut Creek, CA: Alta Mira Press, 2000) p. 24.

ELABORATION

The East Douglas Avenue Historic District comprises the majority of extant historic buildings along East Douglas Avenue, which was the most significant commercial thoroughfare in Wichita for over one hundred years. The commercial center of Wichita historically covered a large area, with commercial and industrial buildings in extending in all directions from East Douglas, but primarily centered around the intersection of Main and Douglas Avenue. However, large urban renewal-type projects led to the demolition of many of Wichita's historic warehouse and industrial buildings, such as in the area south of Douglas Avenue. The vacant lots and/or new construction that resulted from these projects serve as boundary edges today. Additionally, the railroad tracks, the Rock Island Depot, and Union Station have historically served as the eastern boundary of the commercial area along Douglas. The scale, mass, character and style of the buildings further east along Douglas Avenue, except for those immediately adjacent to the tracks, are largely different from those within the proposed district. Finally, the buildings within the proposed district share a common historical association due to their location along the most prominent commercial avenue in Wichita.

As the most prominent commercial street in Wichita, several buildings within the historic district were also designed by architects, and thus have architectural features which distinguish them from the more utilitarian buildings in the warehouse/industrial areas of Wichita. Architectural styles in the proposed district range from those found in the late Victorian era through the early twentieth century.

The district is characterized by primarily two-story buildings, with some three- to five-story buildings. There are some lots which are vacant or used for parking, which have resulted from the demolition of historic commercial buildings over the years. There remains a significant concentration of buildings in the proposed boundaries however, which retain their historic association with the commerce of East Douglas Avenue. There are brick sidewalks on the 400 through 600 blocks, and concrete paver sidewalks east of the Douglas Avenue viaduct. Deciduous shade street trees are set in concrete wells (primarily Liquidamber styraciflua/sweet gum). There is a brick alley between 612 and 618 E. Douglas, and the 100 block of N. Mead and the 200 block of S. Commerce streets have historic brick pavers. These features contribute to the historic sense of time and place of the proposed district. Furthermore, the elevated railroad tracks are a reminder of the importance of this mode of transportation to the commerce and industry of East Douglas, and are also contributing.

A list of the contributing and non-contributing buildings follows. Some of the contributing buildings have undergone alterations over the years. This was a common occurrence as entrepreneurs modified their buildings either for practical purposes, such as changing needs or

functions, or for marketing purposes, such as keeping their business up-to-date in order to compete with new businesses. Many of these alterations have become historic in their own right. Other alterations which do not affect the contributing status of the building include additions which are clearly subsidiary to the main building, alterations to non-street facing elevations, and storefront alterations as long as transom lines and other major storefront divisions are evident.

Information specific to each building is found in the following list and include: present address, secondary addresses in brackets (secondary addresses would be those found for storefronts along the side streets of the large corner anchor buildings), construction and significant alteration dates in parenthesis, and historic name(s) if known. A single building may have more than one address along its main elevation if it contains more than one business at the storefront level. The presence of unifying architectural details and materials on the upper stories serves as the determining factor as to whether or not storefronts are counted as single buildings or are grouped together as one. Also included is a brief description of each building, including architectural style if applicable. Last, the buildings contributing/non-contributing status is listed.

EAST DOUGLAS AVENUE

412-414 E. Douglas, James R. Mead Building. (1914) ***Key Contributing***
One of two buildings in the proposed district associated with James Mead, both with Classical Revival details and terra cotta trim. The front elevation is clad with tan glazed tiles and white terra cotta, which is some of the most elaborate terra cotta detailing in Wichita. It has three stories on the front elevation, then steps down to two stories in the rear. The front roof elevation peaks with a parapet edge with regularly spaced cartouches rising above the roof edge. An overhanging cornice features scrolled brackets, with modillions between and a dentil band beneath. Each of the three bays and three stories is demarcated by terra cotta trim, including fluted pilasters, swag panels, egg and dart molding, and other classical inspired details. The central frieze panel contains the words James R. Mead. The upper story windows, which feature three fixed sashes with transoms in each bay, have particularly elaborate terra cotta surrounds. The first floor retains most of its original storefront arrangement, but the Luxfor glass transoms have plexiglass coverings. There is an entry on the east end to the second story, and a modified recessed entry leading to a storefront further west; this entry retains its tile floor.

417 E. Douglas, E. M. Dodd Building. (c. 1914) ***Contributing***
This three-story brick commercial building is a two-part commercial block form, with later applied Art Deco facade. The upper front elevation roof edge has stone coping, and beneath the corbelled brick cornice is a carved rectangular stone panel with E.M. Dodd. There are four original third story windows still visible, which are tall, narrow, 1/1 double-hung, and have a

continuous stone sill band. The second story windows are covered by an applied Art Deco movie theater facade with a large projecting sign. A "streamline" stainless steel marquee band separates the first from the second story. The storefront level features a recessed entry with curved walls on either side.

419-421 E. Douglas, 105 S. Emporia. (c. 1901, altered c. 1925) ***Contributing***
This three-story brick building has a flat roof with parapet edge featuring stone coping, rising in stepped battlements on the northeast end. The cornice is corbelled brick. The east elevation windows on the second and third stories are paired beneath segmentally arched, radiating brick voussoirs. The north elevation windows are grouped in threes, with a large rectangular window featuring three fixed sash transom above. These in turn are then flanked by narrow 1/1 windows on either side. The brick on the upper story has been painted, but is now faded. The storefront level features large display windows with low kickplates. The transoms above have been closed down, but are clearly evident between regularly spaced pilasters which divide the display windows. The pilasters terminate in quarry-faced stone piers. There is a recessed entry on the east elevation which is addressed 105 S. Emporia. A widely overhanging cast iron architrave separates the storefront from the second story.

430 E. Douglas. (c. 1910) ***Contributing***
This two-story, two-part commercial block building has some alterations, but its original form is still evident. The southeast corner of the building has been angled. The upper story has been stuccoed (probably before 1935), and the south elevation features paired fixed sash windows with original stone sills and lintels. The windows on the east elevation are single. A widely projecting cast iron cornice has a decorated frieze band. The modified storefront has red brick columns with multi-paned window inserts. An original lintel band, separating the storefront from the second story, features dentils beneath a projecting architrave. There are additional entrances on N. Emporia.

501-503 E. Douglas, Lawrence Block Building. (1906) ***Key Contributing***
This three-story Classical Revival brick building has a flat roof with a widely projecting cast iron cornice with modillions and a dentil band. The northwest corner of the building is curved, which corresponds to a curved cast iron parapet above, with the words "Lawrence Block." There is another curved stone panel beneath the third story windows, and the corner entry features carved stone Doric columns set on quarry-faced stone piers. The north and west elevations are divided into large bays by recessed brick areas formed by pilasters on the sides, and corbelled brick above. There are typical display windows, with low kickplates and transoms on the first story. The second story windows are rectangular 1/1 double-hung, while those on the third story are double-hung with semi-circular arched tops. There are continuous stone bands for the sills for

the second and third story windows, and the lintel band for the second story. The lintels for the third story windows are semi-circular arched with keystones. A stone band also separates the storefront from the second story, and features carved dentils. In addition to the main corner entry, there are secondary entrances into the various storefronts on the north and west elevations.

504 E. Douglas, Brontson Building. (1909) ***Contributing***
This two-story, two-part commercial block brick building with Classical Revival detailing has a flat roof with cast iron cornice. The wide cornice has acanthus leaf brackets with fleur de lis decorations. Centered above the cornice is a pedimented parapet, with "Bronston" in the architrave of the pediment, and "1909" in the tympanum. The windows on the second story are paired within two recessed bays, demarcated by brick pilasters and corbelled brackets above. The windows are 1/1, double-hung with segmentally arched stone lintels. Both the sill and lintel bands on the upper story windows are a continuous band of quarry-faced stone. The storefront, although not original materials, retains its historic configuration with a central recessed entry featuring a tile floor with "504." The modern kickplates are brushed metal. The Luxfor glass transom is retained, but is presently covered behind an awning. There is another entrance on the east leading to the second story.

505 E. Douglas, Brontson Building. (1903-1904) ***Contributing***
This two-story, brick two-part commercial block building with flat roof has Classical Revival details, particularly in the two second story windows. These tripartite windows have semi-circular arched tops with keystones; the arches are further set off by rows of corbelled brick above. A continuous sill band beneath the windows connects with a similar sill band on the building to the west. There is also an elaborate corbelled brick cornice, where some of the brick rows have been painted to resemble dentils. The storefront level features a recessed entry flanked by display windows, and a door leading to the second story on the east. There is a wide cast iron lintel separating the storefront from the second story.

506 E. Douglas, Mead Building. (c. 1915) ***Key Contributing***
This two-story Classical Revival building is also associated with James Mead, and like 412 E. Douglas, also features white glazed brick with terra cotta trim. There is a broken pedimented parapet above a very wide, overhanging cornice supported by large brackets on either corner garnished with fruit, and decorative consoles above a dentil band and plain frieze with the word "Mead." Windows on the second story are variants of the Chicago style, forming almost a continuous window wall, and sharing a curved label lintel of terra cotta panels. The storefront level has original Luxfor transom glass, and widely recessed entries featuring projecting storefront displays with marble kickplate. There is another entry leading to the second story on

the west. Both entries retain their historic tile floor with classically-inspired designs. The front facade retains a very high degree of historic integrity in design and materials.

507 E. Douglas, Schweiter-Bissantz Building. (1904-1905) ***Contributing***
Although this two-story, red brick two-part commercial block building lacks the architectural ornamentation of its neighbors, it still retains the distinguishing characteristics of its property type. There are simple rectangular panels at the cornice formed by raised bricks. The storefront level features a centered entry door flanked by display windows, as well as a door leading to the second story on the west end. The upper story has four windows of varying sizes, but all are 1/1, double hung, with slender stone sills and large quarry-faced stone lintels. A stone band connects the window lintels as well.

509 E. Douglas, Kirkwood Building. (1902) ***Contributing***
This two-story red brick two-part commercial block building has many Classical Revival details which are especially noticeable in the elaborate cast iron cornice. The widely projecting cornice has egg and dart molding, acanthus leaf brackets separated by fleur de lis, and metope panels beneath. Above there is a pedimented parapet with finial urns on either side, and the words "Kirkwood" and "1902" in the tympanum. The storefront level features a recessed centered entry, with flanking display windows featuring low kickplates and transoms above, as well as a door leading to the second story on the east end. The main recessed entry features a white tile floor with a classical band in black, and "Stern's 509." A cast iron lintel separates the storefront from the second story. There are two bays on the second story, with paired windows set beneath semi-circular arched lintels feature stone keys and bands. There are arched transoms above. The bays are demarcated by engaged brick pilasters, and are topped with corbelled brick brackets.

518-520 E. Douglas, Stites Building. (c. 1900) ***Contributing***
This two-story Classical Revival commercial building has two separate storefronts. The western storefront features cast iron pilasters on each side, and a cast iron lintel separating it from the second story. There is a recessed entrance with flanking display windows, and a tiled entry floor with "518." The transom area retains its Luxfor glass. An entry leading to the second story separates the two storefronts. The eastern storefront, although not original materials, retains a deeply recessed entry with tiled floor, and display windows. The transom above is simple fixed sash glass. The building is unified by a wide projecting cast iron cornice with dentils, modillions, and decorative panels. Corbelled brick brackets are beneath the metal cornice. In the center, a bracketed tablet rises above the roof edge with "Stites" between two tall finials. A tall, narrow, 2/2 window is on the second story of this narrow central bay, and features a stone label

lintel. The second story windows on the western portion are tall, narrow 2/2, and share a stone label lintel. The eastern portion has modified windows with a separated Luxfor glass transom.

511-515 E. Douglas, Wichita Hotel. (c. 1905) ***Key Contributing***
This three-story tan brick Classical Revival style building has a stone basement. The flat roof is accented with an elaborate cast iron cornice; the cornice features modillions and a classical frieze band with triglyphs and metope panels with either a circle or square. A corbelled brick band is beneath the cornice. The front (north) elevation is divided into three wide bays. Each side bay contains two windows on the second and third stories. These windows are 1/1, double-hung, and feature flat arched lintels with keystones. The central bay features two sets of paired windows, also 1/1, double-hung, but those on the third story have elaborate brick semi-circular arches above a flat stone lintel. The central bay is topped with a pedimented parapet, featuring classical floral designs in the tympanum. The storefront bays have display windows on both ends, and a centered entry in the central bay. There are transom windows above the display windows and entry door. A iron sill separates the storefront from the second story.

519-527 E. Douglas; Carey Hotel; Eaton Hotel. (1886-1887; addition 1904) ***Key Contributing***
This Second Empire brick commercial building is four stories on a full basement, with a fifth story behind a mansard roof with dormers. The dormer windows have shallow, pedimented gable roofs, and feature paired windows with transoms. There are brick chimneys which extend beyond the roof line between each dormer. Small, closely spaced corbelled brick brackets, resembling dentils, are beneath the stone band which separates the fourth story from the mansard roof. There is extensive stonework on the exterior walls, varying from dressed to quarry-faced stones and panels with elaborate carved designs, many classically-influenced. At the northeast corner, there is a full height tower bay which projects slightly from the plane of the north and east elevations. The tower terminates with a steeply pitched pyramidal roof. There are two main entries on the north and east elevation. These feature an elaborate cut stone surround, containing fluted engaged square columns with Corinthian capitals and terminating in large brackets. The east entry has a recessed semicircular arched panel with floral carvings and the word Eaton. This entry bay is demarcated by engaged brick pilasters which extend through the fourth floor. On the north, the arched entry features a fanlight instead of a carved stone panel. This main entry bay projects forward from the plane of the wall, and terminates in a stone panel dated 1887. There are four other engaged brick pilasters on the north elevation which break up the massing of the wall, and also mark where an addition on the west was built in 1904. There is a secondary entrance near the west end of the north elevation which features a semicircular, Romanesque-inspired arched storefront of cut stone; the stones in the arch itself are quarry-faced, while those filling in the spandrel area feature various floral designs in small stone square panels.

The storefront here features a recessed entry flanked by large display windows. The semi-circular arched transom has multi-paned fixed windows above. The windows throughout the building are 1/1, double-hung; most are paired, and share label stone lintels. The window sills on all floors are a continuous stone band. The tower has gabled dormers on the east and north sides. There are large, storefront display windows on the north end of the east elevation, and all along the north elevation. storefront windows are divided into bays by stone columns, and feature large transoms above. A projecting stone architrave above the storefront windows separates the first from the second story. A non-historic addition, connected to the main building via a glass breezeway, is on the south past the alley and is not included within the district boundaries. ***Listed on the National Register on 4/13/72.***

530 E. Douglas. (c. 1950) ***Non-contributing***
Although constructed outside of the period of significance, this two-story building still contains features typical of two-part commercial block buildings, including the storefront with large display windows separated from the upper story with smaller windows. The upper story is clad in stucco, and a balcony extends from the second story on the south elevation. There is a one-story addition to the rear, and some display windows on the east elevation have been closed down.

600-602 E. Douglas, also 108-110 N. St. Francis. (c. 1887) ***Contributing***
This two-story, two-part commercial block building is distinguished by its very wide bank of brick corbelling, with two rows at the cornice level. The front (south) elevation is divided into three main bays, with fluted brick pilasters separating each bay. The central front bay features a group of three segmentally arched windows, with the two side windows having stone label lintels. The side bays have two, 2/2 double-hung windows sharing a flat stone label lintel. All windows share a continuous stone sill, with corbelled brick beneath resembling dentils. Stone panels also accent the sills between the first and second stories. There are three storefronts on the south level, with historic kickplates beneath the display windows. There are two windows in each bay on the west elevation, each 1/1, double-hung with flush stone label lintels, and stone lugsills. There are two storefronts along the west elevation, and here the brick has been painted red on the first story.

604 E. Douglas, Fralick Building. (c. 1925) ***Contributing***
This two-story, two-part commercial block building is clad with tan brick featuring brown brick accents suggestive of Moderne or Art Deco architectural styles. The dark brown brick decorates the cornices, and also forms stylized geometric features above the second story windows. These 1/1, double-hung windows have dark brick surrounds, and a decorative brick panels beneath. The storefront, which appears original, has a recessed entrance flanked by display windows, and

a signboard in the transom area. A tiled entry floor has the word "Fralick" as well as a border design.

608 E. Douglas. (c. 1915) ***Contributing***
This is a simple one-story, one-part commercial block building with a storefront featuring a recessed entry, flanking display windows, and transom above. There is a parapet at the roof edge, with a pedimented shape and castellated ends.

612 E. Douglas, Renfro Hotel. (c. 1890) ***Key Contributing***
This three-story Classical Revival building is clad with tan brick and stone accents on the upper stories. The bays are demarcated by brick pilasters, ending with a classical capital "supporting" a widely projecting cornice. The front elevation is divided into four main bays, each containing two windows on each floor. The second story windows have flat stone label lintels, while the third story have arched radiating brick voussoirs with keystones. All windows share a continuous sill band within each bay. The display windows are fixed, multi-pane and have a paneled wood kickplate below. The transoms have decorative wood panels. A projecting cornice with dentil band separates the storefront from the second story.

618 E. Douglas. (c. 1900) ***Contributing***
This three-story, two-part commercial block building has three bays on the upper stories, demarcated by brick pilasters with simple stone capital. There is a single window filling up the bays on each floor; these are 1/1, double-hung, with stone sill and corbelled brick beneath. Corbelled brick brackets also support a widely overhanging metal cornice, which wraps around the alley side of the building to the west, and a brick parapet above. The storefront has non-historic brick kickplates, and a recessed entry with an additional entry on the east leading to the second story. The transom windows (not original) are fixed sash.

620 E. Douglas. (1902) ***Contributing***
This three-story, two-part commercial block building has a tall brick parapet, which rises above that of the building to the west. There are several corbelled brick rows at the cornice, and a wide brick panel above the third story. The front elevation is divided into two bays on the upper stories, with a paneled brick pilaster denoting the two bays. A carved stone panel between the second and third stories states "1902." The upper story windows are paired, and are 1/1/1. The paired windows are set within a segmentally arched stone surrounds, with key and end stones. The paired windows also share a quarry-faced stone lintel. The storefront has a recessed entrance on the east end, and wood paneled kickplates beneath the display windows. The fixed sash transom is shaded with an awning.

622 E. Douglas. (c. 1905) ***Contributing***
This two-story, two-part commercial block brick building has a flat roof accented by a (non-original) overhanging Classical Revival cornice. There are two paired windows in the center, flanked by single windows on either side. All widows are 1/1, double-hung with quarry-faced stone sills and segmentally brick arches. The storefront has a slightly recessed entrance on both ends, and display windows with quarry-faced stone kickplates. The transom area has been closed down. A cast iron lintel with dentil band beneath separates the first from the second story.

624-626 E. Douglas. (c. 1900) ***Contributing***
This two-story, two-part commercial block brick building features stone trim and Classical Revival details. There is a simple corbelled cornice, accented by stone coping and a stone band separating it from the second story. There are two bays on the second story, each featuring 6/6 double-hung windows with radiating fan lights above. These are set within semi-circular, quarry-faced stone arches. Both the stone lintels and sills connect to form a belt course. There are double-entry doors on the east, and an entry leading to the second story on the west. The storefront display windows have rough, quarry-faced stone bulkheads. A signboard covers the transom area.

630 E. Douglas. (1922) ***Contributing***
English Gothic Revival details accent this three-story, two-part commercial block brick building. The building is divided into three main bays, accented in part by the segmentally arched parapet above the center bay, and battlemented parapets over the two side bays. The central bay also features cast stone panels surrounding the windows on the second and third story, and the main entry below. Smaller panels set within the larger central panel have Gothic-arched tops. This entry is recessed and has a tiled entry floor and marble steps leading to a half floor above. The display windows on the side bays have original stone bulkheads, and a projecting metal cornice separating them from the closed-down transoms above. The upper story windows on the side bays are paired, and those on the third story have cast molded stone labels above. In the central bay, the windows are in bands of four.

Douglas Avenue Railroad Viaduct. (1914) ***Contributing***
This concrete and steel bridge supports the elevated railroad tracks above Douglas Avenue. There are concrete wing walls extending on both sides along East Douglas. There is a concrete balustrade with piers. A concrete wall separates the automobile traffic from the pedestrians on the sidewalks.

700 E. Douglas. (c. 1920) ***Contributing***

This small, two-story, two-part commercial block brick building has corbelled brick brackets at the cornice. The storefront has a recessed entry on the east end, with display windows and fixed sash transoms above. There is a single grouping of paired double-hung windows, with a stone sill.

701 E. Douglas, Wichita Union Station. (1910-12) ***Key Contributing***
The three-story Beaux Arts Union Station is constructed of concrete, stone and terra cotta. The character-defining features of this style found in this building are the full-height coupled columns, and arched openings between the columns featuring windows that extend full height as well. The verticality of the front is further emphasized by the vertical sashes in the tall windows set between the columns. The metal window frames are noteworthy for their elaborate decorations. The front elevation is strictly symmetrical, and the building is divided into clearly articulated parts. A massive entablature, fully articulated with architrave, frieze, and cornice, is executed in the Ionic order. Metal canopies on the front formerly provided support for awnings. A large addition to the south formerly contained baggage and freight rooms. There are large areas of windows with multiple vertical sashes immediately south of the main Union Station wing, but the building becomes more utilitarian in its design towards the south (rear). There is a brick drive in front of the building.

704 E. Douglas. (1914) ***Contributing***
This five-story, brick building sits on a high foundation, with half-basement windows visible at the sidewalk edge. The cornice has widely projecting corbelled brick brackets. There is a centered recessed entry, with steps leading to a raised entry door. Large brick pilasters separate the entry from the flanking first floor windows, which are large rectangular openings with two fixed sashes, and three fixed transoms above. These windows have stone sills. A metal cornice separates the first from second story. The upper floors are divided into three bays by wide brick pilasters forming large recessed brick panels. The upper story windows are paired, 6/2, and are set within recessed openings. There is a shared stone sill for the paired windows.

711 E. Douglas, Rock Island Depot. (1887) ***Key Contributing.***
This Queen Anne two-story brick passenger depot has quarry-faced limestone trim that references the Richardsonian Romanesque Revival style. The steeply pitched hip roof has pedimented gable dormers with decorative metal tympanums, and brick corbelling at the eaves. A decorative terra cotta frieze band surrounds the building beneath the corbelled cornice. A hip roof verandah surrounds the building at the first floor level, providing a covered walkway; this is supported by large curved wood brackets. The first floor windows have large Richardsonian Romanesque arched openings with rough hewn surrounds extending from the sill level. The second story windows are simple rectangles, with brick sills and lintels. There is a one-story, hip

roof wing on the south side of the building, also with Romanesque Revival arched openings. ***Listed on the National Register on 4/23/73.***

711 E. Douglas, Rock Island Baggage House. (1887) ***Key Contributing.***
Located south of the depot building, this one story brick building with Queen Anne elements has a hip roof with decorative cast iron cresting. Brick on the building's corners and windows surrounds have been laid to resemble quoins. The bellcast hip roof has overhanging eaves. The windows are 2/2, double-hung with stone sills, and the freight door is wood paneled with glass sash, and fixed sash transoms above.

800-806 E. Douglas. (1896) ***Contributing,***
This two-story, two-part commercial block brick has Classic Revival features, noticeably in the segmentally arched, label window lintels with keystones. The cornice is accented with corbelled brick courses, two very rough quarry-faced belt courses, and a wide band of corbelled brick brackets. The west elevation also has a corbelled brick band, but is topped by a band of vertical bricks set at an angle. The second story windows are paired 1/1, and in addition to the shared stone lintel, also share a stone sill. Brick pilasters separate the bays, and are accented with rectangular stone panels. The east elevation features single windows on the second story, with simple flat stone lintels. There are numerous storefronts, some of which are closed down, but all retain the storefront arrangement of recessed entry with display windows and transom area above. Some also retain their historic tiled entry floors. Other storefronts, such as 802, appear original. Entry doors to the second story separate the storefronts.

801-03 E. Douglas, Grand Hotel. (c. 1915) ***Contributing***
This two story, two-part commercial block building is virtually identical to the adjoining building on the east, so that the division between the two appears seamless. Both are constructed of tan brick, and are divided into bays by full height pilasters; the pilasters in this building, however, have regularly spaced rows recessed in the brick. These rows extend to the walls on the first story of the west elevation. There are two rows of corbelled bricks at the top -- one near the cornice line, and the other above the windows. The northwest corner of the building is angled. Second story windows and storefront displays are set within the recessed panels. Windows on the west elevation are single 1/1, double-hung. The second story windows on the front elevation are paired, and share a continuous brick belt course as sills. All display windows have brick bulkheads, transoms, and a cast iron lintel separating them from the second story. There is a one-story, flat roof metal verandah on the west side of the building.

808 E. Douglas. (1896) ***Contributing***

Constructed in a manner very similar to the block adjoining on the east (800-806 E. Douglas), this building differs in that the paired windows have flat stone lintels above, and the storefront entry is recessed on the southeast corner of the building, and features a supporting brick column. The brick pilasters on the upper story also do not have a stone accent, unlike those on the adjoining building.

811-813 E. Douglas, Patrick Hotel. (c. 1915) ***Contributing***
This two story, two-part commercial block building is virtually identical to the adjoining building on the west, so that the division between the two appears seamless. Both are constructed of tan brick, and are divided into bays by full height pilasters; the pilasters in this building, however, are continuous (no regularly spaced recessed brick rows). There are two rows of corbelled bricks at the top -- one near the cornice line, and the other above the windows. The northeast corner of the building is angled, and there is an entry door here. Second story windows and storefront displays are set within recessed panels. Windows on the east elevation are single 1/1, double-hung on both stories, although there are three storefront display windows on the rear (south) three bays. The second story windows on the front elevation are single, and share a continuous brick belt course as sills. All display windows have brick bulkheads, transoms, and a cast iron lintel separating them from the second story. One recessed storefront entry on the front (north) elevation retains its historic tile floor.

MEAD

108 N. Mead. Runnymede [KS] Depot. (moved 1995) ***Non-contributing***
This one-story frame combination depot (freight and passenger) has clapboard siding and hip roof with overhanging eaves supported by wood knee brackets. The simple central office/station agent bay window is formed by two angled walls, and is incorporated under the roof eaves; a freight door is south of this. There is a new concrete foundation. Although moved, its siting next to railroad tracks may qualify in the area of ***architecture*** for National Register eligibility under the Multiple Property Submission Historic Railroad Resources of Kansas; additional research may be required to justify its moved location.

ST. FRANCIS AVENUE

114 N. St. Francis. (c. 1910) ***Contributing***
This two-story, two-part commercial block building is divided into two main bays, demarcated by a full height brick pilaster and recessed panels each containing three 1/1 windows on the second story. There are corbelled brick brackets above each bay, and decorative recessed brick

panels above and below the brackets. There is a continuous stone sill below each group of three windows. Each storefront bay features display windows, and the south bay has a recessed entry. There is a cast iron lintel above each storefront.

122 N. St. Francis. (c. 1940) ***Non-contributing***
This two story brick building was constructed outside of the district's period of significance. Although primarily vernacular, it shows influences of Modern architecture, with its upper story band of windows punctuating the wall plane.

126 N. St. Francis. (c. 1925) ***Contributing***
This two-story, two-part commercial block building has restrained modern architectural details, in contrast with the rest of the buildings in the proposed district. The building features a tan brick with dark brown brick trim, and is divided into three bays which are demarcated by engaged brick pilaster rising full height, and forming a taller parapet over the central bay. Windows on the second story are paired 1/1, and feature a shared stone lintel and a lintel of header bricks. There are cast stone blocks at the window jambs, as well as the corners of decorative rectangular panels in the cornice area, also formed by raised header bricks. The storefront level had a recessed centered entry in the central bay, and display windows on the two side bays. The transoms have been covered with corrugated metal.

130 N. St. Francis. (c. 1925)[2] ***Contributing***
This two-story, two-part commercial block building has two storefronts, separated by a full height brick pilaster. The building is unified by a cornice of brick recessed panels, under which are corbelled brick brackets and another set of brick recessed panels. The second story windows above each storefront feature centered paired 1/1 windows, flanked by single 1/1 windows. The second story brick has been painted. The storefronts features recessed entries with flanking display windows; the northern storefront retains its glass transom, while the southern transom is currently used as a signboard.

[2]This date contradicts the inventory form. The building is not present on the 1914 Sanborn, but does show up on the 1935 map.

134 N. St. Francis. (c. 1910) ***Contributing***

This two-story, two-part commercial block building features a corbelled brick cornice and segmentally arched lintels over the three second story window. These windows also retain original stone sills, but have non-original glass sashes, some of which have been painted. The storefront retains its original cast iron columns, but the transoms and kickplate area have painted metal panels.

EAST WILLIAM

617 E. William, commercial. (c. 1950)[3] ***Non-contributing***
This two-story, flat roof brick building adjoins the Wichita Wholesale Grocery Company building and has no exterior architectural ornamentation. The north elevation has a entry door on the east, with sidelights and transom, and single 1/1 windows. The west elevation features paired 1/1, double-hung windows; all windows are set within simple recessed brick openings.

619-629 E. William, Wichita Wholesale Grocery Company. (1894) ***Key Contributing***
This large four story warehouse building formerly had two main elevations - the north-facing elevation, towards William, and another facing east towards Fifth Avenue (now vacated) and the railroad tracks. The building sits on a high foundation with a stone water sill, and has a flat roof with parapet wall on the north and east elevations. There is a corbelled brick cornice on the north, east, and west elevations. There is a raised concrete loading dock with iron railings on the east. The loading dock doors have multi-paned transoms above. Above is a shed roof canopy supported by iron brackets. On the upper stories, there are five bays demarcated by two windows in all bays except the southernmost (which has single windows), and raised brick pilasters ending in corbelled brackets. The windows are tall, narrow 1/1 double-hung with arched brick lintels and stone sills. On the north elevation are ten bays, which again are demarcated by raised brick pilasters extending from the foundation level to the corbelled brick cornice. There are single windows on each bay on the four stories, which are also 1/1, double-hung with arched brick lintels and stone sills. The four windows on the first story, northeast corner are wider than those above, and feature arched transoms. The easternmost window has "1894" carved in its quarry-faced stone lintel. There is an entry door on the westernmost bay, which has an elaborated arched stone lintel with a stone "K" at the keystone area. There are faint remnants of a painted sign "Wichita Grocery Company." ***Listed on the National Register on 8/11/83.***

[3]This construction date contradicts the inventory form. The building does not appear in the 1935 Sanborn map, but does appear in the updated version through 1950.

COMMERCE STREET

208-212 S. Commerce. (c. 1950)[4] ***Non-Contributing***
This brick, flat roof warehouse building is two-stories on the east, and one-story on the west. There are no windows on the upper story, and loading docks on both the east and west elevations.

214-216 S. Commerce, National Biscuit Company & Wichita Coffee Roasting Company. (c. 1910) ***Contributing***
This two-story brick warehouse building has a flat roof and raised foundation. There are eight bays on the east side, demarcated by raised brick pilasters. The upper story windows are paired, double-hung, and share a single stone sill. They have been closed down with plywood on the interior. There are several loading doors on the first story, some of which have been closed down with concrete block. Faint remnants of a painted sign are on the east side on the cornice and pilasters

220 S. Commerce, Gorvin Flour & Grain Company. (c. 1910) ***Contributing***
This one-story brick warehouse building has a flat roof. There is a centered loading door with raised concrete loading dock on the east elevation, flanked by large arched windows.

222 S. Commerce. (1982) ***Non-contributing***
This two-story, flat roof building has Drivit siding panels, and narrow upper story windows.

EMPORIA

112-114 S. Emporia, Lexington Hotel. (c. 1914) ***Contributing***
This two-story, painted brick building with flat roof exhibits the distinguishing features of a two-part commercial block type. The roof rises in a slight parapet on the front, with low castellated ends. It has two storefronts on the first story; the north storefront features a recessed entry, flanked by display windows and transoms above. The south storefront has an entry on the south end, also with display windows and transoms. The second story windows are simple 1/1, double-hung with slender stone lintels.

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[4]This construction date contradicts the inventory form; however, this building does not appear on the Sanborn maps until the version updated through 1950.

SUMMARY

Wichita's East Douglas Avenue Historic District is significant under Criterion A in the area of ***Commerce*** and under Criterion C in the area of ***Architecture***. The district comprises an intact collection of historic resources located along the most significant historic commercial thoroughfare in the city and possibly the state. Wichita was one of the Midwest's key commercial and industrial centers from the late nineteenth century up through and after World War II. Its role as one of the nation's wholesale distribution centers, as a meatpacking and milling center, and as an industrial center brought prosperity to a city, which at first glance, might not seem to possess many natural advantages. Just as Wichita's economy was diversified, so were its commercial buildings. Douglas Avenue, as the most significant commercial thoroughfare in Wichita, therefore contains buildings associated with a variety of commercial activities. The buildings associated with these enterprises represent a range of commercial building types, depending upon the means and tastes of the business owners as well as the buildings' intended uses. As befitting a regionally prominent commercial center, many buildings are architect-designed and are high-style representatives of various popular styles from their period of construction. Other buildings which housed smaller local businesses are simpler and are typical of vernacular commercial construction found throughout the country. Although Wichita was one of the most significant commercial centers in Kansas during the late nineteenth century, most of the extant buildings in the proposed East Douglas Historic District date from the early twentieth century. This is reflective of the building activity that took place in Wichita during its second 'boom' period after the turn of the twentieth century, when many Victorian-era commercial buildings built during Wichita's first boom of the 1880s were replaced with the Classical Revival style buildings popular in the early twentieth century. The extant buildings in the district represent two major periods of growth in Wichita. Finally, some individual resources are significant under Criterion A in the area of ***Transportation.*** There are thirty-nine contributing buildings, five contributing structures, and six non-contributing buildings. This includes three buildings already listed on the National Register within the proposed boundaries of the East Douglas Avenue Historic District. The period of significance for the district extends from 1887, the construction date for the oldest extant commercial buildings in the district, through the end of World War II (1945), when demolition of historic buildings began occurring within the district.

ELABORATION

Early History

Cattle and railroads were two major factors that helped push Wichita to prominence, eventually leading it to become Kansas's largest city. Several other Kansas communities were also cattle trail heads, though, so these are by no means the only influences that drove Wichita's growth. Although located at the junction of the Big and Little Arkansas rivers, Wichita did not seem to possess much in the way of an abundance of natural resources. It was the determination of local citizens to attract diverse industries and commerce that kept Wichita in the forefront of Kansas communities.

Settlement of the Wichita area began around the end of the Civil War with a small trading settlement located at the junction of the Big and Little Arkansas rivers. A few short years later, James R. Mead organized the Wichita Town Company; one of the men included in this group was William Greiffenstein. Both of these men would later become extremely influential in the development of Douglas Avenue. Wichita was incorporated and made the county seat in 1870, and it became a city of the second class just two years later in 1872. The main "industry" in the area at this time was cattle trailing, and early settlers worked hard to attract this industry to Wichita.

In the years immediately following the Civil War, it was too expensive to ship Texas cattle the entire distance to the eastern markets and slaughterhouses. Cattlemen found it cheaper to have a trail crew drive the cattle to Kansas and have them shipped from there. Abilene was the first trail end in Kansas, and as a result, grew rapidly in the years that the cattle drives ended there. Communities that were closer to the southern border of Kansas, though, realized that they could divert this cattle trade away from Abilene if only they could secure a railhead. Wichitans organized a local company and approved bonds to entice the Santa Fe to build a line from Newton to Wichita. Once a railroad was constructed into town, it was necessary to talk the cattle drivers into driving their cattle to Wichita, and subsequently along Douglas Avenue. Citizens printed brochures aimed at directing the cattlemen for Wichita; when printed words didn't work, bribes settled the matter. It wasn't enough just to get the cattle into town, however. Stockyards had to be built in order to hold the cattle while awaiting shipment. The cattlemen had to be kept happy as well, and Wichitans saw to making their town amendable with gambling houses, saloons, and prostitution houses. These wild and rowdy businesses were licensed, though, and the money raised through these fees were spent on attracting even more cattlemen.[1]

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[1]Craig Miner, Wichita: The Magic City (Wichita: Wichita-Sedgwick County Historical Museum Association, 1988) pp. 19-21.

When the Kansas state legislature eventually closed off the surrounding area in 1880 to Texas cattle due to cattle fever, Wichita was forced to diversify its economy in order to survive. Douglas Avenue, formerly the site of the cattle drives through town, was able to maintain its prominence through the efforts of some key individuals who had already laid the groundwork for it to become the most significant commercial thoroughfare in Wichita.

Wichita's ability to first attract the cattle drives, and later industries, was wholly dependent upon its ability to secure railroads. The importance to a community's existence of securing a number of railroads is shown in this reflection by Marshall Murdock of the *Wichita Eagle*:

> No Kansas town ever won except through running the gauntlet of relentless rivalry. Towns have given their half to get their first railroad, and half of what was left to get their second. The first railroad was secured to keep a rival from securing it, the second to save the town from the monopoly of the first, the third to hold the other two level, and, if a fourth, the fourth with the hope of breaking up the pooling arrangement of the other three. There is a distracting history to this succession. In almost all cases the second railroad ruined the profitable wagon trade and business waned. The third may have caused an influx of population, which the town's development did not warrant, and brought on a relapse; the fourth a boom in realty values which brought on a collapse. But the town which never got its first railroad died; the town that never got its second stopped its growth; the town that never got its third, let the rival who secured it, outstrip it in the race.[2]

The number of railroads that Wichita eventually secured clearly enabled it to become a prominent regional commercial and industrial center. These railroads were also significant to the success of Douglas Avenue. The first depot in town, the Atchison, Topeka, and Santa Fe, was located at the northwest corner of Douglas and Santa Fe. By the late 1880s, the depots of the Santa Fe, Rock Island, and Frisco lines were all located on Douglas Avenue. Local traffic on Douglas was often blocked by the trains, and citizens proposed a single station to handle the traffic of all three lines. Union Station, located within the proposed East Douglas Historic District, was opened on March 7, 1914 and cemented Douglas Avenue's claim to commercial prominence within Wichita.

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[2]Ibid., p. 34.

Commerce

The commercial core of Wichita was always close to the junction of the Big and Little Arkansas Rivers. However, before the incorporation of the town, the earliest development occurred north of Douglas Avenue along the Arkansas River, primarily along Waco Avenue between 8th and 9th Streets on land covered by Darius Mungerís 160 acre homestead plot. The location of the fledgling town did not suit William Greiffenstein. He had purchased land south of Mungerís and proceeded to entice new businesses to locate on his land. Due to contested title on Mungerís land, Greiffenstein gained an early advantage in promoting his area. Although Greiffenstein and Munger decided to join their plats in order to form one townsite when Wichita was incorporated in 1870, the struggle between north and south continued for years. Led by Darius Munger and others, supporters of the north Main Street group were known as the ìNorth Enders.î It was their hope that commercial development in Wichita would extend northward towards their lots. In opposition was the ìDouglas Avenue Crowdî led by William Greiffenstein. Douglas Avenue would ultimately prevail as the main commercial thoroughfare, although as Craig Miner has noted, ìThe heart of Wichita has been, almost from the very beginning, the intersection of Main Street and Douglas Avenue.î[3] It was the starting point for numbering addresses in Wichita, and was the intersection of the two groups of local businessmen with diverging interests -- at least regarding their plans for future commercial development in Wichita.

There were several factors which led to the prominence of Douglas Avenue as a commercial center in the 1870s, and most were due to the relentless efforts of William Greiffenstein. Greiffenstein was instrumental in promoting and securing a bridge across the Arkansas River on West Douglas. This bridge established Douglas Avenue for the cattle route through town. He provided incentives for businessmen to locate on Douglas by giving away free lots. By securing Douglas Avenueís prominence early in Wichitaís development, its commercial future was guaranteed when it came time to select East Douglas as the townís rail center in the 1880s.

[3]Ibid., p. 63.

William Greiffenstein, who was born in Germany and came to the United States in 1848, first opened a trading post near Wichita on the Cowskin Creek in 1865.[4] He eventually became the "acknowledged leader of the "Douglas Avenue Crowd" political and economic clique of 1870s Wichita, the almost single-handed developer of Douglas as the city's main street."[5] He also served as Wichita's mayor from 1878 to 1885, which an unabashed supporter referred to as not only the "Greiffenstein-Steele dynasty" but the "the Douglas avenue years" as well.[6] As this same supporter recalled,

> These years were formative years, were guiding stars, and their influence governed succeeding years. . . This was when the war 'twixt Main street and Douglas avenue raged furiously. When a Main street man prowling on Douglas avenue was an ominous portent; when the rear room in Tom Jewell's saloon on Douglas avenue . . . was the actual board of trade rooms for Douglas avenue. . . Douglas avenue is Greiffenstein's creation. It was his dream to behold it from the bridge to the Santa Fe depot lined with business, and the broadest, busiest, wealthiest thoroughfare in all Kansas. He was not bereft of hate, and wanted the north end humbled, but it was the hatred of rivalry -- not personal feelings toward anybody. . . With Greiffenstein it was simply a pride to build a town, defeat his rivals. He gloried in the building and the opening of the old toll bridge on the west end to free travel and in the location of the Santa Fe depot at the east end. He almost broke the back of the north end when he seduced the north-end capitalists to take stock in the toll bridge and thereby make their selfishness earn dividends for Douglas avenue.[7]

Thus the powers-that-be in Wichita were aligned north vs. south, at least in terms of where the commercial development of Wichita should end up. Although there were several prominent early "northenders" who together had more capital than the "southsiders," they were also imbibed with a caution for investing that capital that, in the long run, did not serve to promote the north side for commercial development. Greiffenstein, on the other hand, seemed reckless by comparison when he offered two free lots to businessmen who would immediately erect a store

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[4]R.M. "Dick" Long, Wichita Century (Wichita: Wichita Historic Museum Association, Inc., 1969) p. 16.

[5]Miner, p. 11.

[6]Hon. O.H. Bentley, editor History of Wichita and Sedgwick County Kansas, 2 vols. (Chicago: C.F. Cooper & Co., 1910) 1: 234.

[7]Ibid., pp. 234, 236.

building along Douglas.[8] However, it was not enough for him that businesses were located on Douglas Avenue; it also mattered to Greiffenstein what type of business was located there. His determination led to the location of the post office and county offices in the Eagle Block and the Wichita Savings Bank on Douglas, which were seen as great successes for the Douglas Avenue crowd. Only the United States land office and two banks were left on Main Street to draw business. Greiffenstein subsequently gave the government free rent in a Douglas Avenue building for the land office.[9]

> [Greiffenstein] was Bismarck in the Douglas avenue fight; Jim Steele was Von Moltke. N.A. English was the crown prince and everything from the north line of Douglas avenue to the big river on the south were trained armies to do his bidding. He was an iron-gray town-building wizard. It may be that destiny located Wichita, . . . but it was Greiffenstein that made Douglas avenue. . . Douglas avenue is Wichita, and Douglas avenue is Greiffenstein . . .[10]

In spite of these accolades, Greiffenstein wasn't the only person who helped to determine the success of Douglas Avenue as Kansas's premier business street. James R. Mead was a member of the original Wichita Town Company that eventually succeeded in incorporating the town in 1870. Mead first settled in the Smoky Hill region in the summer of 1859 at the age of twenty-three, where he with two other men established a trading post along the Saline River. During the summer of 1863 Mead left the area and established another trading post at Towanda in Butler County, Kansas. For the next several years Mead successfully operated his trading post. He continued trading with the Native Americans and supplying other traders and pioneers such as William Greiffenstein, Jesse Chisholm and William "Buffalo" Bill. His contacts with the local tribes included the Wichita Indians, and the well-known chief of the Kiowa Indians, Santanta, or Sitting Bear, and other members of his tribe. In 1869, Mead sold his post and moved to the area later known as Wichita. Mead filed a claim for land near the future town site in 1870, one year after D. S. Munger filed his. Soon others joined Mead and Munger in establishing a town. Those men included N. A. English, William Greiffenstein, and William Mathewson. Mead and Greiffenstein suggested the Indian word "Wichita" for the new town, which was the name of the tribe affiliated with the larger Caddo Tribe that lived in the area from 1863-1868. Throughout his life James R. Mead was involved in many business ventures, which included real estate,

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[8]Kay Kirkman, Wichita: A Pictorial History (Norfolk, VA: Donning Company/Publishers, 1981) p. 26.

[9]Bentley, p. 236.

[10]Bentley, pp. 239-240.

cattle, mining, banking and other mercantile efforts.[11] Within the proposed East Douglas Avenue Historic District, one of the streets was named for Mead, and he constructed two significant commercial buildings as well.

Mead and Greiffenstein were together on the board of directors of the Wichita and Southwestern railroad company that successfully pressured the Atchison, Topeka and Santa Fe to build a branch to Wichita in 1872. They were also both on the committee that led an extensive promotional campaign to attract the cattle trailing business to the city. They were also principals in the company that constructed the toll bridge over the Arkansas River at Douglas Avenue in 1872. This resulted in Douglas Avenue being the main street that the cattle were driven down for the brief years as the state's premier cattle shipping center, and consequently, encouraged businesses which catered to the cattlemen to be located along the street.

[11] N.a., (*James R. Mead: Trader and Town Builder*, http://specialcollections.wichita.edu/western_trails/exhibit/exhibit.asp, cited 1/19/2004).

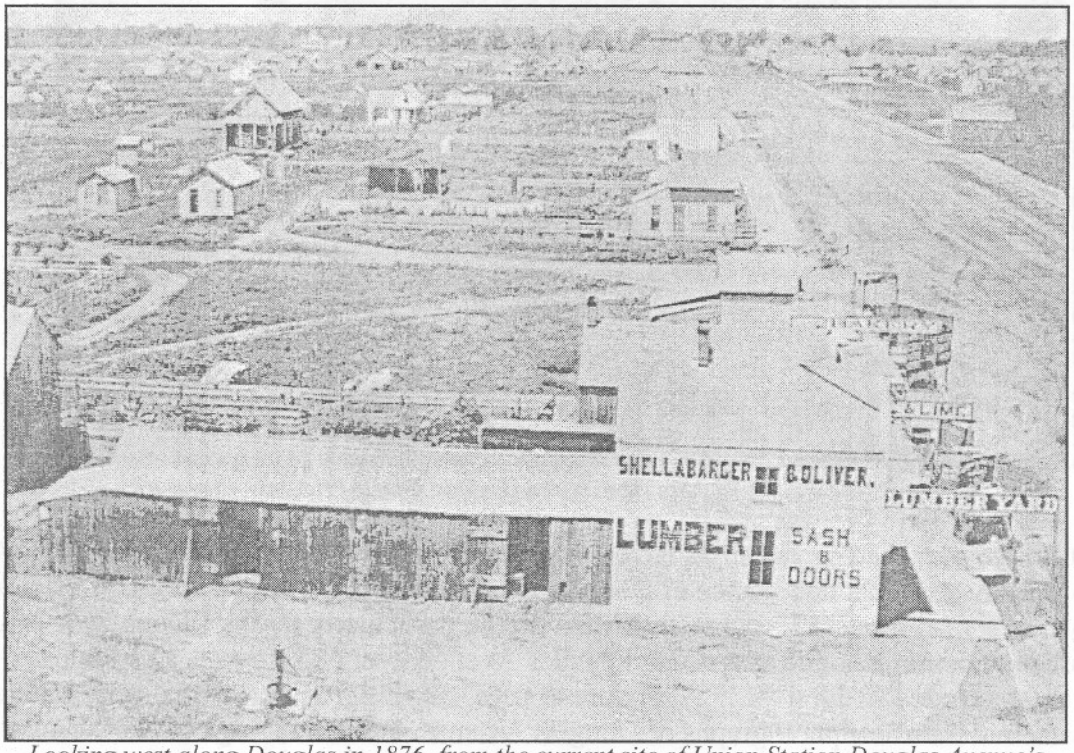
An 1873 bird's eye view of Wichita, showing the Douglas Avenue bridge over the river.

The first bridge over the Big Arkansas River, a combination of wood and iron finished in 1872, set in motion the eventual dominance of Douglas Avenue in commerce and industry. Although a bird's eye view map from 1873 shows that Main Street, particularly north of Douglas Avenue, had the densest commercial development, Douglas Avenue west of Main was also almost completely developed to the river.[12] A mixture of uses, varying from residential to commercial, can be seen in the earliest photographs of Douglas Avenue. With the bridge on the western end of Douglas, the railroad on the eastern end, and Greiffenstein's incentives to building on Douglas, the commercial success of the street was guaranteed.

In the immediate vicinity of the proposed East Douglas Historic District, the railroad tracks (at approximately 5th Avenue) had the most influence on the types of businesses that located here. The Atchison, Topeka, and Santa Fee freight depot was on the north side of Douglas at 5th, while to the northeast, southeast, and southwest of the depot were grain mills or elevators. Lumber yards were located within walking distance of the grain mills, so that they were convenient to the farmers after they came to town to unload their grains. One of the earliest and most prominent of these on East Douglas was John B. Carey's Lumber yard, situated on the south side of Douglas

[12]E.S. Glover, "Bird's Eye View of Wichita," (Cincinnati: Strobridge and Co., Lithographers) 1873.

between Emporia and 4th (now St. Francis) Avenues. Douglas Avenue thus contained a number of businesses which not only catered to the cattlemen, but to the farmers as well. Wichita's only pawn shops were located here, and four out of five barber shops in 1883 were located on Douglas.[13]



Looking west along Douglas in 1876, from the current site of Union Station.Douglas Avenue's width is clearly evident, as is the residential nature of some of the commercial buildings.

Although houses were constructed adjacent to commercial buildings along Douglas during the early settlement period of Wichita, this shortly changed as lots in the commercial core of town became progressively more valuable. This forced out residential use and led to a rebuilding of newer commercial buildings in their place. Douglas Avenue was soon turned over to purely commercial enterprises, and its use has remained basically the same for over almost 130 years. There are no commercial buildings remaining from the earliest period of commerce along

[13]Marci Cranston Hess, The Development of Wichita's East Douglas Commercial District: 1868-1910," 7 December 1992, p. 9-10.

Douglas, although wooden paving blocks from this period are located in the alley between Emporia and St. Francis, south of Douglas within the proposed district boundaries.

Once the cattle industry was no longer the predominate industry of Wichita, its citizens searched for other commercial ventures to take its place. The existence of multiple rail lines assisted with the development and growth of what would eventually become the most prominent industry in town in the early twentieth century -- the wholesaling and jobbing industry. Railroads were also was critical to the success of the grain and milling industries, which was very successful due to the introduction of the Turkey Red wheat variety in surrounding agricultural area during the 1870s. Although the meat packing industry remained a significant influence on the town's economy, other manufacturing concerns were enticed to town due to the multiple rail lines in Wichita.

All of these industrial concerns in turn required a large number of other commercial establishments to service not only the needs of day-to-day living of Wichita's citizens, but those of a much larger regional and even national area of influence. Banking facilities were requisite, for example, and the location of several key banks along Douglas Avenue further cemented its commercial prominence within the city and, in turn, the entire state.

The switch from cattle to other industries did not occur happenstance. Several individuals and organizations worked to promote the city in general, and economic growth in particular. The Wichita Board of Trade was reorganized in 1881 in order to court industries, just as the earlier committees had worked to attract the cattle trade.[14] However, the real estate boom that Wichita experienced in the mid-1880s was due more to outside circumstances than to any promotional efforts of local citizens.

Wichita's population in 1880 was 4,911. By this time, the Douglas Avenue bridge had already been replaced, and a second rail line (the St. Louis, Wichita and Western branch of the Frisco) linked Wichita with St. Louis. A third railroad arrived in town in 1883; known as the "Fifth Parallel Line" (St. Louis, Fort Scott and Wichita), it was aligned with Jay Gould's Missouri Pacific and brought competition to town. Wichita was thus a three railroad town by the early 1880s. This alone could not account for the unprecedented real estate boom that the town experienced during this decade, however. There was a nationwide wave of real estate speculation in the mid-1880s, but few could have guessed that Wichita would virtually lead the nation in real estate transactions during this period. By 1887, Bradstreets analyzed the national real state market; Wichita was third in the country in absolute volume of real estate operations,

[14]Miner, p. 36.

behind New York City and Kansas City, outranking larger cities such as Chicago and Brooklyn. Leading to the locals' hope that this growth was not just pure speculation were figures which also showed that Wichita was tenth in the nation in the value of buildings constructed in the first five months of the year.[15]

The real estate "boom" in Wichita began with outside capital from two Connecticut men who arrived in June 1882. In one day, they had purchased some of the most valuable business property in the city, spending over $23,000.[16] Not wanting to be left behind, residents quickly raised the prices on properties -- as much as 400% in a week! Among the most valuable properties at this time were naturally those along Douglas Avenue. These properties continued to significantly increase in value, at least through the duration of the real estate boom. In January 1887, the New York Store block, located at the northeast corner of Main and Douglas, was sold at $3,000 per frontage foot. The *Wichita Eagle*, an ardent supporter of the real estate boom in town, felt there was just cause for this price.

> Three thousand dollars per front foot no doubt will seem a good strong, stiff price to the corner-lot merchant of the average town of Kansas, but Kansas has but one Wichita, and no other town or city in the state can boast of so valuable a corner as the one above alluded to.[17]

With profits so easily made, the entire city became preoccupied with real estate and promoting the city to outsiders. This promotion took precedence over actual planning and constructing the necessary infrastructure for the city's growth during this period; and grow it did -- almost 4,000 in 1883 alone (to 12,474.) By 1887, the city's population more than tripled to 39,069. In the two years of the boom's peak, over 1,000 people moved to Wichita each month.

The boom wasn't purely speculation. In 1885, twenty-eight new brick commercial buildings were constructed in Wichita, and between June 1886 to June 1887, 2,600 new buildings were constructed in throughout the entire city. Business construction occurred along Douglas Avenue at a rapid pace, with new brick buildings built on the site of previous wood-frame construction. Although occasionally these new commercial buildings replaced ones destroyed by fire, in other instances the new buildings were replacing earlier ones seen as outdated. The type of commercial buildings built during the 1880s not only gave Douglas Avenue an appearance of

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[15]Ibid. pp. 56-57.

[16]Ibid., p. 45.

[17]In Miner, p. 63.

permanence, but of affluence as well due to the increasing architectural sophistication of their design.

The Sanborn maps of 1884 reveal that north side of Douglas Avenue between Topeka and 5th Avenue was comprised of virtually solid blocks of commercial buildings. In the 400 block of East Douglas, all of the buildings were two-stories; there were also two brick buildings under construction. Most of the commercial buildings on the north side of the 500 and 600 blocks were still only one-story at this time, and the south side of Douglas contained livery stables, lumberyards, and mills with scattered commercial buildings between. Some of the more prominent businesses located at this time within the boundaries of the proposed district were the Tremont Hotel, the Carey Lumber Company, the Richey House, the Valley House, Gorham & Blakemore Livery, the Wichita City Roller Mills Elevator, the Oliver Brothers Lumber Yard, and J. H. Todd and Co. Transfer Elevator. East of the railroad tracks were smaller frame, one-story buildings containing businesses such as the Sherman House and the Santa Fe House, and east of Mead was the J.H. Murray & Co. Lumber Yard, the Eureka Springs Lumber Co., and the Fort Scott Feed & Sale Barn. Other businesses on East Douglas included seven grocery stores, seven saloons, two clothing stores, a bakery, butcher, laundry, a blacksmith and wagon shop, harness shop, three restaurants, a drugstore, and various offices. Five of the saloons were located in the 600 block of East Douglas, just immediately west of the railroad tracks.[18] Apparently a person got thirstier the closer they were to the trains.

Just two years later, the Sanborn maps reveal that construction on East Douglas was continuing at a rapid pace. The two-story brick Hartwig Block, covering several lots from 522 through 528 East Douglas, had been constructed on the site of several one-story buildings. The Carey Hotel at 517-527 E. Douglas had begun construction in August 1886. A three-story masonry building was "in the course of erection" at the southeast corner of E. Douglas and 4th Avenue (now St. Francis). Immediately to the east was a new three story wholesale warehouse and lodging building. The north side of the 600 block was virtually unchanged, however; there were still four saloons and a shooting gallery in this block.[19]

The pace of rebuilding throughout Wichita continued feverishly throughout the mid-1880s. The Sanborn Fire Insurance Company, already having inventoried the city in 1884 and 1886, found it necessary to prepare another map to cover the new construction in town just one year later in 1887! Along East Douglas, the most profound changes had occurred in the 400 block. Three

[18]"Wichita, Kansas," (Sanborn Fire Insurance Maps, September 1884) pp. 6-9.

[19]"Wichita, Kansas," (Sanborn Fire Insurance Maps, August 1886) pp. 6-8.

large, three-story buildings with double-wide storefronts had been constructed between 401- 417 E. Douglas. Immediately to the north were two new three-story buildings, one still under construction in 1887. In the 500 block, the Carey Hotel was now completed, although not much had changed on the north side of this block except for the demolition of the Tremont Hotel on the west side. On the north side of the 600 block, some buildings had additions to the rear, but the most noticeable change was the conversion of all of the saloons to "lunch" rooms. Finally, the Rock Island Passenger Depot at Mead and E. Douglas was "being finished."[20]

Pen and ink drawings from 1888, looking east along Douglas from Main.Courtesy of Wichita Public Library.

Although not responsible for the city-wide real estate boom, the railroads certainly helped to promote construction along East Douglas. The Rock Island railroad selected the site at 711 East Douglas for its new depot, which increased speculation for the lots in that area before the tracks were even completed in 1887. In spite of all the new construction that had transformed East Douglas Avenue from a "cow town" to a metropolitan city, yet the citizens worried that Douglas Avenue was too wide to give visitors to Wichita "a sufficient impression of the crowding caused by a growing population and the impressiveness of the new multi-story buildings."[21]

[20]"Wichita, Kansas," (Sanborn Fire Insurance Maps, November 1887) pp. 6-9, 14.

[21]Miner, p. 64.

Building activity peaked in Wichita in late 1887 and early 1888. At about this same time, the number of lot transfers began a sharp decline, and the prices for lots plummeted as well. The real estate bubble had burst, and consequently people began leaving town. Wichita's population Peaked in 1888 at 33,999, but by 1890 the city's population was down by nearly a third to 23,500. The decline wasn't over, though, with population sinking to about 20,000 in 1892 and finally to a low of 19,892 in 1896. Although the city began a slow recovery in 1899, it didn't reach its 1888 population until 1905.

The slump in real estate development is reflected in the Sanborn Map of 1892. As the 400 block of East Douglas had already been "built out" in the late 1880s, there were no changes in this block. In the 500 block, only a small one-story frame candy and fish store had been constructed on the former site of the Tremont Hotel at 500 East Douglas -- probably not what the owners had speculated for this site in the 1880s. On the south side of this block, the Carey Lumber Yard had been demolished, and nothing had been constructed to replace it. The 600 block was not much changed in physical appearance, although some of the buildings had changed use. A new two-story masonry building had been constructed at 114-116 N. 4th Avenue (later St. Francis) which contained a repository, a blacksmith shop on the first floor, and a planing and trim shop on the second. The most significant new construction had occurred at the railroad tracks. A new Atchison, Topeka and Santa Fe passenger depot was located just east of 5th Avenue, between the railroad tracks, and the Rock Island Depot had been completed at the southwest corner of Mead and E. Douglas. The two-story masonry Lindell Hotel was also constructed at the northwest corner of Mead and E. Douglas, undoubtedly in response to the two new passenger depots. Although no commercial buildings were listed as vacant, it is possible that some of the larger buildin

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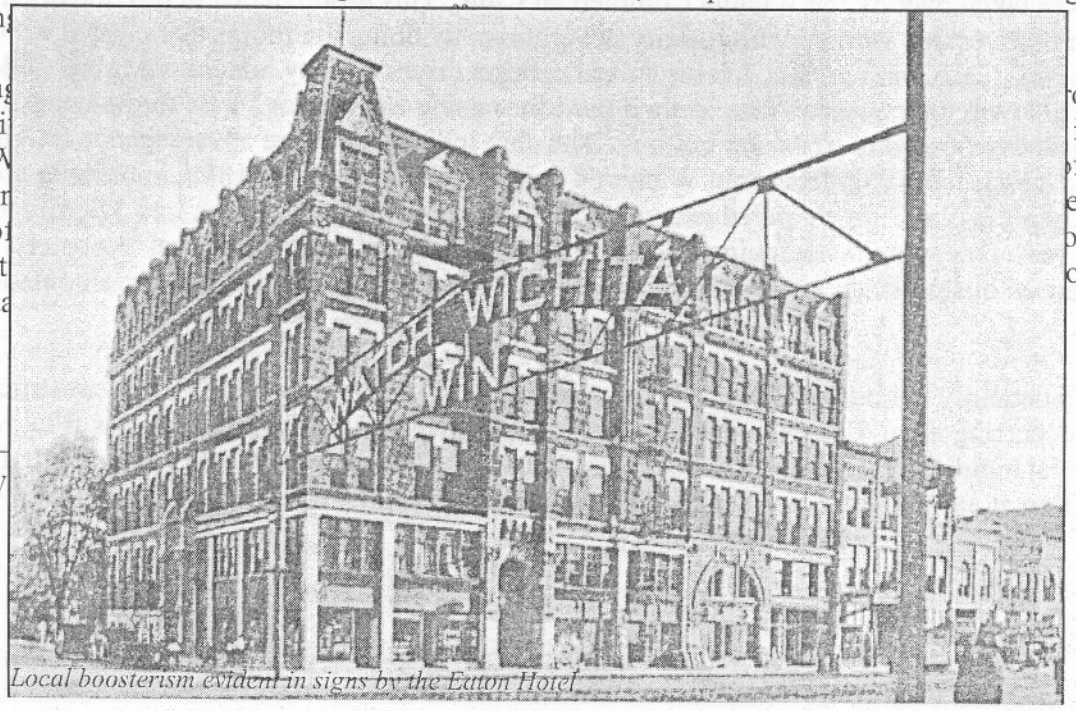


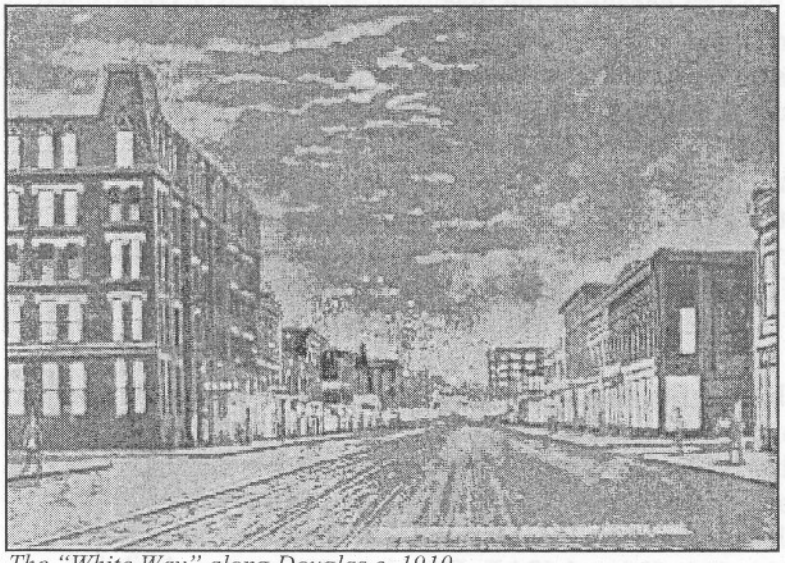
Local boosterism evident in signs by the Eaton Hotel

[22] "W

Although the early Wichita Board of Trade was very influential, like so many others during the 1880s, it had been caught up in the real estate boom. In 1896, the functions of the Board of Trade were taken over by the Wichita Commercial Club. This group hoped to provide organized private initiatives that worked with the city government by doing the things that elected officials could not do. The Commercial Club organized petition drives for city bonuses to bring Cudahy Packing to town, for example. One method used for raising cash bonus funds for industry was to sell thousands of one-dollar booster buttons. The club lobbied for more advantageous freight rates, and published pamphlets about Wichita's business advantages. In 1888, in order to counter unfriendly press, the Club chartered excursion trains from surrounding towns into Wichita for a nominal fee. This was the beginning of a Wichita business tradition - the annual "Booster Train" which carried businessmen and city officials outward to encourage commercial development in Wichita.

Although certainly not back to the levels enjoyed in the 1880s, there was still some construction activity occurring along East Douglas during the 1890s. By 1897, the 500 block was filled with commercial buildings on the north side, and the south side had a new two-story building under construction at 509 E. Douglas. The 600 block was still primarily one-story buildings on the

north, while the large building at the southeast corner of Douglas and 4th Avenue was now called the "Hacker & Jackson Block." A new two-story Santa Fe Hotel was located on the southeast of 5th and Douglas, and the north side of the 800 block was almost completely filled with commercial buildings. A large warehouse had been constructed on E. Williams at the railroad tracks for the Wichita Wholesale Grocery Company.[23]



The "White Way" along Douglas c. 1910

Although Wichita was recovering slowly from its bust, various commercial groups continued to organize in Wichita through the turn of the century, all working on projects with objectives tied to the overall goal of increasing economic growth in Wichita. The Chamber of Commerce formed in 1901, and worked alongside the Commercial Club until the two merged in 1912. Yet in 1917, there were still twenty-one booster clubs and associations in Wichita. In order to be more efficient, these joined in that year to form the Board of Commerce, then renamed the Chamber of Commerce. Divided into eight bureaus.[24] Other groups, as diverse as labor unions and women's clubs, looked to improve Wichita through civic beautification, although their ideas of "beautification" often differed. Installation of electric lights, often called the "White Way," were found first along Main Street in 1908, but were on Douglas Avenue shortly thereafter. Postcards from the era proudly displayed the night lighting along Douglas.

Wichita's population in 1900 was 24,671, still not at the level during the height of the boom. Eventually the promotional efforts of the civic organizations, and the planning undertaken by city government were rewarded in the first decade of the twentieth century however. Wichita's industrial base grew in value 200% between 1904 and 1909, mainly due to the meat packing and

[23]"Wichita, Kansas," (Sanborn Fire Insurance Maps, July 1897) pp. 15, 17, 24, 27.

[24]Miner, p. 131.

milling industries. The buildings which were left vacant in the 1890s saw new plants and businesses moving in after the turn of the century. Wichita's population finally surpassed Topeka's in 1908 to become the largest city in the state, and continued to increase rapidly in the following years. The population was 31,110 in 1905, 52,450 in 1910, and 56,379 by 1912.

The business upturn in Wichita during the first decade of the twentieth century was accompanied by a building boom - not as spectacular as that of the 1880s, but perhaps longer lasting and resulting in more structures. There was a slow increase in the number of building permits issued between 1900 to 1908, but by 1909, the city issued between 100 to 200 permits a month.[25] This building boom, beginning in 1908 and peaking in 1910, was the result of the re-establishment of the 1880s industrial base of packing, milling, and agricultural supply combined with diversification with broom corn market, lantern manufacturing, and salve. An additional building boom in 1919-1920 was spurred with the establishment of aircraft plants and the discovery of nearby oil fields. Both of these directly affected the development of East Douglas Avenue.[26]

The start of the second "boom" in Wichita's growth was reflected in commercial redevelopment along East Douglas in the first decades of the twentieth century. By 1903, there were new commercial buildings on both the northwest and southwest corners of Emporia and Douglas Avenues, and a three-story building was planned for 423-425 E. Douglas. Both the 500 and 600 blocks had new construction as well. There were new two-story brick commercial buildings at 504, 507, and 509 E. Douglas, and at 606, 608, 620 and 624 E. Douglas. A two-story building extending to the alley was also planned for 600-604 E. Douglas. The most significant change on the 600 block, however, was the loss of the Wichita City Roller Mills Elevator, Imboden Milling Company at the southwest corner of E. Douglas and the railroad tracks. The 1903 Sanborn map indicates that the larger buildings on this site had no roof, with only the first floor walls remaining, while the smaller buildings were vacant. All were slated for removal. East of the railroad tracks, there was a new three-story implement warehouse on the north side of the 700 block, and 800-814 also contained new two-story commercial buildings. On E. William, just west of the Santa Fe depot and the tracks, there was a warehouse for the Jett & Wood Wholesale Groceries concern; another warehouse was just east of the Santa Fe depot -- the Lehman-Higginson Grocer wholesalers.[27]

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[25]Ibid., pp. 120-121.

[26]Ibid., p. 122.

[27]"Wichita, Kansas," (Sanborn Fire Insurance Maps, 1903) pp. 33, 34, 36, 43, 45, 47.

Wholesaling and jobbing became the top industrial and commercial activity in Wichita by 1910, with livestock and grain ranked second and third. In 1909, there were 138 jobbing and wholesale enterprises in Wichita, with a total annual revenue of forty million dollars.[28] The wholesale warehouses were located within, or immediately adjacent, to the proposed historic district along the railroad tracks. The businesses along East Douglas naturally catered to the numerous salesman and other travelers that came to Wichita via the trains. The types of businesses also reflect a growing sophistication or "urbanization" of Wichita in general. In 1910, there were "seventeen barbers, six boot and shoe shops, seven chili parlors and the only chili supply house in town, nine cigar and tobacco shops, eighteen clothing and dry goods stores, four furniture houses, six pawn shops, twelve druggists, three hardware shops, eleven restaurants, four jewelers, four book printers and publishers, four painters four lawyers, nine physicians, seventeen real estate agencies, seven tailors, and four brokers."[29]

Almost ten years later, the redevelopment of East Douglas was in full swing. In 1914, every lot on East Douglas in the 400 through 800 blocks contained a commercial building, except for the site of the new Union Station. Furthermore, all of the commercial buildings were masonry and were at least two stories in height, except for a few one-story buildings on the north side of the 600 block. The number of new buildings constructed in the previous decade probably exceeded that during the boom years of the 1880s. On East Douglas, there were new commercial buildings at 413, 415, 417, 426, 500-518, 501-515, 606-610, 618, 619-623 (Johnston & Larimer Dry Goods Co.), 626-631 (Jefferson Hotel), 710-716, and 801-813. Somewhat incongruous to the clearly commercial construction on East Douglas, just north on N. St. Francis Avenue there were now a number of feed lots, in addition to a livery and a lumber company. North and south of the district's boundaries, along the railroad tracks, a number of wholesale warehouses were filling the north/south streets.[30] The final, and most significant construction within the district was the new Union Station, located on the site of the former Santa Fe passenger depot.

Wichitans were determined to face the new boom with some forethought given to city planning. As early as 1910, there were city planning clubs in town, all primarily dedicated to beautification. In December of that year, however, city federation of women's clubs devoted a discussion to comprehensive city planning. Then in 1912, the Wichita Business Association created a plan for a boulevard system. In 1919 a committee of the Board of Commerce hired

[28]Bentley, pp. 17-19.

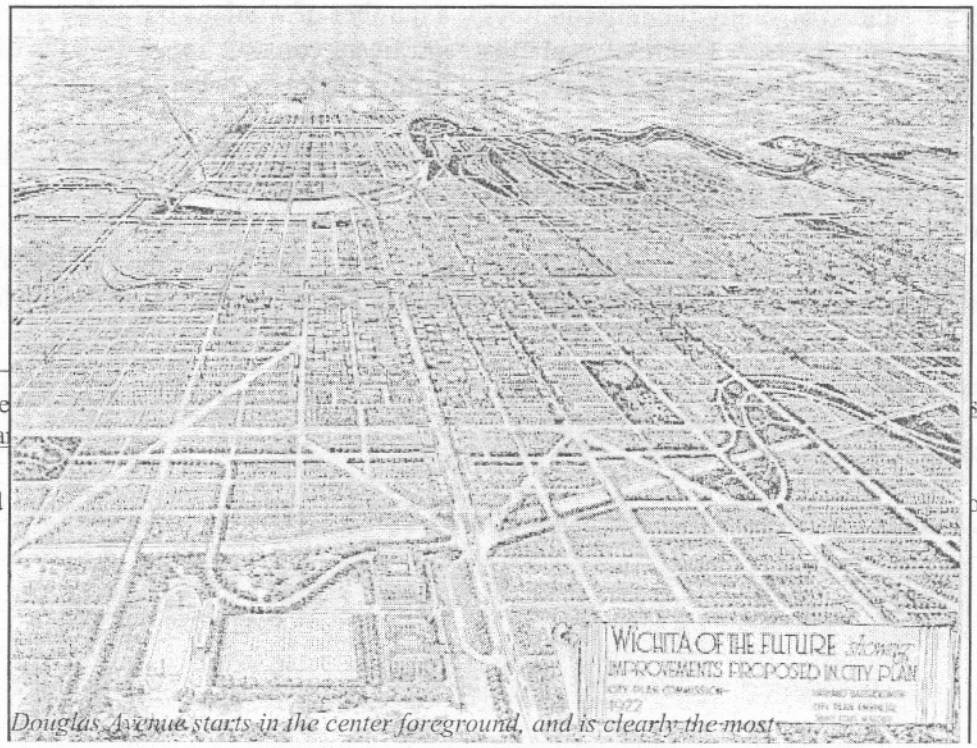
[29]Hess, p. 20.

[30]"Wichita, Kansas," (Sanborn Fire Insurance Maps, 1914) pp. 5, 6, 7, 8, 155, 156.

Harland Bartholomew from St. Louis to create the city's first comprehensive plan. Bartholomew was also responsible for writing state legislation which authorized the creation of city planning commissions and zoning ordinances.

Harland Bartholomew was trained as a civil engineer, but was nationally recognized for his work in city planning. When he was hired in 1914 by the city of Newark, New Jersey as its "city Plan engineer," he became one of the first public employees engaged in full-time planning in the United States. In 1916, he accepted a similar position for the city of St. Louis. In 1919, he created the firm of Harland Bartholomew & Associates, City Planners, Civil Engineers, and Landscape Architects. His prolific career encompassed 6,000 projects, including 500 comprehensive plans for cities, counties, regions, and states. "Each of the plans was characterized by human and environmental sensitivity and was prepared in the community being planned."[31]

One of the recommendations in Bartholomew's 1923 A Comprehensive City Plan for Wichita, Kansas was to recommend widening of major streets in Wichita. As he noted, though, "most of the thoroughfares in the down-town district, where property values are the highest and widening would be unduly expensive are of adequate width."[32] Douglas Avenue, as one of the widest in the entire city, not only did not require widening, but was even recommended for center street improvements. Although the improvements shown in the "Wichita of the Future" sketch below did not come to fruition, they nonetheless continued to showcase the street as the most significant thoroughfare in the city.



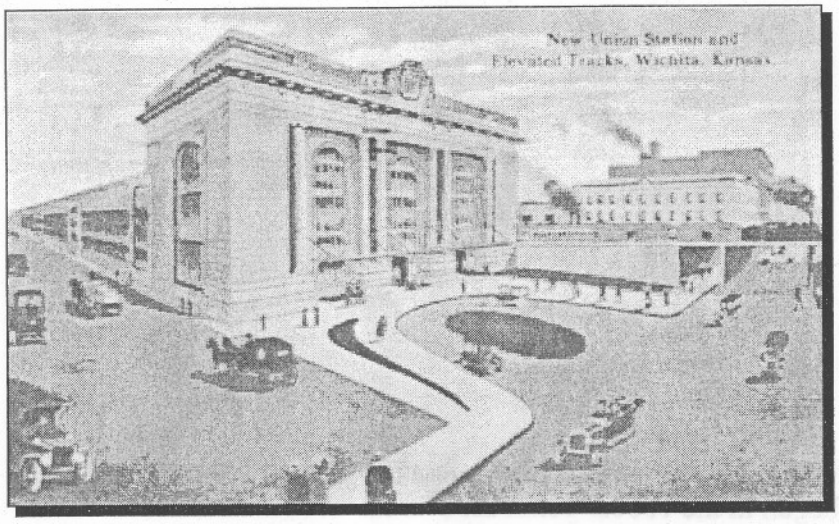
Douglas Avenue starts in the center foreground, and is clearly the most

[31]Eldridge ... s of Amercian La...

[32]Harland ... on, 1923) p. 23.

Some of the city's improvements were late in coming, at least in comparison with the level of commercial development that had begun in the 1880s. After the real estate bust of the late 1880s, the city government realized it had allowed the city to growth well beyond the capabilities of its infrastructure. Major public improvements were necessary not only to accommodate the population growth of the 1880s, but to also attract new businesses to Wichita into the next century. As one example, citizens were embarrassed by the fact that the new multi-story buildings constructed during this decade were reached by dirt roads. It wasn't until 1890 that the City Council awarded a contract for paving Douglas from Washington Street to the river (about a mile) with an experimental stone material called Jasperite. When that material proved unsatisfactory before the project was even completed, the street had to be repaved with Trinidad asphalt.[33]

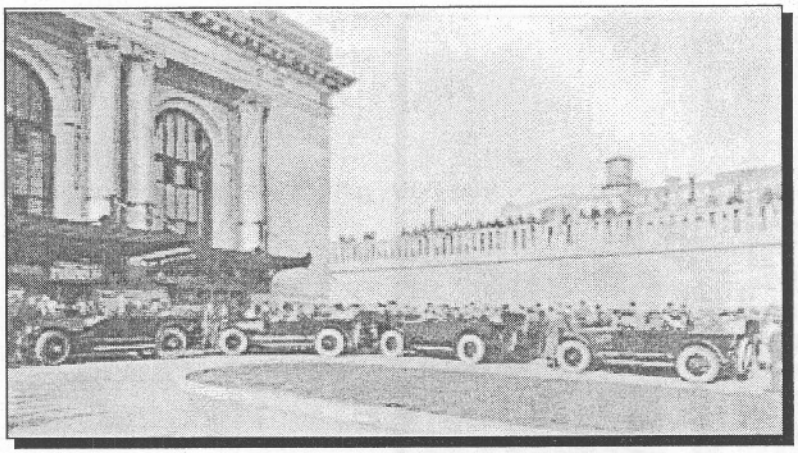
[33]Miner, p. 80.



An artist's rendering in this postcard of the station and elevated tracks.

In the first decades of the twentieth century, the major city improvement issues that most directly affected East Douglas Avenue included the location of a Union passenger railway station and the elevation of the railroad tracks over Douglas. When the Rock Island Railroad arrived in town in 1887, there were initial discussions of moving the new rail depots to the outskirts of town to make travel more convenient for residents. This was countered by those who felt that this would scatter business and lower the booming values. When the Rock Island depot was eventually built adjacent to the Santa Fe Depot on East Douglas, the track congestion became a hazard to everyone driving to the east. That situation was only relieved in 1913 when council forced the railroad companies to elevate the East Douglas tracks.[34] During the elevated track controversy, city officials for the first time did not support the interests of the railroads, but instead based their decision on the safety needs of Wichita's citizens who conducted business on Douglas Avenue.

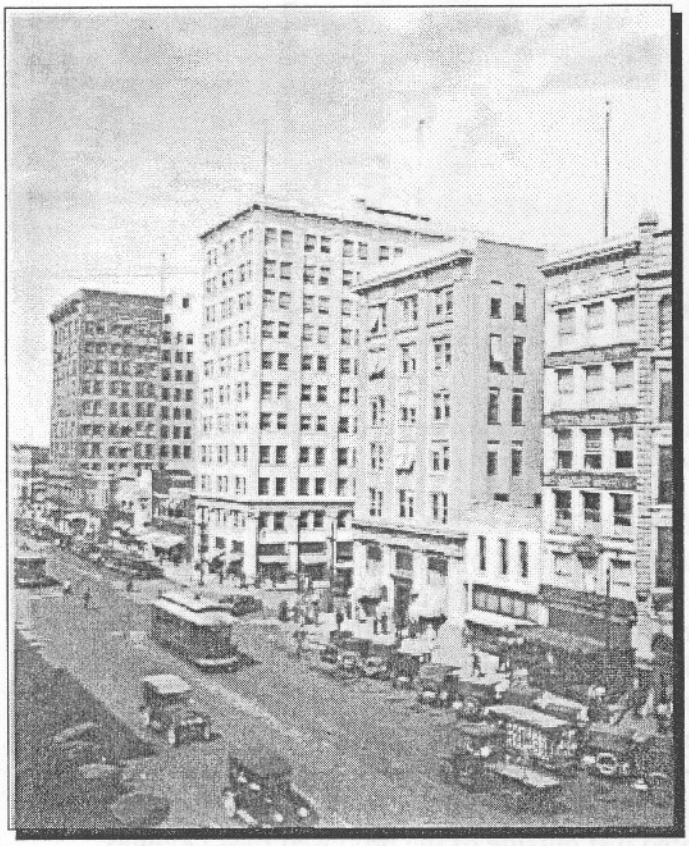
[34]Ibid., p. 58.



Waiting to hear President Woodrow Wilson in 1919.

Although commercial buildings were being built in an ever increasing area expanding outward from Douglas and Main, Douglas Avenue remained the heart of commercial activities in the city during the 1920s. To satisfy expansion needs after the turn of the century, new buildings were again constructed on the site of former commercial buildings in the prime retail, office, and banking lots on this streets. In fact, the demolition of some of Wichita's early buildings was of concern enough to local citizens that there was talk of a historic preservation and a local historical society in the 1900s![35] The city's first ten story building, the Beacon Building, was completed in 1910 on Douglas Avenue, and the Schweiter Building shortly thereafter. The First National Bank Building was more elaborate, located directly across the street from the Schweiter Building at Main and Douglas. Although located just outside of the proposed East Douglas Historic District boundaries, the establishment of these businesses continued to cement Douglas as the premier commercial street in town.

[35]Ibid., p. 118.



Looking west on bustling E. Douglas in 1922.
Courtesy Wichita Photo Archives.

The boom of the 1920s again saw a rapid increase in Wichita's population, and along with the population growth, more varied urban life styles. Although there were no longer any lots available for development along Douglas Avenue, the adjoining side streets were filled with new commercial buildings during the 1920s. Within the boundaries of the proposed district, this included the construction of two new buildings on N. St. Francis Avenue.[36] Stores and manufacturers saw an increase in their sales as well. Part of the success of Douglas Avenue as a center of commerce was that it continued to be an integral part of Wichita's transportation network. Local streetcar as well as interurban lines linked Douglas to not only local residents, but to shoppers that came to Wichita from outlying communities as well. Although the Great Depression and competition from automobiles and buses eventually eliminated these modes of

[36]"Wichita, Kansas," (Sanborn Fire Insurance Maps, 1935) p. 8.

transportation, they were nonetheless influential in the continued commercial success of Douglas Avenue. Now the citizens could be thankful for the original planners of Douglas Avenue. The street was well served by its one hundred and fourteen foot width, which gave plenty of room for streetcar lines as well as parking for automobiles along its sides.

As the use of automobiles rose across the county, most densely packed urban cores were not as conducive to automobile traffic, let alone the new types of businesses spanned by this industry. Wichita certainly tried to accommodate the automobile. Between 1910 and 1912 the city spent over one million dollars in street paving, and this expense increased annually, and became a larger percentage of the city's budget in each succeeding year. Again due to its width, Douglas Avenue was better able to handle the traffic and parking problems associated with increased automobile usage. The majority of automobile-related businesses constructed during this period, however, tended to be located on the outskirts of downtown. Dealerships, auto repair shops, and gas stations were located on streets that would eventually become a bustling automobile strips, which in turn promoted new commercial development away from downtown. This would not bode well for the future of Douglas Avenue.

Although the oil and commercial aviation industries led to a business boom in the 1920s, Wichita's economy could not escape the combined effects of the stock market crash of 1929, the Great Depression, and the Dust Bowl. These factors effectively ended large-scale commercial growth in the East Douglas Avenue district. This can be clearly seen in the construction dates associated with the extant buildings in proposed historic district. Only one building was constructed in the historic district after the Depression, and minimal changes occurred to existing buildings during this time. Building uses continued to change, however, to reflect the economic times. For example, 704-706 E. Douglas was used as a government relief warehouse during the 1930s.[37] Development in the proposed district during the mid-twentieth century was limited to storefront and interior alterations. Air conditioning, for example, became common in downtown stores in the 1930s.

World War II brought numerous defense contracts to Wichita, and the city saw its population increase almost 100% per year during the war years. Due to this tremendous population growth, the first and largest problem Wichita faced was housing; following that, the city scrambled to build the infrastructure to necessary to support the increase in population. With the incredible increase in population, by the 1950s downtown Wichita had became truly metropolitan. One-way streets, traffic lights, and parking meters were installed downtown to support the increase automobile traffic, while highways and bypasses were built around it to support the commercial

[37]"Wichita, Kansas," (Sanborn Fire Insurance Maps, 1935) p 8.

centers that were developing away from downtown. However, parking was needed downtown, and some commercial buildings on the streets adjoining Douglas were demolished in order to make room for parking lots in the 1940s and 1950s. East Douglas was safe, for the time being at least, because the railroads continued to exert a strong influence in the types and numbers of businesses on East Douglas. The number of hotels in close proximity of the Union Station are illustrative of this fact: in 1950, there was one hotel in the 400 block of East Douglas, two in the 500 block, five in the 600 block, and two in the 800 block.[38]

The nation's urban renewal program of the 1960s and '70s would have a more significant impact on East Douglas avenue, at least in terms of demolition of historic resources. Although urban renewal, which came to Wichita in 1958, brought federal money for projects downtown, there was no local control over the projects. Most of the projects involved demolition of buildings in Wichita's downtown. A large auditorium and convention center was constructed on the site of the 1910 Forum building. More significant was the demolition of 128 other business and industry buildings southwest of the proposed historic district, between Main and the river south of Douglas Avenue. East Douglas was affected as well, with the major development activity occurring within the district's boundaries during these decades also being demolition, which occurred on the south side of the 600 blocks to make room for Naftzger Park.

As a result of the extensive demolition that was occurring city-wide during the decades following World War II, a historic preservation movement started locally. In 1975, the Wichita City Council adopted the Preservation Ordinance (Chapter 2.12.1015-1026). The ordinance outlines procedures for "the protection enhancement, preservation and use of historic resources" and created the Historic Preservation Board. The Board not only advises council on historic resources, but is responsible for reviewing proposed changes to locally designated historic resources. In 1977, the Carey House Square District was the first historic district created in Wichita. East Douglas Historic District was established as a local historic district in 1985 in order to preserve the remaining historic commercial buildings on this significant street. The designation has prevented the further demolition of significant historic buildings in this district, and ensured that proposed alterations to historic buildings were appropriate. This National Register nomination was prepared in order to provide additional economic benefits for encouraging historic building rehabilitation of the extant historic buildings along Douglas Avenue -- once the most significant commercial thoroughfare in Kansas.

The buildings in the East Douglas district are therefore eligible in the area of ***commerce*** as representatives of the commercial uses in the area extending from the 1880s through World War

[38]"Wichita, Kansas," (Sanborn Fire Insurance Maps, 1935 - updated through 1950) pp. 6-8, 15-19, 40.

II, and for the commercial construction activity that occurred primarily during two boom periods -- the 1880s, and the 1910s through 1920s. The uses of these buildings were varied, and represented not only the breadth of commerce and industry in Wichita in general, but also the specialized businesses that were located next to the railroad, including hotels, restaurants, and warehouses. The construction dates cover almost a sixty year period, although the vast majority of extant buildings in the proposed district date from the early twentieth century. As previously noted, this can be attributed to a few key factors. First, the buildings which date from the 1880s are the result of the incredible real estate boom that occurred in Wichita during that decade. The simple wood vernacular buildings which were originally constructed on Douglas Avenue in the 1870s were replaced with larger brick or stone buildings at this time. This was followed by another a major rebuilding of East Douglas Avenue beginning around the turn of the century and extending into the early 1920s. This rebuilding occurred on the site of commercial buildings constructed from the late 1880s, or filled in the few lots that had been vacant from the previous decades. The economic slowdown after the Depression then served to preserve the historic commercial buildings, as it was far less expensive to remodel than construct a new building. However, the district did suffer through demolition of the urban renewal era, and the boundaries are therefore limited to those historic buildings that remain. The remaining buildings, however, clearly illustrate the significance of Douglas Avenue to commercial activity in Wichita. Although not all possess individual significance, they collectively represent the breadth of commercial activities found in the city's central core. Smaller businesses were located adjacent to large corner anchor buildings, and together they present a more complete picture of commercial activities in Wichita.

Several of the commercial buildings in the proposed "East Douglas Avenue Historic District" may also be individually eligible in the area of ***commerce*** due to their association with significant businesses in Wichita. The following buildings either have potential for individual listing in the National Register for their commercial significance to Wichita, or are already listed:

517-527 East Douglas, Carey Hotel. (1887, addition 1907) ***Key Contributing***
Built for John B. Carey with the wealth accumulated from his successful lumber yard, it was the largest hotel constructed in Wichita to date. Carey wanted to build "the most luxurious hotel between Denver and Kansas City," and spared no details in its construction.[39] Before the hotel was even completed, he added two stories onto his original plans. In 1900 it was also the site of the start of Carrie Nation's prohibition campaign. Nation stormed into the bar, smashing glass and hurling rocks at paintings. She began the use of her trademark hatchet when locals informed

[39]In Hess, p. 14.

her she would be more effective with such a weapon. ***Listed on the National Register on 4/13/72.***

612 East Douglas, Renfro Hotel. (c. 1890) ***Key Contributing***
This three story building is representative of the commercial activities that were drawn to the nearby railroads. It is one of the few remaining hotel buildings in the proposed district, which at one time housed nearly a dozen.

621-629 East William, Wichita Wholesale Grocery Company. (1894) ***Key Contributing***
This building is one of the few remaining warehouses in the area, and in the proposed district in particular. Wholesaling was one of the key industries in Wichita, and in fact led the local economy after the turn of the twentieth century. This warehouse was constructed when the wholesaling industry was a growing part of Wichita's economy. ***Listed on the National Register on 8/11/83.***

Although several commercial buildings within the proposed district are associated with significant Wichita pioneers and entrepreneurs, additional research would be necessary to prove significance under Criterion B for their association with these businessmen. However, these associations are still noteworthy as they further illustrate the significance of East Douglas Avenue as the most prominent business thoroughfare in Wichita. James R. Mead, whose association with the development of Douglas Avenue was explained earlier, constructed two commercial buildings in the early 1900s. Another early Wichita pioneer and developer, Robert E. Lawrence, also built a significant commercial "block" building at 501-503 E. Douglas in 1906. Lawrence came to Wichita in 1870 and pre-empted 160 acres. He first worked as a freighter from Wichita to Emporia until the railroads reached Wichita in 1872, and was later a successful cattle breeder and dealer. As the city of Wichita grew, he built and owned a number of buildings, both for business and residence, and for several years conducted a real estate office. He built the main part of the Masonic Home for a residence, and later sold the property to the Masons. Lawrence was also active in securing the Garfield University (now Friends University) at Wichita, and donated the land for the school. He served on the school board, the State Legislature, and also held other county and city offices.[40]

Architecture
The commercial buildings found in the "East Douglas Avenue Historic District" represent a

[40]William E. Connelley, A Standard History of Kansas and Kansans 4 (Chicago: Lewis Publishing Company, 1918), pp. 1770-1771.

range of commercial and industrial building types, varying in size, scale, and level of detailing. This range was dependent upon not only the means and tastes of the business owners, but also the building's intended use. As befitting a regionally prominent commercial center, many buildings are architect-designed and are high-style representatives of various popular styles from their period of construction. Other buildings which housed smaller local businesses are simpler and are typical of vernacular commercial construction found throughout the country.

The vast majority of buildings are representatives of the *two-part commercial block* property type, as defined by Richard Longstreth in the Buildings of Main Street, although they may be from two to six stories in height. These have flat roofs with symmetrically arranged facades, but more importantly, they feature a distinction between the storefront level and the upper zone. Most of the storefront levels of *two-part commercial block* buildings have large display windows flanking an entry which is generally recessed. If not recessed, the entry is usually elaborated with some architectural detailing. Second story windows are usually narrower than those on the first floor.

Stylistic features of the *two-part commercial blocks* vary depending upon the period of construction for each individual building. The Second Empire style is found on the earliest extant commercial buildings, the Carey Hotel and 600 E. Douglas. The Second Empire Style is noted for its mansard roof and decorative brackets beneath the eaves. The Italianate style was once the most dominant architectural vocabulary employed for commercial buildings during Wichita's commercial growth in the 1880s, but few remain today in the proposed historic district. 501, 504, 505, 509, and 620 E. Douglas are examples of the late Victorian period of commercial architecture. One of the most dominant feature of Italianate or Late Victorian commercial buildings is the decorative overhanging cornice. Many of these cornices were constructed of sheet metal, and often contain a decorative frieze and brackets. Decorative window lintels are another common feature of Italianate commercial buildings; most have either segmentally or round arched lintels, often with labels or keystones. As is typical of the Victorian era, a desire to avoid a flat, monotonous surface was another prevalent design feature. While residential buildings of this period were able to utilize multiple rooflines and projecting bays and additions to the basic footprint, commercial buildings were usually confined to rectangular shapes and flat roofs. Thus to avoid monotony in the wall surface and provide architectural interest, commercial buildings from this era often feature varying window treatments on the different stories of the building. Decorative brick, stone, or terra cotta were also utilized in order to vary the surface texture while still keeping within the restraints of a rectangularly lot filled by the building's footprints.

Variants of the Classical Revival were favored after 1900 by Wichita's entrepreneurs. They

tended to reflect the conservative nature of the businessmen wishing to invest prudently in new office buildings or retail space, yet still desiring to appear "up-to-date." A parapet roof is often found with other classically-inspired features ornamenting the cornice. The cornice is often arranged with classical features of an architrave. Columns or pilasters on the facade are also typical, and rusticated masonry with corner quoins can be a hallmark of this style. Entries are accentuated with columns and pediments. The two Mead buildings, at 412-414 and 506 E. Douglas, are notable examples of this style, as is the Union Station, which was constructed in 1914 and resembles, on a smaller scale, Grand Central Station in New York.

A number of buildings in the "East Douglas Avenue Historic District" have been credited to professional architects. Other buildings have clearly profited from the experience of a professional architect, but to date have not been attributed to a specific designer or firm. This is partly due to a lack of records from several firms; however, it should come as no surprise that a major commercial city such as Wichita would have attracted professionally trained architects and other professionals in the building trade. The sheer number of buildings constructed in Wichita during its great periods of commercial growth in the 1880s and the early 1900s alone would have attracted many in the building profession, but the large number of warehouse, commercial, and industrial buildings dictated that architects be involved. The size and complexity of the buildings required a person with professional training for the structural engineering aspects of the design. By the end of 1887, there were eight architectural firms in Wichita specializing in design.[41] The firms of Gould & Terry, Proudfoot & Bird, and Dumont & Haywood enjoyed regional fame. Alfred Gould attended the Ecole des Beaux Arts in Paris. All provided quality design services which rose above that provided by the contractors who were responsible for Wichita's construction prior to the boom. The construction after the turn of the century again attracted companies and skilled craftsman associated with construction industry.

Some of the commercial buildings in the proposed "East Douglas Avenue Historic District" may therefore be individually eligible in the area of ***architecture***, either as good examples of a style or type of construction, or as representative of an architect's or designer's work. The following buildings either have potential for individual listing in the National Register for their architectural significance to Wichita, or are already listed:

412-414 East Douglas, James R. Mead Building. (1914) ***Key Contributing***
This three story Classical Revival building is an excellent commercial example of the style which was prevalent in the early twentieth century. The front elevation is clad with tan glazed tiles and white terra cotta -- some of the most elaborate terra cotta detailing in Wichita.

[41] Miner, p. 72.

501-503 East Douglas, Lawrence Block. (1906) ***Key Contributing***
This three-story Classical Revival brick building retains a high degree of integrity, and is a good example of this early twentieth century commercial style.

506 E. Douglas, Mead Building. (c. 1915) ***Key Contributing***
Another Classical Revival building associated with entrepreneur James Mead; like 412 E. Douglas, also features white glazed brick with terra cotta trim. The front facade retains a very high degree of historic integrity in design and materials.

511-515 E. Douglas, Wichita Hotel. (c. 1905) ***Key Contributing***
Another excellent example of a brick Classical Revival style commercial building. The flat roof is accented with an elaborate cast iron cornice, which features modillions and a classical frieze band with triglyphs and metope panels with either a circle or square.

517-527 East Douglas, Carey Hotel. (1887, addition 1907) ***Key Contributing***
This six-story Second Empire building was the grandest hotel in Wichita at the time of its construction. Prior to this, the other hotels in town were plain and utilitarian in their appearance.
Listed on the National Register on 4/13/72.

701 East Douglas, Union Station. (1914) ***Key Contributing***
Designed by Louis S. Curtiss, this two-story stone Beaux Arts building is an excellent example of the style which swept the nation in the early twentieth century as part of the "City Beautiful" movement. The building and its grounds were designed so as to put Wichita's "best foot forward" for all visitors to the city.

Transportation
The following resources are significant in the area of ***transportation***, either as potentially individually eligible, or are already listed on the National Register. The location of the railroad and their associated depots are one of the key factors in the establishment of East Douglas as the premier commercial street in Wichita. Two historic depot buildings remain on East Douglas, and the elevated railroad tracks and bridge over Douglas Avenue also serve as significant representatives of the early twentieth century struggle between two modes of transportation - the automobile versus the railroad.

701 East Douglas, Union Station. (1914) ***Key Contributing***
As one of two remaining depots along East Douglas, this two story stone depot illustrates the

importance of the railroads in establishing the street as the most important commercial thoroughfare in Wichita. The passenger depots influenced the establishment of businesses on East Douglas that catered to travelers. The "Union" depot was built in order to consolidate the traffic that had overtaken East Douglas Avenue in the early twentieth century.

711 East Douglas, Rock Island Depot. (1887) ***Key Contributing***
As one of two remaining depots along East Douglas, this two story brick depot illustrates the importance of the railroad in establishing the street as the most important commercial thoroughfare in Wichita. The passenger depots influenced the establishment of businesses on East Douglas that catered to travelers. ***Listed on the National Register on 4/23/73.***

711 E. Douglas, Rock Island Baggage House. (1887) ***Key Contributing.***
This one story brick building with Queen Anne elements is a rare extant example of utilitarian railroad accessory buildings. This building could be added to the Rock Island Depot nomination as an accessory building, or may be individually eligible under the Multiple Property Submission "Historic Railroad Resources of Kansas."

Douglas Avenue Railroad Viaduct. (1914) ***Contributing***
This concrete and steel bridge supports the elevated railroad tracks above Douglas Avenue. It was built in response to citizen's outcries over traffic congestion in the area. This had been caused by increase in railroad traffic after the construction of the two depots noted above.

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Wichita City Directories.

UTM COORDINATES (cont.)

	Zone	Easting	Northing
5.	14S	647166	4171955
6.	14S	646927	4172241
7.	14S	646919	4172283
8.	14S	646873	4172316
9.	14S	647109	4172427

VERBAL BOUNDARY DESCRIPTION

The boundary of the East Douglas Avenue Historic District is shown as the heavy black line on the accompanying map entitled "East Douglas Avenue Historic District."

BOUNDARY JUSTIFICATION

The boundary includes the buildings that have historically been part of Wichita's earliest and most significant commercial thoroughfare, and that maintain their historic integrity. The edges of the district are demarcated by parking lots, vacant lots, and non-contributing buildings which have resulted from various demolition projects from the 1960s through the 1980s. The boundaries further follow that of the local historic district's, which was designated in 1985.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

The following information applies to all photographs:
Location of original negative:
City of Wichita
Wichita-Sedgwick County Metropolitan Area Planning Department
455 N. Main, 10th Floor
Wichita, Kansas 67202-1688
Name of photographer:
Doug Hintzman

The following information applies to photographs 1, 4, 9-15:
Date of photographs:
30 December 2002

The following information applies to photographs 2-3, 5-8, 16-18:
Date of photographs:
30 September 2002

Further information is listed in the following:
Photograph number, Description of view
1. Looking north towards 412-414 E. Douglas.

2. Looking northwest towards the north side of the 400 block of E. Douglas.

3. Looking southwest towards the south side of the 400 block of E. Douglas.

4. Looking southeast towards the south side of the 500 block of E. Douglas.

5. Looking southeast northeast towards the south side of the 500 block of E. Douglas.

6. Looking north towards the north side of the 500 block of E. Douglas.

7. Looking northwest towards the north side of 500 block of E. Douglas.

8. Looking northwest towards the north side of the 500 block of E. Douglas.

9. Looking northeast towards the east side of the 100 block of N. St. Francis.
10. Looking northeast towards the north side of the 600 block of E. Douglas.

11. Looking northeast toward the north side of the 600 block of E. Douglas.

12. Looking north/northwest towards the north side of the 600 block of E. Douglas.

13. Looking southeast towards the south side of the 600 block of E. William.

14. Looking northwest towards the west side 208 & 214 S. Commerce & 619-29 E. William.

15. Looking south towards 701 E. Douglas.

16. Looking southwest towards the southwest corner of E. Douglas & Mead.

17. Looking southwest towards the south side of the 800 block of E. Douglas.

18. Looking northwest towards north side of the 800 block of E. Douglas.

NPS Form 10-900-a
(8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 11 Page - 1 - East Douglas Historic District (Name of property) Sedgwick, Kansas (County and State)

PROPERTY OWNERSHIP LIST

Property Owner Name	Legal
ENOCH, ELLEN M 12 EL ENCANTO DR. COLORADO SPRINGS CO 80906	**Site: 138 N ST FRANCIS AVE** N 1/2 LOT 9 & S 1/2 LOT 11 4TH. NOW ST. FRANCIS AVE. J. R. MEAD'S ADD.
UNION RESCUE MISSION INC 130 N ST. FRANCIS WICHITA KS 67202	**Site: 134 N ST FRANCIS AVE** S1/2 LOT 9 4TH. NOW ST. FRANCIS J. R. MEAD'S ADDITION EXEMPT NO. 90-536-TX
UNION RESCUE MISSION 130 N ST. FRANCIS WICHITA KS 67202	**Site: 130 N ST FRANCIS** LOT 7 4TH. NOW ST. FRANCIS J. R. MEAD'S ADD. EXEMPT 4775-0
AUTOMOTIVE DIST CO INC 126 N ST. FRANCIS WICHITA KS 67202	**Site: 126 N ST FRANCIS** LOT 5 4TH. NOW ST. FRANCIS J. R. MEAD'S ADD.
AUTOMOTIVE DISTRIBUTING CO INC 126 N ST. FRANCIS WICHITA KS 67202	**Site: 124 N SANTA FE** LOTS 14-16-18 5TH. NOW SANTA FE AVE. J. R. MEAD'S ADD.
KINDEL INVESTMENTS LLC 124 N ST. FRANCIS WICHITA KS 67202	**Site: 122 N ST FRANCIS** LOT 3 ST. FRANCIS AVE. J. R. MEAD'S ADD.

NPS Form 10-900-a
(8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 11 Page - 2 - East Douglas Historic District (Name of property) Sedgwick, Kansas (County and State)

PROPERTY OWNERSHIP LIST

Property Owner Name	Legal
HUBER INC PO BOX 3520 WICHITA KS 67201	**Site: 114 N ST FRANCIS AVE** LOT 1 4TH. NOW ST. FRANCIS AVE. J. R. MEAD'S ADD.
DUNN, DAVID W 5222 S 231ST W GODDARD KS 67052	**Site: 808 E DOUGLAS** LOT 28 DOUGLAS AVE. EAST WICHITA ADD.
DUNN, DAVID W 5222 S 231ST W GODDARD KS 67052	**Site: 806 E DOUGLAS ST** LOT 26 DOUGLAS AVE. EAST WICHITA ADD.
DUNN, DAVID W 5222 S 231ST W GODDARD KS 67052	**Site: 804 E DOUGLAS** LOT 24 DOUGLAS AVE. EAST WICHITA ADD.
DUNN, DAVID W 5222 S 231ST W GODDARD KS 67052	**Site: 106 N MEAD** N 52 FT LOTS 20-22 DOUGLAS AVE. EAST WICHITA ADD.
CITY OF WICHITA 455 N MAIN WICHITA KS 67202	**Site: 720 E DOUGLAS ST** LOTS 14-16-18 DOUGLAS AVE. EAST WICHITA ADD.

PROPERTY OWNERSHIP LIST

Property Owner Name	Legal
CITY OF WICHITA 455 N MAIN WICHITA KS 67202	**Site: 718 E DOUGLAS ST** LOT 12 DOUGLAS AVE. EAST WICHITA ADD.
CITY OF WICHITA 455 N MAIN WICHITA KS 67202	**Site: 716 E DOUGLAS ST** LOT 10 DOUGLAS AVE. EAST WICHITA ADD.
CITY OF WICHITA 455 N MAIN WICHITA KS 67202	**Site: 710 E DOUGLAS ST** E 2 FT LOT 6-ALL LOT 8 DOUGLAS AVE. EAST WICHITA ADD. EXEMPT NO. 89-6171-TX
ARMSTRONG, DURRELL 704 E DOUGLAS WICHITA KS 67202	**Site: 704 E DOUGLAS ST** LOTS 2-4 & LOT 6 EXC E 2 FT DOUGLAS AVE. EAST WICHITA ADD.
KINDEL INVESTMENTS LLC 124 N ST. FRANCIS WICHITA KS 67202	**Site: 630 E DOUGLAS** E 37 1/2 FT LOTS 2-4-6-8-10 & 5.3 FT ON E 5TH. NOW SANTA FE AVE. J. R. MEAD'S ADD.
NORRIS, DAVID E 8057 SW TAWAKONI AUGUSTA KS 67010	**Site: 624 E DOUGLAS** W 25 FT E 62.2 FT LOTS 2-4-6-8-10 5TH. NOW SANTA FE J. R. MEAD'S ADD.

PROPERTY OWNERSHIP LIST

Property Owner Name	Legal
NORRIS, DAVID E 8057 SW TAWAKONI AUGUSTA KS 67010	**Site: 622 E DOUGLAS** PT LOTS 2-4-6-8-10 BEG 62 FT W SE COR COR LOT 2 N 136.9 FT TO ALLEY W 25 FT S TO DOUGLAS E TO BEG 5TH. NOW SANTA FE
DENTON, KENNETH D 9114 WINDWOOD CT. WICHITA KS 67226	**Site: 620 E DOUGLAS** E 25 FT W 48 FT LOTS 2-4-6-8-10 5TH. NOW SANTA FE AVE. J. R. MEAD'S ADD.
STOPPEL, KENNETH W 112 S FOUNDAIN WICHITA KS 67218	**Site: 618 E DOUGLAS** W 23 FT LOTS 2-4-6-8-10 5TH. NOW SANTA FE AVE. J.R.MEAD'S ADD.
CITY OF WICHITA 455 N MAIN 2ND FLOOR WICHITA KS 67202	**Site: 610 E DOUGLAS** LOTS 74-76 DOUGLAS AVE. J. R. MEAD'S ADD.
KINDEL INVESTMENTS LLC 124 N ST FRANCIS WICHITA KS 67202	**Site: 608 E DOUGLAS** LOT 72 DOUGLAS AVE. J. R. MEAD'S ADD.
WRIGHT, MARY C 604 E DOUGLAS WICHITA KS 67202	**Site: 604 E DOUGLAS AVE** LOT 70 DOUGLAS AVE. J. R. MEAD'S ADD.

PROPERTY OWNERSHIP LIST

Property Owner Name	Legal
MOSES, ESTHER 422 S VASSAR WICHITA KS 67218	**Site: 102 N ST FRANCIS** LOTS C & D DOUGLAS AVE. J. R. MEAD'S ADD.
ELLISON, ROBERT O ETAL 1445 DONLON ST. SUITE 20 VENTURA CA 93003	**Site: 530 E DOUGLAS** LOTS 64-66-68 DOUGLAS AVE. J.R. MEAD'S ADD.
HISTORIC DEVELOPMENT CORP 520 E DOUGLAS WICHITA KS 67202	**Site: 520 E DOUGLAS** LOT 62 DOUGLAS AVE. J. R. MEAD'S ADD.
HISTORIC DEVELOPMENT CORP 520 E DOUGLAS WICHITA KS 67202	**Site: 518 E DOUGLAS** LOT 60 DOUGLAS AVE. J. R. MEAD'S ADD.
HISTORIC DEVELOPMENT CORP 520 E DOUGLAS WICHITA KS 67202	**Site: 516 E DOUGLAS** E 1/2 LOT 56 & ALL LOT 58 DOUGLAS AVE. J. R. MEAD'S ADD.
504 LAND COMPANY LLC 504 E DOUGLAS WICHITA KS 67202	**Site: Vacant** LOT 54 & W 1/2 LOT 56 DOUGLAS AVE. J. R. MEAD'S ADD.

PROPERTY OWNERSHIP LIST

Property Owner Name	Legal
504 LAND COMPANY LLC 504 E DOUGLAS WICHITA KS 67202	**Site: 504 E DOUGLAS** LOT 50 DOUGLAS AVE. J. R. MEAD'S ADD.
MEAD, JAMES E ETAL 105 N MAIN WICHITA KS 67202	**Site: 506 E DOUGLAS** LOT 52 DOUGLAS AVE J R MEAD'S ADD.
CITY OF WICHITA 455 N MAIN WICHITA KS 67202	**Site: 500 E DOUGLAS AVE** LOTS 46-48 DOUGLAS AVE. J. R. MEAD'S ADD. EXEMPT NO. 96-611-TX
DUNN, DAVID 5222 S 21ST ST GODDARD KS 67052	**Site: 430 E DOUGLAS** LOT 44 DOUGLAS AVE. J. R. MEAD'S ADD.
WEIGAND, NESTOR R JR 150 N MARKET WICHITA KS 67202	**Site: Vacant** LOT 42 DOUGLAS AVE. J. R. MEAD'S ADD.
WEIGAND, NESTOR R JR 150 N MARKET WICHITA KS 67202	**Site: 422 E DOUGLAS** LOT 40 DOUGLAS AVE. J. R. MEAD'S ADD.

PROPERTY OWNERSHIP LIST

Property Owner Name	Legal
UNION RESCUE MISSION 130 N ST. FRANCIS WICHITA KS 67202	**Site: 420 E DOUGLAS AVE** LOT 38 DOUGLAS AVE. J. R. MEAD'S ADD.
DAVIS, LAURENCE R ETAL 2229 SIERRA HEIGHTS DR LAS VEGAS NV 89134	**Site: Vacant** LOT 34 DOUGLAS AVE. J. R. MEAD'S ADD.
DAVIS PROPERTIES 4141 S SENECA WICHITA KS 67217	**Site: Vacant** LOT 36 DOUGLAS AVE. J. R. MEAD'S ADD.
MEAD, J E 11516 NICHOLAS STE 100 BOX 542016 OMAHA NE 68154	**Site: 412 E DOUGLAS** LOTS 30-32 DOUGLAS AVE. J. R. MEAD'S ADD.
SOUTHWEST NATL BANK OF WICHITA ETAL 400 E DOUGLAS WICHITA KS 67202	**Site: 404 E DOUGLAS** LOTS 26-28 DOUGLAS AVE. J. R. MEAD'S ADD.
NASH LLC 230 N MOSLEY # E WICHITA KS 67202	**Site: 802 E DOUGLAS** S 85 FT LOT 22 DOUGLAS AVE. EAST WICHITA ADD.

PROPERTY OWNERSHIP LIST

Property Owner Name	Legal
NASH LLC 230 N MOSLEY WICHITA KS 67202	**Site: 800 E DOUGLAS** LOT 20 EXC N 52 FT DOUGLAS AVE. EAST WICHITA ADD.
COX COMMUNICATIONS KASANS LLC 1400 LAKE HEARN DR NE ATLANTA GA 30319	**Site: 801 E DOUGLAS** LOT 3 UNION STATION ADD. FT S 164.04 FT TO PT 3.83 FT N OF MOST SELY COR W 229.92 FT W 30 FT
COX COMMUNICATIONS KASANS LLC 1400 LAKE HEARN DR NE ATLANTA GA 30319	**Site: 725 E DOUGLAS** BEG NE COR LOT 1 S 447.02 FT W 3.22 FT S 192.55 FT SW 143.12 FT S 115.01 FT TO SE COR LOT 1 W 39.87 FT N 316.3 FT W 69.1 FT N 581 FT TO
COX COMMUNICATIONS KASANS LLC 1400 LAKE HEARN DR NE ATLANTA GA 30319	**Site: 701 E DOUGLAS** THAT PT LOT 1 BEG 73 FT E NW COR S 367 FT E 195.44 FT N 367 FT TO N LI W 195.44 FT TO BEG. UNION STATION ADD.
COX COMMUNICATIONS KASANS LLC 1400 LAKE HEARN DR NE ATLANTA GA 30319	**Site: Vacant** BEG NW COR LOT 1 E 73 FT S 367 FT E 195.44 FT S 214 FT E 69.1 FT S 316.3 FT TO S LI W 335.91 FT TO SW COR N TO BEG EXC BEG SE COR TH N

PROPERTY OWNERSHIP LIST

Property Owner Name	Legal
SPAGHETTI WORKS RESTAURANTS INC 1105 HOWARD ST OMAHA NE 68102	**Site: 625 E DOUGLAS** E 5 FT LOT 93- ALL LOT 95 & 30 FT E LOT 95 & 1/2 VAC ALLEY ON S & VAC SANTA FE AVE ADJ ON E DOUGLAS AVE ENGLISH'S ADD.
SPAGHETTI WORKS RESTAURANTS INC 1105 HOWARD ST OMAHA NE 68102	**Site: 623 E DOUGLAS** E 5 FT LOT 87 - ALL LOTS 89-91 & W 20 FT LOT 93 & 1/2 VAC ALLEY ON S & 1/2 VAC ALLEY ADJ LOT 89 ON W DOUGLAS AVE.
BD OF PARK COMM 455 N MAIN WICHITA KS 67202	**Site: Vacant** LOTS 83-85 & 1/2 VAC ALLEY ON S & 1/2 VAC ALLEY ON E DOUGLAS AVE. ENGLISH'S ADD. EXEMPT 1109-80-TG
BD OF PARK COMM 455 N MAIN WICHITA KS 67202	**Site: Vacant** LOT 81 & 1/2 VAC ALLEY ON S DOUGLAS AVE. ENGLISH ADD. EXEMPT 1109-80-TG
BD OF PARK COMM 455 N MAIN WICHITA KS 67202	**Site: Vacant** LOTS 77-79 EXC N 30 1/2 FT W 35 IN. LOT 77 & 1/2 VAC ALLEY ON S DOUGLAS AVE. ENGLISH'S ADD. EXEMPT 1109-80-TG

PROPERTY OWNERSHIP LIST

Property Owner Name	Legal
BD OF PARK COMM 455 N MAIN WICHITA KS 67202	**Site: Vacant** LOTS 73-75 & N 30 1/2 FT W 35 IN. LOT 77 & 1/2 VAC ALLEY ON S DOUGLAS AVE. ENGLISH'S ADD. EXEMPT 1109-80-TG
DB PROPERTIES OF WICHITA INC 301 N MAIN #1600 WICHITA KS 67202	**Site: 429 E DOUGLAS** LOT 47 DOUGLAS AVE. ENGLISH'S ADD.
LEVAND-RUDD PROPERTIES LLC 301 N MAIN SUITE 1600 EPIC CENTER WICHITA KS 67202	**Site: 423 E DOUGLAS** LOTS 43-45 DOUGLAS AVE. ENGLISH'S ADD.
BOWLES, JACE A & JENNIFER P 5318 N ARMSTRONG WICHITA KS 67204	**Site: 417 E DOUGLAS** LOT 41 DOUGLAS AVE ENGLISH ADD
SPAGHETTI WORKS RESTAURANTS INC 1105 HOWARD ST OMAHA NE 68102	**Site: 624 E WILLIAM** LOTS 2-4-6-8-10-12 & 1/2 VAC ALLEY ADJ LOTS 2-4-6 ON W & 1/2 VAC ALLEY ADJ LOT 2 ON N & TH PT VAC ST BEG 8 FT N NE COR LOT 2 E 52 FT S 228 FT

NPS Form 10-900-a
(8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
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Section 11 Page - 11 - East Douglas Historic District (Name of property) Sedgwick, Kansas (County and State)

PROPERTY OWNERSHIP LIST

Property Owner Name	Legal
BD OF PARK COMM 455 N MAIN WICHITA KS 67202	**Site: Vacant** LOTS 1-3-5 & 1/2 VAC ALLEY ON E & 1/2 VAC ALLEY ADJ LOT 1 ON N ST. FRANCIS AVE. ENGLISH'S ADD. EXEMPT 1109-80-TG
WICHITA, CITY OF 505 E LINCOLN WICHITA KS 67202	**Site: Vacant** E 23.53 FT ODD LOTS 1 THRU 11 & VAC ALLEY ADJ ON E, EMPORIA AVE, & EVEN LOTS 2 THRU 12, ST FRANCIS AVE N. A. ENGLISH'S ADDITION
CITY OF WICHITA 455 N MAIN WICHITA KS 67202	**Site: 121 S EMPORIA** ODD LOTS 1 THRU 11 INCL, TOPEKA AVE & EVEN LOTS 2 THRU 12 INCL., EMPORIA AVE & VAC ALLEY ENGLISH'S ADD.
WICHITA, CITY OF 455 N MAIN WICHITA KS 67202	**Site: 102 S ST FRANCIS** LOTS 7-9-11 4TH. NOW ST. FRANCIS AVE. ENGLISH'S ADD. EXEMPT NO. 1998-6592-TX
SPAGHETTI WORKS RESTAURANTS INC 1105 HOWARD ST OMAHA NE 68102	**Site: 619 E WILLIAM** EVEN LOTS 14 TO 18 INC EXC W 35 FT THEREOF & TH PT VAC SANTA FE & RR ROW BEG NE COR LOT 14 E 52 FT S 75 FT W 52 FT N TO BEG. SANTA FE

PROPERTY OWNERSHIP LIST

Property Owner Name	Legal
HILL, M MEREDITH ETAL 575 WOOD VALLEY TRCE ROSWELL GA 30076	**Site: 617 E WILLIAM** W 35 FT LOTS 14-16-18 EXC W 10 FT FOR ST. 5TH. NOW SANTA FE ENGLISH'S ADD.
MC GILL, MICHAEL P & CONNIE L PO BOX 47622 WICHITA KS 67201	**Site: 208 S COMMERCE** LOTS 20-22-24 & VAC SANTA FE ON E EXC W 10 FT FOR ST 5TH NOW SANTA FE ENGLISH'S ADD.
CITY OF WICHITA 455 N MAIN WICHITA KS 67202	**Site: Vacant** THAT PART SW1/4 BEG 16 INCHES N SW COR LOT N ROCK ISLAND 2ND. ADD. TH W 3.22 FT N 41.65 FT TO PT 447.02 FT S OF N LI UNION STATION ADD. TH
COULTER, JAMIE B 224 E DOUGLAS STE 700 WICHITA KS 67202	**Site: Vacant** THAT PART SW1/4 BEG 8.41 FT S NW COR LOT 5 ROCK ISLAND ADD. W 3.1 FT N 121.24 FT E 3.22 FT TO PT 16 INCHES N OF SW COR LOT N ROCK
CROWL, EDITH P 1436 JAMES ST DERBY KS 67037	**Site: 214 S COMMERCE** LOTS 26-28 EXC W 10 FT & VAC SANTA FE ON E 5TH NOW SANTA FE ENGLISH'S ADD.

PROPERTY OWNERSHIP LIST

Property Owner Name	Legal
CROWL, EDITH P 1436 JAMES ST DERBY KS 67037	**Site: 216 S COMMERCE** LOTS 30-32 EXC W 10 FT & VAC SANTA FE ON E 5TH NOW SANTA FE ENGLISH'S ADD.
PROTECTION 1 ALARM MONITORING INC PO BOX 889 TOPEKA KS 66601	**Site: Vacant** LOT 1 UNION STATION 2ND ADD
PROTECTION 1 ALARM MONITORING INC PO BOX 889 TOPEKA KS 66601	**Site: Vacant** THAT PART LOTS 1 & 2 BEG SE COR LOT 1 TH N 115.01 FT NE 143.12 FT N 29.66 FT W 17.79 FT S 174.09 FT TO CUR TO RT SWLY ALG CUR 58.13 FT TO
MC GILL, MICHAEL P & CONNIE L P.O. BOX 47622 WICHITA KS 67201	**Site: 220 S COMMERCE** LOT 34 EXC W 10 FT & EXC N 6 IN & LOT 36 EXC W 10 FT & VAC SANTA FE ON E 5TH. NOW SANTA FE ENGLISH'S ADD.
MC GILL, MICHAEL P & CONNIE L P.O. BOX 47622 WICHITA KS 67201	**Site: 222 S COMMERCE** LOTS 38-40 EXC W 10 FT & VAC SANTA FE ON E 5TH. NOW SANTA FE ENGLISH'S ADDITION

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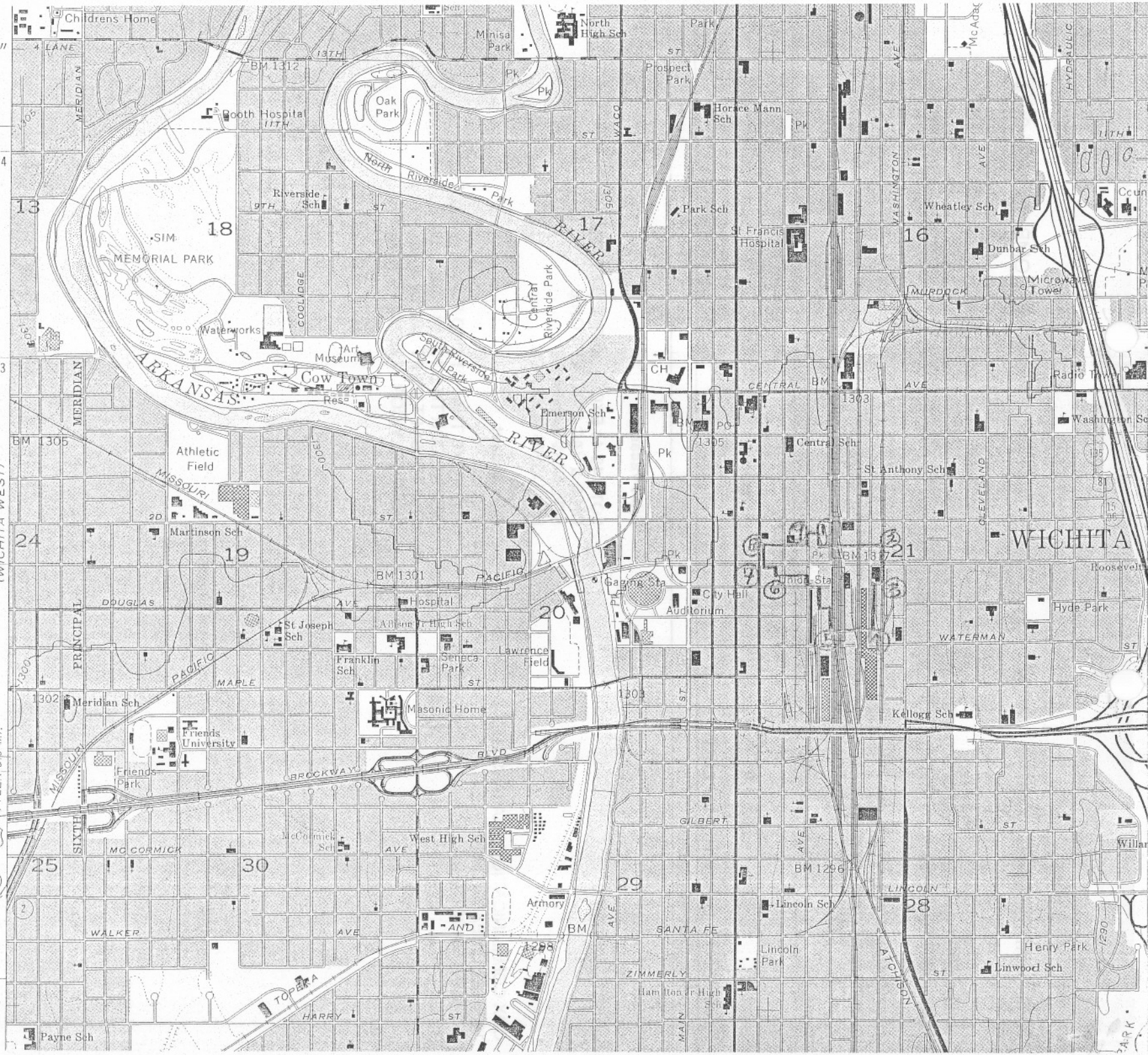
CONTINUATION SHEET

PROPERTY OWNERSHIP LIST

Property Owner Name	Legal
CROWL, EDITH P 1436 JAMES DERBY KS 67037	**Site: Vacant** LOTS 42-44 EXC W 10FT & 35FT ADJ ON S & VAC SANTA FE ON E 5TH. NOW SANTA FE ENGLISH'S ADDITION
COX COMMUNICATIONS KASANS LLC 1400 LAKE HEARN DR NE ATLANTA GA 30319	**Site: Vacant** LOT 2 EXC THAT PT DED FOR ST & EXC` BEG NE COR TH S 136.68 FT E 18.12 FT S 164.04 FT TO PT 3.83 FT N OF MOST SELY COR W 229.92 FT W 30 FT

East Douglas Av.
Historic District

Wichita,
Sedgwick CO.,
Kansas

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2) 14S 647413 4172354
3) 14S 647396 4172238
4) 14S 647368 4172050
5) 14S 647166 4171955
6) 14S 646927 4172241
7) 14S 646919 4172283
8) 14S 646873 4172316
9) 14S 647109 4172427