NPS Form 10-900
United States Department of the Interior
National Park Service

OMB No. 1024-0018

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NATIONAL REGISTER OF HISTORIC PLACES
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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* 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 certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

Historic name Ridenour-Baker Grocery Company Building

Other names/site number Kansas City Terminal Warehouse Company; Weld Wheel Industries, Inc.

Name of related Multiple Property Listing Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri

2. Location

Street & number 933 Mulberry Street | N/A | not for publication

City or town Kansas City | N/A | vicinity

State Missouri Code MO County Jackson Code 095 Zip code 64101

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 at the following level(s) of significance:

___ national ___ statewide _X_ local

Applicable National Register Criteria: _X_ A ___ B _X_ C ___ D

Mark A. Miles March 3, 2014

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

Missouri Department of Natural Resources

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register ____ determined eligible for the National Register

____ determined not eligible for the National Register ____ removed from the National Register

____ other (explain:)

for Edson R. Beall 4.21.14

Signature of the Keeper Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply.)

X	private
	public - Local
	public - State
	public - Federal

Category of Property
(Check only **one** box.)

X	building(s)
	district
	site
	structure
	object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
		sites
		structures
		objects
1	0	**Total**

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions.)

COMMERCE/ TRADE: Warehouse

INDUSTRY/PROCESSING/EXTRACTION: Manufacturing facility

Current Functions
(Enter categories from instructions.)

VACANT

7. Description

Architectural Classification
(Enter categories from instructions.)

LATE 19TH AND EARLY 20TH CENTURY REVIVALS

Materials
(Enter categories from instructions.)

foundation: CONCRETE
walls: CONCRETE
roof: ASPHALT
other: N/A

X **NARRATIVE DESCRIPTION ON CONTINUTATION PAGES**

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.

Criteria Considerations

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

Property is:

[ ] A Owned by a religious institution or used for religious purposes.

[ ] B removed from its original location.

[ ] C a birthplace or grave.

[ ] D a cemetery.

[ ] E a reconstructed block, object, or structure.

[ ] F a commemorative property.

[ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

COMMERCE

ARCHITECTURE

Period of Significance

1910-1936

Significant Dates

1910, 1915, 1918, 1919

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

McKecknie and Trask (Architect)

[X] STATEMENT OF SIGNIFICANCE ON CONTINUTATION PAGES

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Previous documentation on file (NPS):

____preliminary determination of individual listing (36 CFR 67 has been requested)
____previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____recorded by Historic American Blocks Survey #_____
____recorded by Historic American Engineering Record # _____
____recorded by Historic American Landscape Survey # _____

Primary location of additional data:

_X_ State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
_X_ Other

Name of repository: **Missouri Valley Special Collections, Kansas City Public Library; The State Historical Society of Missouri**

Historic Resources Survey Number (if assigned): _N/A_

10. Geographical Data

Acreage of Property 1.7

Latitude/Longitude Coordinates
Datum if other than WGS84:____N/A_____
(enter coordinates to 6 decimal places)

	Latitude:	Longitude:		Latitude:	Longitude:
1	39.103059	-94.599146	3		
2			4		

UTM References
(Place additional UTM references on a continuation sheet.)
_____ NAD 1927 or _____ NAD 1983

	Zone	Easting	Northing		Zone	Easting	Northing
1				3			
2				4			

Verbal Boundary Description (On continuation sheet)

Boundary Justification (On continuation sheet)

11. Form Prepared By

name/title Elizabeth Rosin, Principal; Lauren Rieke, Historic Preservation Specialist
organization Rosin Preservation date October 2013
street & number 215 W. 18th Street, #150 telephone 816-472-4950
city or town Kansas City state MO zip code 64105
e-mail lauren@rosinpreservation.com

Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Photographs**
- **Owner Name and Contact Information**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log:

Name of Property: **Ridenour-Baker Grocery Company Building**

City or Vicinity: **Kansas City**

County: **Jackson County** State: **Missouri**

Photographer: **Brad Finch, F-Stop Photography**

Date Photographed: **October 1, 2013**

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 18: Northwest corner. View southeast.
2 of 18: North elevation. View south.
3 of 18: East elevation. View west.
4 of 18: South elevation with 1918 and 1919 block. View northeast.
5 of 18: South elevation. View northwest.
6 of 18: South (main) elevations of 1918 and 1919 blocks. View northwest.
7 of 18: West elevation with surrounding context. View east. Note proximity to railroad tracks.
8 of 18: Northeast corner with surrounding context. View southwest.
9 of 18: Main entrance, west elevation. View east.
10 of 18: First floor, main entrance. View northwest.
11 of 18: 1915 block, fourth floor, typical interior space. View northwest.
12 of 18: 1915 block, sixth floor, typical interior space. View southeast.
13 of 18: 1910 block, eighth floor, typical interior space. View southeast.
14 of 18: 1919 block, first floor. View south.
15 of 18: 1915 block, sixth floor, stair tower. View southwest.
16 of 18: 1915 block, seventh floor, circulation core. View north.
17 of 18: 1915 block, ninth floor, sawtooth skylights. View northwest.
18 of 18: 1915 block, ninth floor, sliding door into 1910 block. View east.

Figure Log:

Include figures on continuation pages at the end of the nomination.

Figure 1: Site Map. *Source: ArcGIS 2013.*
Figure 2: Contextual Map. *Source: ArcGIS 2013.*
Figure 3: Photo Map, exterior. Sketch floor plan.
Figure 4: Photo Map, interior. Sketch floor plan.
Figure 5: Historic photo, 1928. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*
Figure 6: Historic photo, n.d. *Source: Historic Property Eligibility Assessment Form, Ridenour-Baker Block.*
Figure 7: Historic photo, ninth floor, n.d. *Source: Historic Property Eligibility Assessment Form, Ridenour-Baker Block.*
Figure 8: Historic photo, ninth floor, n.d. *Source: Historic Property Eligibility Assessment Form, Ridenour-Baker Block.*
Figure 9: Advertisement for the Ridenour-Baker Grocery Company, 1916. *Source: Ancestry.com. Kansas City, City Directory, 1916 [database on-line].*
Figure 10: Row of Ridenour-Baker Grocery Company trucks with block in the background, c. 1915. *F.F.O.G is an abbreviation for "Finest Fruits of the Garden." Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*
Figure 11: Historic Plans, 1910 block, north elevation. *Source: The State Historical Society of Missouri, Kansas City.*
Figure 12: Historic Plans, 1910 block, first floor plan. *Source: The State Historical Society of Missouri, Kansas City.*
Figure 13: Historic Plans, 1910 block, typical upper floor plan. *Source: The State Historical Society of Missouri, Kansas City.*
Figure 14: Existing floorplan, typical interior, 1910 and 1915 block.

SUMMARY

The Ridenour-Baker Grocery Company Building (Ridenour-Baker Building) stands on a 1.7 acre property at 933 Mulberry Street in Kansas City, Jackson County, Missouri. The Ridenour-Baker Grocery Company constructed the nominated property in four phases between 1910 and 1919. All four building components share party walls and connect through interior doorways. The largest section of the building was constructed in 1915. The nine-story block has an irregular, west-facing plan. A north-facing block, built in 1910 that is of equal height but smaller in footprint, adjoins the east elevation of the 1915 block. Both are reinforced concrete structures with flat roofs. While the north elevation of the 1910 block is brick, the other exterior walls of these primary building components are parged with smooth concrete. Befitting their utilitarian function, architectural ornament evocative of Late 19th and Early 20th Century Revival Styles is limited. The 1910 block has simple patterned brickwork on the main façade, and the 1915 block has widely spaced dentils along a shallow cornice, gently articulated geometric pendants at the top of the vertical spandrels between the bays and at the corners, and a simple limestone entrance. Interior finishes are similarly minimal. The open floor plans have concrete floors, ceilings, walls and columns. The two final additions, attached to the south of the 1915 block, are much smaller than the primary components and face Union Avenue. These include a two-story block with multiple garage bays constructed in 1918 and a one-story garage with a recessed loading dock constructed in 1919. Despite its additive form, the Ridenour-Baker Building retains integrity and represents the evolution of the company throughout its tenure in the building. The Ridenour-Baker Building meets the registration requirements for the Commercial Distribution Office and Warehouse sub-type of the Industrial Facilities and Commercial Distribution Buildings property type defined in the Multiple Property Documentation Form for *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri* (MPDF).

ELABORATION

SETTING

The Ridenour-Baker Building is located in Kansas City's West Bottoms industrial district, at the base of the bluffs near the confluence of the Missouri and Kansas (Kaw) Rivers. The 1.7 acre property occupies the majority of a block bounded by Mulberry Street on the west, St. Louis Avenue on the north, Santa Fe Street on the east and Union Avenue on the south (Figure 1). Warehouses, freight blocks and other railroad-related resources characterize the surrounding area. Constructed during the late-nineteenth and early-twentieth centuries, most share similar massing, materials and scale in keeping with the industrial function of the neighborhood (Photos 4, 7, 8). Downtown Kansas City, Missouri lies approximately one-half mile to the east on top of the bluffs that rise above the bottomland (Figure 2).

The Ridenour-Baker Building stands at the center of the property (Figure 1). There is a large concrete parking area east of the 1910 block and a smaller concrete parking area at the southwest corner of the parcel. A three-story building, not associated with the nominated resource, occupies the southeast corner of the block. A concrete sidewalk lines the west, south and east perimeters of the block. A railroad siding clips the northwest corner of the block (Photo 7). Another set of tracks runs north-south, approximately three blocks to the east.

1910 BLOCK

Exterior

The nine-story block, constructed in 1910, has a reinforced concrete structure and a flat roof (Photo 2). Decorative brickwork clads the primary (north) elevation. Concrete parging covers the brick veneer on the east and south elevations. The west elevation is a full party wall shared with the 1915 block. As evidenced on the north elevation by differing patterns of brick, this was originally a seven-story block. The eighth floor was constructed before 1918; the ninth floor was completed in May of that year (Figure 6).[1]

The north elevation sits flush with the west block. A concrete loading dock, accessed via concrete stairs with a metal railing, spans the length of the elevation and continues onto the 1915 block. Although included in the original plans, this loading dock appears in a photograph dating to 1928. A metal canopy at the first floor line covers the loading dock. Three bays divided by concrete pilasters organize the first floor. The two east bays have a large garage entrance surmounted by three single openings. Wood panels fill all openings. A wood panel fills a large opening in the west bay. A metal service door with a fixed window pierces the panel. A band of glass block spans the bay above this opening.

Patterned brick work comprised of projecting broken rectangles enframes floors 2 through 7. Rows of projecting brick span the façade between the rectangles. The top of the frame is interrupted by the seventh floor windows, likely added at the time of expansion. Four bays of single openings pierce the center of the elevation on these floors. Most are one-over-one double-hung aluminum windows. Opaque panels or louvered vents fill some openings. All have concrete sills. The eighth and ninth floors have six openings with brick sills filled with fixed aluminum sashes.

The east elevation has sparse fenestration (Photos 3, 8). Concrete parging covers most of the original openings. An non-historic enclosed metal loading dock clad in corrugated metal projects across the south half of the elevation, covering the first and second floors. It has two metal overhead doors in the east elevation. The main building wall has an opening filled with a metal overhead door in the first floor. Two bays with single window openings pierce the façade on floors 3 through 7. Wide openings with fixed aluminum sashes pierce the eighth and ninth floors.

The south elevation likewise has sparse fenestration with concrete covering most original openings (Photo 5). Three bays with single openings at varying floors pierce the façade on floors 3 through 7. Various fixed aluminum sashes, one-over-one double-hung aluminum windows and louvered vents fill the openings. The eighth floor has five openings and the ninth floor has six openings. Fixed metal-framed sashes with concrete sills fill each opening.

Interior

The interior of the 1910 block features wide open spaces on floors 1 through 9 (Photo 13, Figure 14). Square concrete columns punctuate each floor. The first floor opens into the 1915 block. On floors 2 through 9 the brick party wall retains window and door openings of various sizes.

A historic freight elevator and U-shaped staircase rise from the first floor through the ninth floor in the center of the block. The freight elevator has a historic cab. The staircase has concrete treads and risers

[1] Historic photograph, *Report of the Board of Fire and Water Commissioners.* (Kansas City, Missouri, 1919), 109. City of Kansas City, Missouri Landmarks Commission, Block permit #64227, May 16, 1918.

and a metal pipe railing. Concrete floors and ceilings are exposed throughout the block. Brick walls have a plaster skim coat. Non-historic drywall and concrete partitions configure rooms on some floors.

1915 BLOCK

Exterior

The nine-story 1915 block has a reinforced concrete frame structure with concrete cladding and a flat roof (Photos 1, 2). The main entrance faces west in the notched northwest corner of the mass. The east elevation is a party wall shared with the adjacent 1910 block, and the first floor of the south elevation adjoins the 1918 and 1919 blocks. The building has subtle Revival Style details On all four elevations the vertical spandrels between the regularly spaced bays are gently articulated. They read as concrete pilasters, and are adorned with geometric pendants below the cornice. The flat roof has a shallow concrete cornice adorned with widely spaced dentils. An integrated circulation tower rises to ten stories at the northwest corner of the block.

The primary (west) elevation has 5 bays. From the north, bays 3 through 5 project forward, giving the building an L-shape (Photo 7). A flat roof circulation tower extends above bay 3. The first floor of the entire elevation is painted white.

Loading docks fill bays 1 and 2 in the reentrant angle. Bay 1 cantilevers over the first floor where a railroad siding passes. An engaged column supports the body of the block at this corner. A metal overhead garage door fills the remainder of bay 1. A one-story addition projects from the first floor of bay 2. A concrete canopy with concrete brackets spans the bay. Fixed opaque panels fill two large garage openings surmounted by four smaller windows. On the second floor historic multi-light metal windows fill bay 1 and opaque panels fill bay 2. On floors 3 through 8, wide bands of aluminum windows fill bays 1 and 2. Windows at the ends of each band have one-over-one double-hung sashes with transoms. The five center windows are fixed sashes. Four openings with fixed aluminum windows pierce bays 1 and 2 on the ninth floor.

The projecting south wing contains bays 3 through 5. Bay 3 contains the recessed main entrance (Photo 9). Clad entirely in limestone, ornament is limited to recessed panels on either side and above the doorway, carved circles at the upper corners, and a carved architrave around the doors. Historic metal sconces on each side are intact. Limestone steps lead to the paired wood doors with a transom. A canvas awning spans the length of this bay. A wide opening filled with glass block pierces bay 4. The basement level of this bay has five openings filled with opaque panels. A metal overhead door fills bay 5. On the second floor bands of four fixed aluminum windows fill bays 3 through 5. From floors 3 through 8, six fixed aluminum windows fill bay 3. In bay 4 concrete panels enclose the historic fifteen-light metal windows. The concrete sill is visible at each level. A band of seven aluminum windows fills bay 5. Windows at the ends of each band have one-over-one double-hung sashes with transoms. The five center windows are fixed sashes. Four openings with one-over-one double hung aluminum windows pierce bay 3 on the ninth floor. Bay 4 has concrete panels with the same exposed sill as on the floors below. Four openings filled with fixed aluminum windows pierce bay 5.

Ten bays organize the north elevation (Photo 2). From the east, bays 8 through 10 are recessed from the façade. The first floor is painted white. Bays 1 through 7 are flush with the 1910 block. The original design featured an open loading dock across this floor. This was enclosed at an early, unknown, date. A

metal canopy above the first floor of the 1910 block continues across the bays 1 and 2. A metal overhead door with a transom pierces each bay. Bays 3 through 5 have smaller non-historic openings filled with opaque panels. Bays 6 and 7 angle into the recessed northwest corner. They are void of fenestration. On the second floor, concrete panels enclose the historic fifteen-light metal windows in bays 1 through 3. The concrete sill is visible at each level. A band of four fixed windows fills each of the bays 4 through 7. On floors 3 through 8 bands of windows fill bays 1 through 7, matching the configuration of those on the west elevation. Windows at the ends of each of these bays have one-over-one double-hung sashes with transoms. The center windows are fixed sashes Three single openings with fixed aluminum windows pierce each bay on the ninth floor.

The recessed west wing containing bays 8 through 10 has similar fenestration patterns. The first floor has two bays. A projecting one-story addition fills bay 8. It has a single opening, infilled with corrugated metal. The recessed west bay is void of fenestration. Floors 2 through 9 have three bays each, glazed with the same banded windows described above with four windows in each bay. Bays 8 and 9 have double-hung and fixed windows. Bay 10 has fixed aluminum windows only. On the ninth floor, bays 8 and 10 each have three openings with fixed aluminum windows. Bay 9 has three openings with double-hung aluminum windows.

The south elevation has ten bays (Photos 4, 5). Brick fills the first three bays on the first floor. The 1918 and 1919 blocks cover the remainder of the first floor. Two openings filled with fixed aluminum windows pierce each of the second floor bays. On floors 3 through 9 there is fenestration only in the first, fourth, seventh and tenth bays. Each bay on floors 3 through 8 has two openings filled with a fixed aluminum sash and a one-over-one double-hung aluminum sash, each with a single-light transom. A single, narrow opening with a fixed window pierces the ninth floor. The remaining bays are void of fenestration, although each has an articulated concrete sill. Historic windows are intact beneath concrete panels in these bays.

The integrated circulation tower rises to a tenth floor at the northwest corner of the block, above the main entrance (Photo 7). This element has a flat roof articulated with the same concrete cornice and brackets as the main roof of the block. Four openings pierce the west elevation and three openings pierce the north elevation. Both have a continuous concrete sill with brackets that is even with the cornice of the main block. Fixed aluminum windows fill the openings.

All openings on the 1915 Block have a continuous concrete sill. All exposed windows are non-historic, and non-historic metal flashing extends across each bay above and below the openings. In the majority of bays where openings are in-filled, the historic windows are extant.

Interior

The original open floorplan and sparse finishes of the 1915 Block remain largely unaltered. From the basement to the ninth floor the open floors are punctuated by round concrete columns (Photos 11, 12, Figure 14). Historic concrete partitions and non-historic drywall partitions form small rooms on several floors. At the first floor the 1915 block is completely open to the 1910 block. On floors 2 through 9 openings of various sizes connect the two sections of the building (Photo 18). Doorways in the south wall open into the 1919 block on the first floor and into the 1918 block on the second floor.

The circulation tower in the northwest corner of the block rises from the basement to the roof (Photo 15). A U-shaped stair with concrete treads and risers and a metal pipe railing fills the north side of the tower. Three freight elevators with historic cabs fill the remainder of the shaft. The southernmost freight elevator rises from floor 2 to floor 9. The other two serve floors 1 thru 9 (Photo 16). A smaller U-shaped stair, adjacent to the elevators, rises from the basement to the first floor, and from the sixth through the ninth floors. It has concrete steps and a metal pipe railing.

The first floor lobby space is the most finished space in the building (Photo 10). Two-panel wood doors with glazing set into a wood frame access the exterior. Wood paneling adorns the south and west walls. An metal stair with terrazzo treads a decorative newel post rises from the first floor to the second floor. The railing has groups of three metal balusters with a wood rail. Terra cotta block and brick clad portions of the walls beneath the stairs, leading to the basement. Non-historic sheet vinyl covers the floor.

The concrete structural columns have curved molded capitals. Interior concrete walls, floors and ceilings have a plaster skim coat. On each floor, the non-historic windows sit in concrete frames. Original multi-light metal windows in the south and west walls, covered with opaque panels on the exterior, are visible on the interior. Most are in poor condition.

Non-historic drywall partitions divide the west half of the first and second floors into offices. They have carpet and asphalt tile flooring with aluminum base molding and dropped ceiling grids. The ninth floor ceiling has three saw-tooth skylights that run east-west across the roof (Photo 17). The skylights retain original metal-framed glazing across the north side; covered portal openings pierce the south side.

1918 BLOCK

The two-story brick block extends south from the east half of the 1915 block (Photos 4, 6). The first floor was built in 1918. It is unknown when the second story was added. It has a flat roof with a straight parapet. The main (south) elevation has seven bays. Large garage openings with brick lintels fill each bay on the first floor. Metal overhead doors fill the four western openings. Vertical wood boards, pierced with fixed aluminum windows and a metal door, fill the three east openings. Two short openings with segmental brick arches and brick sills pierce the wall above each large opening. Opaque panels fill each opening. On the second floor, two short openings with segmental brick arches and brick sills pierce each bay. Single-light fixed aluminum windows fill each bay. The two openings in the western bay and one in the eastern bay extend down into full-height one-over-one double-hung windows. The first floor of the west elevation is a party wall shared with the adjacent 1919 block. On the second floor, single openings filled with aluminum windows pierce the wall. The north and east elevations are party walls with adjacent buildings.

Historic and non-historic partitions divide the interior on both floors. Most spaces remain unfinished with exposed concrete floors, walls, columns and ceilings. Office space on the first floor and a former living space on the second floor have drywall partitions, dropped ceiling grids and carpet and vinyl sheet flooring covering the concrete floors.

1919 BLOCK

A one-story brick block with a flat roof extends south from the west half of the 1915 block (Photo 4, 6). Projecting brick rectangles adorn the stepped parapet on the main (south) elevation of this addition. The

main elevation has two bays. A large, angled recessed loading dock fills the wide west bay. Two metal columns support the opening. Concrete masonry units (CMU) frame single fixed aluminum windows within the large original window openings. A metal overhead door and a single metal pedestrian door access the block. The east bay has a single opening with similar CMU infill. Corrugated metal clads most of the west elevation. The original brick cladding is exposed near the north end. Two garage openings with metal overhead doors pierce the north half of the elevation. The east and north elevations share party walls with the adjacent blocks.

The interior is a wide open space with non-historic drywall partitions in the northeast corner (Photo 14). Metal trusses span east-west across the exposed ceiling. A clerestory window spans north south in the center of the ceiling. The concrete floor is exposed.

INTEGRITY

The Ridenour-Baker Grocery Company Building has experienced few changes since its completion in 1919. It illustrates the evolution of the company during the period of significance. It retains all necessary aspects of integrity to communicate its function as a Commercial Distribution Office and Warehouse building, as defined in the MPDF. It occupies its original location in an unchanged setting among warehouse, freight and railroad-related buildings of a similar vintage in the West Bottoms industrial district. The design, materials and workmanship of the building, as conceived by architects McKecknie and Trask remain intact. An early example of reinforced concrete construction in Kansas City, the completely fireproof building has a concrete structure clad with concrete parging on the 1915 block and portions of the 1910 block. In keeping with the warehouse and processing functions that occurred in the building, large bands of windows and restrained stylistic references ornament the exterior. On the interior the original open floors and sparse finishes remain virtually unchanged from the period of significance. Changes to the individual blocks that compose the Ridenour-Baker building have been minimal and do not impact the historic integrity of the property as a whole. Subtle scored concrete panels originally adorned the spandrels and pilasters on the exterior. While original window openings are intact, the visible sashes are non-historic. Solid panels fill some openings and cover some historic windows on the south and west elevations. On the first and second floors, historic finishes are extant beneath non-historic partitions and finishes where they have been installed. All of these alterations are reversible and are allowable within the registration requirements outlined in the MPDF.[2] The building retains feeling about and communications its associations with the both Ridenour-Baker Grocery Company and the surrounding railroad systems that contributed to the success of the company.

[2] Sally Schwenk, National Register of Historic Places Multiple Property Documentation Form, "Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri," Kansas City, 2000, F-4.

SUMMARY

The Ridenour-Baker Grocery Company Building (Ridenour-Baker Building) is eligible for listing in the National Register of Historic Places under Criteria A and C. It is locally significant in the areas of COMMERCE and ARCHITECTURE. It is an excellent example of the Commercial Distribution Offices and Warehouses sub-type of the Industrial Facilities and Commercial Distribution Buildings property type defined in the Multiple Property Documentation Form for *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri* (MPDF). Its architectural significance derives from its representation of this property type, and as a distinctive and early adaptation of reinforced concrete construction technology in Kansas City. The firm of McKecknie and Trask, local leaders in the use of reinforced concrete, designed the east block in 1910 and the main block in 1915. The fireproof design uses concrete for the foundation as well as for interior structural columns, floors, walls and ceilings. Additionally, the 1915 block and later floors added to the 1910 block are clad on the exterior in concrete parging, which represents one of the earliest examples of this material adaptation in Kansas City. Reflecting its utilitarian function and its property type, the Ridenour-Baker Building displays restrained Revival style details, expressed by subtle decorative elements in the pilasters, cornice and entrance. The building retains its open interior plan, substantially undivided, echoing the manufacturing capabilities that once characterized these spaces. The Ridenour-Baker Building has commercial significance for its emergence and growth as a wholesale distribution business within the historic context of the West Bottoms industrial district.[3] The Ridenour-Baker Grocery Company, established in 1858, opened a grocery warehouse and manufacturing business on this site in 1878. The strategic West Bottoms location offered proximity to multiple rail lines that connected it to distribution centers throughout the country. This enabled the company to flourish, becoming one of the leading grocery warehouses in the city and contributing to the development of the area. The Ridenour-Baker Grocery Company constructed the nominated building over a nine-year period beginning in 1910. The 1915 block by McKecknie and Trask was the climax of this effort. The period of significance is 1910-1936, the period that the Ridenour-Baker Company occupied the building.

ELABORATION

RAILROAD RESOURCES IN THE WEST BOTTOMS

As described in the historic context "Railroad Development in the West Bottoms" of the MPDF, the West Bottoms industrial district filled the open land between the bluffs at the edge of downtown Kansas City and the Kansas (Kaw) and Missouri Rivers.[4] The relatively flat terrain of the floodplain made it an ideal location for rail service. The association between the railroads and the manufacturing and warehousing ventures that developed shaped its architectural landscape. Development in the West Bottoms began in 1867 when several railroads, including the Missouri & Pacific, established depots and a hotel in the area. Completion of the Hannibal and St. Joseph Railroad between Kansas City and Chicago in 1868 led to expansion of the stockyards. When the Hannibal Bridge opened in 1869 as the first bridge to cross the Missouri River, it solidified the West Bottoms as the city's central industrial district.[5] The extensive rail

[3] Schwenk, F-3.
[4] Schwenk, E-4.
[5] Ibid., E-4.

network within the district connected to markets across the country, making the area attractive to businesses, particularly packing houses and smelters.[6]

Construction of the Union Depot in the northeast corner of the West Bottoms in 1878 enhanced the regional importance of the industrial area as a central shipping and production hub.[7] As new businesses were established in the Bottoms, development shifted from the central core of the district to the open land around the depot. Access to rail lines was critical to wholesale operations. Many companies chose parcels with access to multiple rail lines. Ridenour-Baker, for instance, located its warehouse just west of the depot on a parcel accessible to tracks of the Missouri Pacific and Fort Scott railroads.[8]

Wholesale and warehousing industries had been present in Kansas City since its earliest days as an outfitting point on the westward trails. The arrival of the railroad kept Kansas City strategically positioned between the manufactured goods produced in the East and the raw materials collected out West. As these items traveled across the country in both directions, they passed through Kansas City, bolstering the local economy.

Warehouse and wholesale distributors, such as the Ridenour-Baker Grocery Company, fueled this trade. Commercial warehouses were storage sites for items produced in factories or for goods ready for shipment to retail locations or other warehouses. Kansas City warehouses served a number of different industries, most notably farm implements, wholesale "jobbing",[9] and warehousing. The Ridenour-Baker Grocery Company generally fell into the latter category, but it was more than just a warehouse and distributor.[10] The Ridenour-Baker Grocery Company also manufactured and packaged many products in-house, including coffee, spices, and peanuts. Items such as peanuts came to the warehouse in bulk as raw goods. They were then salted, packed and shipped to locations in the South and West. Their distinct label, F.F.O.G. (or "First Fruit of the Garden"), became a trademark of these products as they spread across the country. Taking advantage of their central location, the inclusion of a rail spur directly into their building streamlined the shipping and receiving process and connected the facility to the larger railroad district in the West Bottoms and beyond.

As Kansas City grew and passenger and railroad freight traffic increased, the Union Depot became inadequate and vacant land for new rail lines grew scarce. A major flood in 1903 devastated the West Bottoms, damaging many buildings including the Ridenour-Baker facilities. This spurred many community leaders to reconsider the depot site.[11] Construction of a new Union Station in 1914 shifted rail traffic out of the West Bottoms, although many established businesses like the Ridenour-Baker Grocery Company continued to operate in their traditional locations and utilize the railroad resources that continued to pass through the area.

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[6] James R Shortridge, *Kansas City and How It Grew, 1822-2011*, (Lawrence: University Press of Kansas, 2012), 39.
[7] Schwenk, E-5.
[8] *Shortridge*, 41.
[9] Jobbers were middlemen who served a transitional role, buying merchandise from companies across the nation and selling them to local businesses.
[10] Schwenk, E- 13.
[11] Schwenk, E- 6.

COMMERCIAL DISTRIBUTION OFFICES AND WAREHOUSES

The Ridenour-Baker Building is an excellent example of the Commercial Distribution Office and Warehouse sub-type of the Industrial Facilities and Commercial Distribution Buildings property type described in the MPDF. It is significant because it meets the registration requirements for this property sub-type in the context of the emergence and growth of the wholesale distribution business in Kansas City.[12] The building occupies its original location in the West Bottoms near the railroad lines that allowed its business to flourish. The large size and massing of the building is its most distinctive characteristic, along with its relationship to the street grid and its proximity to railroad freight services. Designed by master architects McKecknie and Trask, the reinforced concrete building has a flat roof, restrained decorative elements, a large loading dock, and large open windows.[13] Distinctively taller than most of the surrounding buildings, the two nine-story blocks and adjoining garage and warehouse spaces reflect the prosperity of the Ridenour-Baker Company. The restrained ornament, defined entrance, and combination of processing, storage, office and warehouses spaces distinguish the building as an example of the Commercial Distribution Office and Warehouse property sub-type. The additive nature and complex massing of the building is common to this property type. As dictated by the registration requirements, the smaller 1918 and 1919 blocks are subsidiary additions located on the secondary, south elevation. The original façade arrangement and rhythm of the fenestration bays are intact, with minor alterations to the first floor openings, limited infill of openings, and replacement windows throughout the building. None of these changes impacts the overall integrity of the resource and all are acceptable under the MPDF.[14]

The manufacturing and warehousing facilities erected in the West Bottoms reflected the architectural movements of their time. As the nineteenth century waned, architects shifted their focus from the exuberant designs of the Victorian era to functional structures that could support growing urban centers. This trend applied to industrial buildings as well as commercial and residential buildings. As noted in the MPDF, the warehouses erected during this new era were highly utilitarian adorned with very minimal ornament that subtly referenced the then popular Late 19th and Early 20th Century Revival Styles.[15] Illustrating this trend, the only ornament on the 1910 and 1919 facades of the Ridenour-Baker Building is subtle decorative brick work. The 1915 block is slightly more embellished with vertical pendants on the pilasters, detailing at the limestone entrance, and concrete dentils encircling the short, flat cornice. Historically, simple scored concrete panels also adorned the spandrels and pilasters. The concrete exterior further distinguishes the building from the brick warehouses that characterized most of the surrounding industrial district. The building interiors were equally functional in layout and finish, in keeping with the features of the Commercial Distribution Offices and Warehouses sub-type.[16] As seen throughout the Ridenour-Baker Building, finished spaces were limited to the first floor lobby and some small offices. The only ornament in the dominant production and warehouse spaces was the subtle decorative curve of the column capitals in the 1915 block.

The Ridenour-Baker Grocery Company hired the prestigious firm of McKecknie and Trask to design the 1910, 1915, and 1918 blocks of the nominated property. Understanding the needs of warehouse buildings, McKecknie and Trask incorporated elements that addressed the company's operations. With various types of active machinery and flammable materials used their daily activities, fire remained a constant

[12] Schwenk, F-3.
[13] Schwenk, F-1.
[14] Schwenk, F-4.
[15] Schwenk, E- 20.
[16] SChwenk, F-2.

threat. The use of fireproof materials, like reinforced concrete, is characteristic of this property type.[17] After a fire around 1914 damaged parts of the earlier Ridenour-Baker complex, the owners chose fireproof construction methods when they rebuilt the facility.[18] The fenestration patterns also align with the registration requirements. In addition to the current banded fenestration on the west and north elevations of the 1910 and 1915 blocks, these blocks originally featured large windows on the south and east elevations. The abundant fenestration drew natural light and fresh air into the building, illuminating machinery and manufacturing equipment and making the work environment not only safer but also more pleasant.[19] The open interior plan of both blocks helped light and air to reach deep into the building.

REINFORCED CONCRETE CONSTRUCTION

The Ridenour-Baker Building is significant as an early, reinforced concrete industrial building in Kansas City. Concurrent with the stylistic changes of the period were new developments in construction technology that are evident in the Ridenour-Baker Building. Historically, brick was the typical construction material for industrial buildings. Beginning in the early 1900s, reinforced concrete became an increasingly popular material. Although concrete had been a construction material for hundreds of years, advances in production methods during the late eighteenth and the nineteenth centuries made it more suitable for building construction. In 1774 English engineer John Smeaton introduced quicklime, a strengthening agent; in 1824 Joseph Aspdin developed Portland cement, a product that made concrete even stronger. These along with other improvements made concrete a very reliable and affordable building material, and it quickly gained popularity.[20]

Joseph Monier, a gardener from France, is credited with the first use of reinforced concrete in 1849. While developing a new flowerpot design, he incorporated iron mesh into the formwork. The resulting reinforced material offered both horizontal and vertical strength, making it ideal for both the beams and columns necessary for building construction. Monier patented the successful formula and showcased it at the Paris Exposition of 1867.[21] Ernest Ransom further improved the product in 1884 by utilizing rods, as opposed to mesh to reinforce the concrete.[22]

In the early 1900s reinforced concrete gained popularity for architectural works. The Ingalls Building in Cincinnati, Ohio is regarded as the first reinforced concrete skyscraper (Elzner and Anderson, 1903).[23] Kansas City's first reinforced concrete building was erected just one year later. Architect John McKecknie designed the six-story Gumbel Building at the corner of 8th and Walnut Streets.[24] Over the course of his career McKecknie pioneered the use of reinforced concrete in Kansas City. Other early designs that followed the Gumbel Building were the Montgomery Ward and Company Building (1908-1910) and the Gloyd Building (1909).[25] Frank Trask, working in the offices of McKecknie since 1903, expanded on these precedents with his design for 1910 block of the Ridenour-Baker Building. After the devastating West

[17] Schwenk, F-1.
[18] Susan Ford, Historic Property Eligibility Assessment Form, "Ridenour, Baker & Co. Building," (Kansas City, 2008), 2.
[19] Schwenk, F-1.
[20] "History of Concrete," *Concrete Contractor* online database, http://www.concretecontractor.com/concrete-history/, (accessed October 8, 2013).
[21] Ibid.
[22] Donald Hoffman, "Early Concrete Construction in Kansas City," *Skylines* 15:1 (1965), 13.
[23] Ibid.
[24] The Gumble Block was listed in the National Register of Historic Places in 1979.
[25] The Montgomery Ward Block was listed in the National Register of Historic Places in 2010. It is extant. The Gloyd Block was listed in the National Register of Historic Places in 1985. It has since been demolished.

Bottoms fire in 1914, the firm specified this fireproof material again for the 1915 and 1918 blocks of the building.

Doubts lingered about the reliability of reinforced concrete for taller structures. There were fears that the material could not withstand the stress of added weight. The successful completion of taller buildings soon disproved this theory. Because it required less scaffolding, reinforced concrete was a more efficient and economically viable material for tall buildings. It was particularly useful for factory and warehouse spaces, like Ridenour-Baker, because the technology permitted smaller wall planes and larger expanses of windows, which brought natural light and fresh air into the building.[26] Although steel later replaced concrete as the preferred structural material for tall buildings, reinforced concrete remained popular for floor slabs and circulation cores because of its durability and fireproof qualities.

In many of the earliest reinforced concrete buildings, architects masked the concrete structure with more familiar materials, such as terra cotta or brick.[27] McKecknie did just this for the Gumbel and Gloyd buildings, both of which have elegant terra cotta exteriors. The 1910 block of the Ridenour-Baker Building, likewise, has traditional cladding, although befitting its industrial function, McKecknie employed utilitarian red brick with only subtle stylistic elements in the patterned brickwork. The firm's design for the 1915 expansion marked the growing acceptance of concrete as a building material and the frugality inherent in industrial design. The Ridenour-Baker Building embraced its concrete form leaving it exposed inside and out, emphasizing the functionality of the warehouse and the broader acceptance of the material.

While many buildings in the West Bottoms have exposed concrete interiors, such as the adjacent building at 1200 Union Avenue, the Ridenour-Baker building is a rare example that reveals its concrete structure on the exterior unmasked by brick or other materials. In this regard it is unique in Kansas City during this period. A drive through the West Bottoms reveals that brick is the dominant façade treatment of its industrial buildings. The Sanborn Maps support this observation. The 1939 Sanborn Map describes the overwhelming majority of structures in the West Bottoms as "brick buildings." The Sanborn Map identifies several buildings erected c. 1915 that have concrete frames, floors and roofs, but these were clad with brick rather than leaving the concrete exposed. Examples include the buildings at the northeast corner of Union Avenue and Santa Fe Street, at the northwest corner of 8th and Mulberry streets, and at 1321-1325 St. Louis Avenue.[28] Only the building at 706 Santa Fe Street is described on the Sanborn Map as being of concrete construction with concrete cladding; however, the street elevation has an "iron clad" wood loading dock, while the other sides abut brick buildings.[29] The concrete exterior walls of the Ridenour-Baker Building appear to be the first such application of this building material in the West Bottoms, and possibly in all of Kansas City.

[26] Sherry Piland, *John McKecknie, Architect: 1862-1934*, Landmarks Commission of Kansas City, Missouri, 1981, 6.
[27] Ibid.
[28] Sanborn Map and Publishing Company, Ltd. Sanborn Fire Insurance Map of Kansas City, Missouri, (New York: Sanborn Map Company, 1939-1949), Vol. 1A, Sheets 178, 184. Database online, available at http://www.kchistory.org/cdm4/item_viewer.php?CISOROOT=%2FSanborn&CISOPTR=1982&DMSCALE=50&DMWIDTH=750&DMHEIGHT=871.2919741&DMMODE=viewer&DMFULL=0&DMX=1293&DMY=1626.35401295&DMTEXT=%2520rudy%2520patrick&DMTHUMB=0&REC=4&DMROTATE=0&x=455&y=420, (accessed December 2, 2013),
[29] Sanborn Map and Publishing Company, 1939-1949, Vol. 1A, Sheet 186.

RIDENOUR- BAKER GROCERY COMPANY

The Ridenour-Baker Grocery Company, as embodied by the nominated building, had a significant influence on the commercial development of the wholesale distribution business in the West Bottoms. Peter D. Ridenour and Harlow Baker founded the Ridenour-Baker Grocery Company shortly after both settled in Lawrence, Kansas in 1858.[30] Both men were experienced in the wholesale grocery business when they decided to enter into partnership to open a joint grocery and packing company. At a time when most groceries were sold through general and dry goods stores, this type of venture was new to the area.[31] The company grew steadily under the direction of the adept businessmen. For a brief period they operated branch stores in Emporia, Chanute, and Iola, Kansas.[32]

The warehouse industry benefitted from the general economic prosperity of the late nineteenth century. Its presence was especially notable in Kansas City. Although still a small town, the entrepreneurs recognized the economic potential of Kansas City, which offered transportation access via two rivers and a newly laid railroad. The men relocated their business in 1878, selling their share of the packing operation and branch locations to focus on wholesale groceries. They strategically located their business in the growing West Bottoms industrial district, amidst multiple railroad lines and freight spurs. They constructed a building, and the business grew increasingly successful. One of four wholesale groceries in Kansas City, Ridenour-Baker was the first served by a rail spur that brought cars directly to their building.[33]

According to Sanborn Maps from 1895, the Ridenour-Baker Grocery Company occupied three buildings on the same block as the nominated resource.[34] These two- to four-story buildings had a footprint similar to the nominated resource, including the recessed northwest corner and covered loading docks along the north elevation. A rail spur between two of the buildings enhanced access to the warehouse. This created an efficient set-up for shipping and receiving, which reduced costs and allowed the company to offer customers lower prices. The expansive complex of these original buildings and its direct connection to the railroad helped the company to flourish.

Once established, the Ridenour-Baker Grocery Company expanded, opening additional branches in Oklahoma City, Oklahoma and Pueblo, Colorado in 1902. They employed eighty warehousemen by 1903.[35] A major flood in 1903 dealt the company and its neighbors a setback. This episode stifled growth and caused over $75,000 in damage to the Ridenour-Baker facilities. President Peter Ridenour was not deterred. He attributed the company's successful rebound to the "harmony, love, and cordiality among each and all of [his] business associates," which remained steadfast after the flood.[36] By 1907 the company had recovered and boasted a capital stock of $700,000.[37]

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[30] James Horton, "Peter D. Ridenour and Harlow W. Baker: Two Pioneer Kansas Merchants," in *Collections of the Kansas State Historical Society, Volume 10*, ed. George W. Martin, (Topeka: State Printing Office, 1908), 620.
[31] *Horton*, 601.
[32] Ibid, 614.
[33] *Horton*, 617.
[34] Sanborn Map and Publishing Company, Ltd, Sanborn Fire Insurance Map of Kansas City, Missouri, (New York: Sanborn Map Company, 1895). Volume 1, sheet 14. Database online, available at http://sanborn.umi.com.proxy.mcpl.lib.mo.us/mo/4720/dateid-000005.htm?CCSI=45n, (accessed October 1, 2013).
[35] Peter Darcuss Ridenour, *Autobiography of Peter D. Ridenour with genealogies of the Ridenour and Beatty Families*, (Kansas City, Kansas: Hudson Press, 1908), 252.
[36] Ibid, 255.
[37] *Ridenour-Baker and the World War, 1917-1919*. Missouri Valley Special Collections, Kansas City Public Library.

Over the next few years, the deaths of Ridenour, Baker and other original stockholders created a period of transition in the company.[38] The business passed to Peter Ridenour's son and son-in-law. Edward M. Ridenour served as President and John C. Lester became Vice-President.[39] Both were well known promoters of civic development in Kansas City. In 1910 Lester was elected president of the Commercial Club (later the Chamber of Commerce) and director of the Kansas City Missouri River Navigation Company, and he was active in enacting flood control measures in the West Bottoms.[40] Through these men, the business practices and strong relationships among stockholders and employees established by the original owners endured as a hallmark of the company.[41]

Under this new direction, the Ridenour-Baker Grocery Company remained a strong local presence. They were one of only twelve wholesale grocery establishments in the city, six of which were located in the West Bottoms.[42] To distinguish the company as their products shipped throughout the country, they marked products with the letters F.F.O.G, for "First Fruit of the Garden," a brand which became emblematic of the company (Figure 10).[43]

By 1910, Ridenour-Baker needed new facilities to house the growing business. Well-established in the West Bottoms, they decided to replace an existing two-story building in their complex.[44] They hired John McKecknie to design the new building (1910 block), utilizing his knowledge of reinforced concrete construction methods (Figures 11-13).[45] The seven-story building had a rectangular plan, measuring approximately 177 feet by 120 feet, with twelve inch brick cladding and a refrigeration room on the second floor.

In 1915 Kansas City had fifteen wholesale grocery companies, only six of which operated from the West Bottoms.[46] Ridenour-Baker was the only one of these fifteen grocery warehouses to advertise in the City Directory, attesting to the exceptional success of the company. Ridenour-Baker grew steadily through the decade, adding services such as a peanut department.[47] With the continued growth, the Ridenour-Baker Company's warehouse complex again became inadequate. Rather than move to a location nearer the new Union Station, the company expanded again on their West Bottoms property. In March of 1915, a portion of the existing warehouse complex was demolished to make way for a new building. A permit in July 1915 authorized construction of a nine-story reinforced concrete building at a cost of $175,000.[48] The company once again hired McKecknie and Trask to design the building. The architects incorporated the

[38] "Ridenour, Samuel, Death," *Kansas City Times,* May 16, 1910. Mounted Newspaper Clippings, 1900-1949, Missouri Valley Special Collections, Kansas City Public Library.
[39] Walter P. Tracy, *Kansas City and Its One Hundred Foremost Men*, (Kansas City, Missouri, 1924), 143.
[40] "Lester, John C.- Death," *Kansas City Times,* April 4, 1942. Mounted Newspaper Clippings, 1900-1949, Missouri Valley Special Collections, Kansas City Public Library.
[41] Ridenour, 255.
[42] Ancestry.com. *U.S. City Directories, 1910* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2011. http://interactive.ancestry.com/2469/11461546?backurl=http%3a%2f%2fsearch.ancestry.com%2fsearch%2fdb.aspx%3fdbid%3d2469%26path%3d&ssrc=&backlabel=ReturnBrowsing#?imageId=11386237, (accessed October 21, 2013).
[43] Helen Esther Goetz, *A Study of the Present Method of Labeling Certain Canned Foods from the Standpoint of the Consumer Buyer,* (Thesis- Oregon State Agricultural College, 1932), 21.
[44] Sanborn Fire Insurance Map, 1895.
[45] The American Contractor, June 4, 1910, 76.
[46] Ancestry.com. *U.S. City Directories, 1915* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2011. http://interactive.ancestry.com/2469/11461546?backurl=http%3a%2f%2fsearch.ancestry.com%2fsearch%2fdb.aspx%3fdbid%3d2469%26path%3d&ssrc=&backlabel=ReturnBrowsing#?imageId=11386237, (accessed October 21, 2013).
[47] Ibid.
[48] City of Kansas City, Missouri Landmarks Commission, block permit #11538-#1, (July 8, 1915).

1910 block into the plans to create a unified production facility. The two blocks shared a party wall and access to the railroad spur.[49] When construction finished in April 1916, the building had cost around $250,000.[50] The new block was completely fireproof. It had reinforced concrete columns, beams, floors and roof (Figures 5, 6, 10). Six to eight inch concrete cladding on the west (1915) block and brick cladding on the east (1910) block offered further security from fire.[51] The concrete cladding was unique at a time when most warehouses in Kansas City had brick cladding. A comparison of Sanborn Maps from 1909 and 1938 shows that the primary façade shifted from St. Louis Avenue to Mulberry Street, where an open shipping dock spanned the south elevation. The railroad spur was now large enough to hold sixteen cars, both reflecting and enhancing the productivity of the business.[52]

In addition to its warehouse function, the new block enhanced the production capabilities of the Ridenour-Baker Grocery Company, ensuring its continued success both locally and throughout the country (Figure 9). Different floors housed different activities. There were five floors for storage and shipping and four floors reserved for production, administration and exhibition (Figures 7, 8). The company's offices were housed on the ninth floor. Modern equipment such as pneumatic tubes, spiral chutes and automatic scales improved productivity within the facility.[53] The 1915 block housed a spice mill on the eighth floor and coffee roasters on the ninth floor. Throughout the building the newest machines available produced cereals, baking powder and vinegars, among many other goods. The facility also boasted a room dedicated to developing and testing new food products. Special equipment for their new peanut department allowed them to process salted peanuts and peanut butter for shipment to southern and western regions of the country.[54] The 1915 project included the addition of an eighth floor, with employee lunch room, in the 1910 block and construction of a cooler on the first floor of that block.

Ridenour-Baker celebrated the opening of the expanded facilities with an open house for company employees, clients and the general public, their clients and clerks. Guided tours led visitors through the expansive spaces, with all areas in full operation. Employees demonstrated products. Each visitor received a souvenir at the end of the tour.[55]

Just a few years later, the company felt the impact of World War I when seventy-one of the 350 employees enlisted in the United States Armed Forces. Ridenour-Baker responded with overwhelming support, actively participating in fundraisers for the Red Cross and United War Work, contributing over $300,000.[56] They also changed the meaning of their signature F.F.O.G. label to mean "First Finance Our Government" or "Fight For Old Glory," highlighting the company's patriotic and civic spirit.[57] In June of

[49] "The Ridenour-Baker Company to Build a 9-Story Plant in the West Bottoms" *Kansas City Star*, May 9, 1915, Mounted Newspaper Clippings, 1900-1949, "Ridenour-Baker Grocery," Missouri Valley Special Collections, Kansas City Public Library.
[50] "The Ridenour-Baker Company to Build a 9-Story Plant in the West Bottoms."
[51] Sanborn Map and Publishing Company, Ltd, Sanborn Fire Insurance Map of Kansas City, Missouri, (New York: Sanborn Map Company, 1939-1949), Vol. 1, sheet 28. Database online, available at http://www.kchistory.org/cdm4/item_viewer.php?CISOROOT=%2FSanborn&CISOPTR=1433&DMSCALE=12.5&DMWIDTH=750&DMHEIGHT=867.201559688&DMMODE=viewer&DMFULL=0&DMX=41&DMY=47.399220156&DMTEXT=%2520west%2520bottoms&DMTHUMB=0&REC=17&DMROTATE=0&x=312&y=398, (accessed October 1, 2013).
[52] "Ridenour-Baker Grocery," *Kansas City Journal*, April 26, 1916, Mounted Newspaper Clippings, 1900-1949, Missouri Valley Special Collections, Kansas City Public Library.
[53] "Ridenour-Baker Grocery," *Kansas City Journal*, April 26, 1916.
[54] Ibid.
[55] Ibid.
[56] *Ridenour-Baker and the World War, 1917-1919*. Missouri Valley Special Collections, Kansas City Public Library.
[57] Goetz, 21.

1919, with the war over, the company held a "welcoming banquet" for employee-service members upon their return. The company label was again reinterpreted to represent "For Friends of Guests."

A large fire on April 4, 1918 engulfed seven blocks in the West Bottoms surrounding the Ridenour-Baker complex. It destroyed several older buildings on the south side of the Ridenour-Baker complex and damaged the 1910 block; although the new fireproof warehouse sustained little damage.[58]

Following the fire, Ridenour-Baker rebuilt its damaged facilities, again turning to McKecknie and Trask for assistance. In 1918 the architects designed a one-story block (1918 block) adjoining the south elevation of the 1910 block for $4,000.[59] The following year the company hired J.S. Van Sant Construction Company to build a garage with a concrete foundation and brick walls at 1226 Union Avenue (1919 Block).[60] Ridenour-Baker subsequently modified the 1918 and 1919 blocks with remodeled storefronts in 1928; alterations to steel and brick in 1934; and four new door openings in 1935.[61]

After completion of the 1919 block, the company successfully operated for another seventeen years under the direction of President Edward M. Ridenour and Vice-President John Lester. A leader in the grocery industry, Lester served on the Executive Committee of the National Wholesale Grocers' Association in 1921 and 1923.[62] In 1922, H.C. Gardner, a long-time employee of the Ridenour-Baker Company, wrote an article for the Association's periodical on the importance of producing high-quality canned goods, attesting to the superior business practices of the company which made it a fixture in the development of the area.[63] Lester was also involved a local civic leader, participating in the development of flood control measures to protect the West Bottoms, and his company's assets, from future natural disasters.

Throughout the period of significance, Ridenour-Baker held a significant position in the local grocery industry. By 1925, there were twenty-one wholesale grocery companies citywide, but still only six located in the West Bottoms. There are few references to these other businesses in the archival record, enhancing the stature of Ridenour-Baker. During the period of significance, the only other wholesale grocery company that advertised in the City Directories was the H.D. Lee Mercantile Company, a business located in the Crossroads area near Union Station and that gained prominence during this period for its manufacture of denim clothing products. This further supports the importance of Ridenour-Baker as one of the leading wholesale groceries companies in Kansas City during the period of significance.

As described in the MPDF, Kansas City's warehouse market began to decline after World War I in the face of competition from new supply centers in other cities, such as Omaha, Nebraska. The introduction of

[58] Report of the Board of Fire and Water Commissioners, (Kansas City, Missouri, 1919), 108-109.
[59] Block permit #64227, May 16, 1918. This was the ninth story; the eighth story had been added at a previous, unknown, date.
[60] Block permit #67032, July 17, 1919.
[61] Block permit #88883, February 8, 1928. Block permit #98243, July 12, 1934. Block permit #99849, April 24, 1935.
[62] *Bulletin of the National Wholesale Grocers' Association* 8, no. 1, (January 1923): 12. Google Books: http://books.google.com/books?id=quweAQAAMAAJ&pg=PA107&dq=kansas+city+ridenour+baker+national+wholesale+grocers&hl=en&sa=X&ei=cAGhUumCC4OGyAHkyYHIBQ&ved=0CEoQ6AEwAA#v=onepage&q=kansas%20city%20ridenour%20baker%20national%20wholesale%20grocers&f=false, (accessed December 5, 2013).
[63] *Bulletin of the National Wholesale Grocers' Association* 7, no. 4, (March 1922): 8. http://books.google.com/books?id=quweAQAAMAAJ&pg=PA107&dq=kansas+city+ridenour+baker+national+wholesale+grocers&hl=en&sa=X&ei=cAGhUumCC4OGyAHkyYHIBQ&ved=0CEoQ6AEwAA#v=onepage&q=kansas%20city%20ridenour%20baker%20national%20wholesale%20grocers&f=false, (accessed December 5, 2013).

franchise chain stores and the introduction of manufacturer's agents who arranged purchases directly with the stores further contributed to the demise of the warehouse market.[64]

The company dissolved soon after Edward Ridenour's retirement in 1936.[65] At this time City Directories listed seventeen other wholesale grocers in Kansas City. Although the Ridenour-Baker business continued to operate from the nominated facility, other businesses were leasing space in the complex.[66] Another wholesale grocer, Christopher Sales, Co. shared the 933 Mulberry Street address and the Mutual Transfer Garage occupied the 1919 block. Any connection that existed between these enterprises and Ridenour-Baker is unknown. The City Directory also identifies several businesses in the 1918 block, including Zero Refrigerator Lines, Jones Truck Line, Lawrence H.I. Truck Line, Bos Transfer Company, Lewis Albert, and Burlington Transportation Company. The following year, 1937, a similar variety of businesses occupied the 1918 block. Merchandise Warehouses, Inc. occupied the 1910, 1915 and 1919 blocks.[67] Robert Lester, son of John Lester, led this venture. The company hired the Schureger Construction Company to rebuild the loading docks on the north elevation in 1943.[68] By 1949 the business name changed to Kansas City Terminal Warehouse Company, with Robert Lester as president.[69] From 1978 until 2003 Weld Wheel Industries, Inc. operated from the property. The building is currently vacant.

McKecknie and Trask - Architects

John W. McKecknie and Frank Trask started their architectural firm around 1914. Trask had worked as a draftsman in McKecknie's office since 1903 before joining him in partnership. Building upon McKecknie's established career in Kansas City, the firm gained a reputation for their innovative designs. Notable buildings in Kansas City include the Continental Hotel (1917-1924), University Club building (1922-1923) and the second Board of Trade Building (1923-1924).[70] The partnership ended in 1934 with the death of McKecknie, although Trask continued to practice on his own.

John W. McKecknie

John W. McKecknie was born on October 3, 1852 in Clarksville, Ohio. After studying at Wilmington College in Wilmington, Ohio for two years, he attended Princeton University for four years, graduating in 1886.[71] After graduation he received two years of architectural training at the Columbia University School of Mines in New York City and studied with the New York firm of Cady, Berg, and See, architects of the Metropolitan Opera House. Upon graduation McKecknie studied art and worked in various architectural offices in New York City.[72] He also spent a year examining and photographing the historic architecture of Europe.[73]

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[64] Schwenk, E-14-15.
[65] "Ridenour, Edward M., Death," *Kansas City Star,* February 23, 1949. Mounted Newspaper Clippings, 1900-1949, Missouri Valley Special Collections, Kansas City Public Library.
[66] Ancestry.com, Kansas City, City Directory, 1936 [database on-line]. Provo, UT, USA: Ancestry.com, Operations, Inc., 2011.
[67] Ancestry.com, Kansas City, City Directory, 1937 [database on-line]. Provo, UT, USA: Ancestry.com, Operations, Inc., 2011.
[68] Block permit #13800 A, (July 13, 1943).
[69] Ancestry.com. Kansas City, City Directory, 1949, 485.
[70] All buildings are extant. The Continental Hotel was listed in the National Register in 1983. The University Club was listed in the National Register of Historic Places in 1976. The Board of Trade Building is was listed in the National Register in 2002.
[71] Piland, 2.
[72] George Creel, *Men Who Are Making Kansas City,* (Kansas City: Hudson-Kimberly: 1902), 93.
[73] "J.W. M'Kecknie Is Dead," *Kansas City Star,* October 20, 1934. Vertical file "McKecknie , John W.," Missouri Valley Special Collections, Kansas City Public Library.

He settled in Kansas City in 1898, working for the Hucke and Sexton Contracting and Building Company before opening his own practice in 1900.[74] During these early years, McKecknie earned a reputation for his use of reinforced concrete construction, a new building material in the developing city. In 1904 he designed Kansas City's first reinforced concrete structure, the Gumbel Building at the corner of 8th and Walnut Streets.[75] Eight years later he designed the city's first reinforced concrete skyscraper, the twelve-story Gloyd Building.[76] McKecknie designed the Gloyd Building with no interior columns interrupting its fifty-foot floorplate, a notable feat that tested the limits of the new material.[77] Other designs showcase his talents as an architect able to adapt to various forms and styles. Buildings such as the Kansas City Wholesale Southern Railway Building (1913-1914), the Grand Avenue Temple (1909-1911) and innovative designs for residences and apartment blocks, all in Kansas City Missouri, showcase his diversity as an architect.[78] Around 1914 McKecknie joined in partnership with Frank E. Trask, and the firm rose to prominence in the city.[79] Throughout his career, both individually and with Trask, McKecknie designed over 120 buildings in the Kansas City area.

In addition to his successful architectural practice, McKecknie was active in the architecture profession as a member of the Kansas City Chapter of the American Institute of Architects and the Kansas City Architectural Club. He also remained involved in the art world and was an avid painter. He was a member of the Commercial Club, the Kansas City Art Club, and the University Club, for which the firm designed a building in 1922.[80]

McKecknie married Lucille Jordan in 1899 and the couple had one daughter. After Lucille's death, he married Lotta Hilliker with whom he had four more daughters. McKecknie died in 1934 in Kansas City at the age of seventy-two.[81]

Frank E. Trask

Frank Trask was born in Axtell, Kansas. He graduated from the Columbia School of Architecture in New York, returning to Kansas City after graduation. Beginning in 1903, he worked as a draftsman for McKecknie, before joining in partnership with him in 1915. After McKecknie's death, Trask continued to work as an architect. Later projects include the Board of Trade Garage/ Centennial Block (1946).[82]

In addition to his professional career, Trask was a member of the Kansas City Chapter of the American Institute of Architects, president of the Kansas City Athletic Club, and a member of the Ivanhoe Masonic Lodge and the Jackson County Historical Society. Trask died in 1968.[83]

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[74] Piland, 5.
[75] The Gumbel Block was listed in the National Register of Historic Places in 1979. It is extant.
[76] The Gloyd Block was listed in the National Register of Historic Places in 1985. It has since been demolished.
[77] Rosin and Nugent, 15.
[78] The Grand Avenue Temple is extant. It was listed in the National Register of Historic Places in 1985. The Southern Railway Building was listed in the National Register in 2004. McKecknie and the firm designed thirteen apartment blocks that are located in the Armour Boulevard Multiple Resource Area listed in 1983. These buildings are extant.
[79] "J.W. M'Kecknie Is Dead," *Kansas City Star,* October 20, 1934.
[80] Creel, 93.
[81] Piland, 5.
[82] This building is extant.
[83] "Frank Trask Is Dead," *Kansas City Times*, December 27, 1968. Vertical file "Architects," Missouri Valley Special Collections, Kansas City Public Library.

CONCLUSION

The Ridenour-Baker Grocery Company Building, constructed in four phases between 1910-1919, is locally significant under Criterion A for COMMERCE and Criterion C for ARCHITECTURE. It is an excellent example of the Commercial Distribution Offices and Warehouses sub-type of the Industrial Facilities and Commercial Distribution Buildings property type, meeting the registration requirements outlined in the MPDF for *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri.* The 1910, 1915 and 1918 blocks are early examples of reinforced concrete construction designed by McKecknie and Trask, pioneers in the field. The building showcases the evolution of the Ridenour-Baker Grocery Company, who located in the building from 1910-1936, and operated a leading wholesale grocery business from this West Bottoms location.

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VERBAL BOUNDARY DESCRIPTION

The nominated resource encompasses three separate parcels:

933 Mulberry Street and 1213-1215 St. Louis Street: Turner & Company's Addition, Lots 1 through 15 and all of Lot 16 except the east six feet and except the north fifty feet Lots 1 and 2 in Block 40; also the north half of the vacant alley from the east line of Mulberry Street to a point 0.51 feet east of the west line of Lot 22 and the south half of the vacant alley from a point 0.51 feet east of the west line of Lot 22 to the northwest corner of Lot 30.

1218-1224 Union Avenue: Turner & Company's Addition, part of Lot 22 lying west of the line from 0.51 feet east of the northwest corner to a point in the south line 0.81feet east of the southwest corner of said Lot and Lots 23 through 30 not including the south half of the alley north of and adjacent to the said tract in Block 40.

1226-1230 Union Avenue: Turner & Company's Addition, Lots 31 and 32, block 40 and the south half of the vacant alley lying north of and adjacent to.

BOUNDARY JUSTIFICATION

While the nominated property today includes multiple parcels, the boundary includes the property historically associated with the resource during the period of significance and the ownership of the Ridenour-Baker Grocery Company.

Figure 1: Site Map

Figure 2: Contextual Map

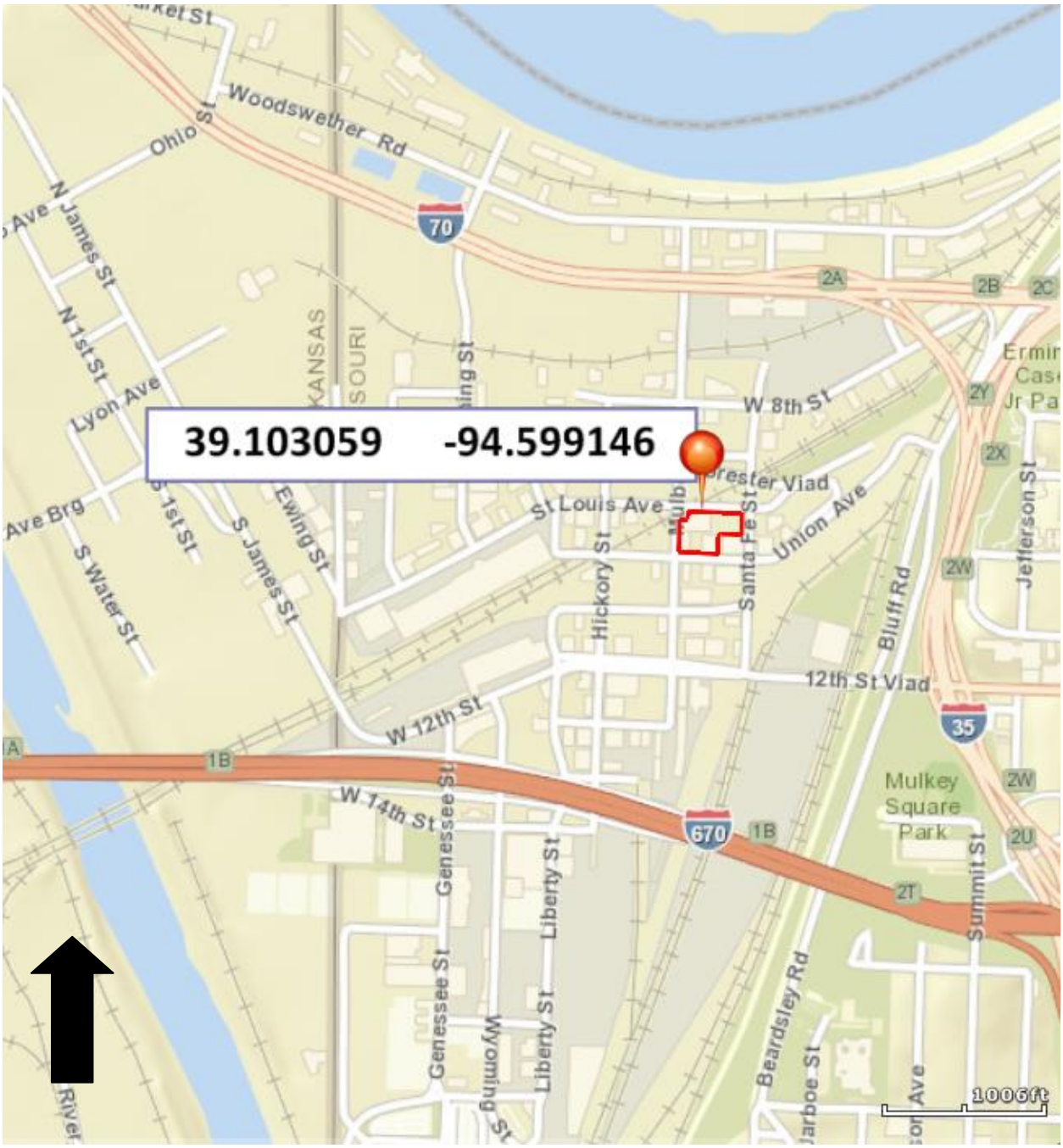


Figure 3: Photo Map, exterior. Sketch floor plan.

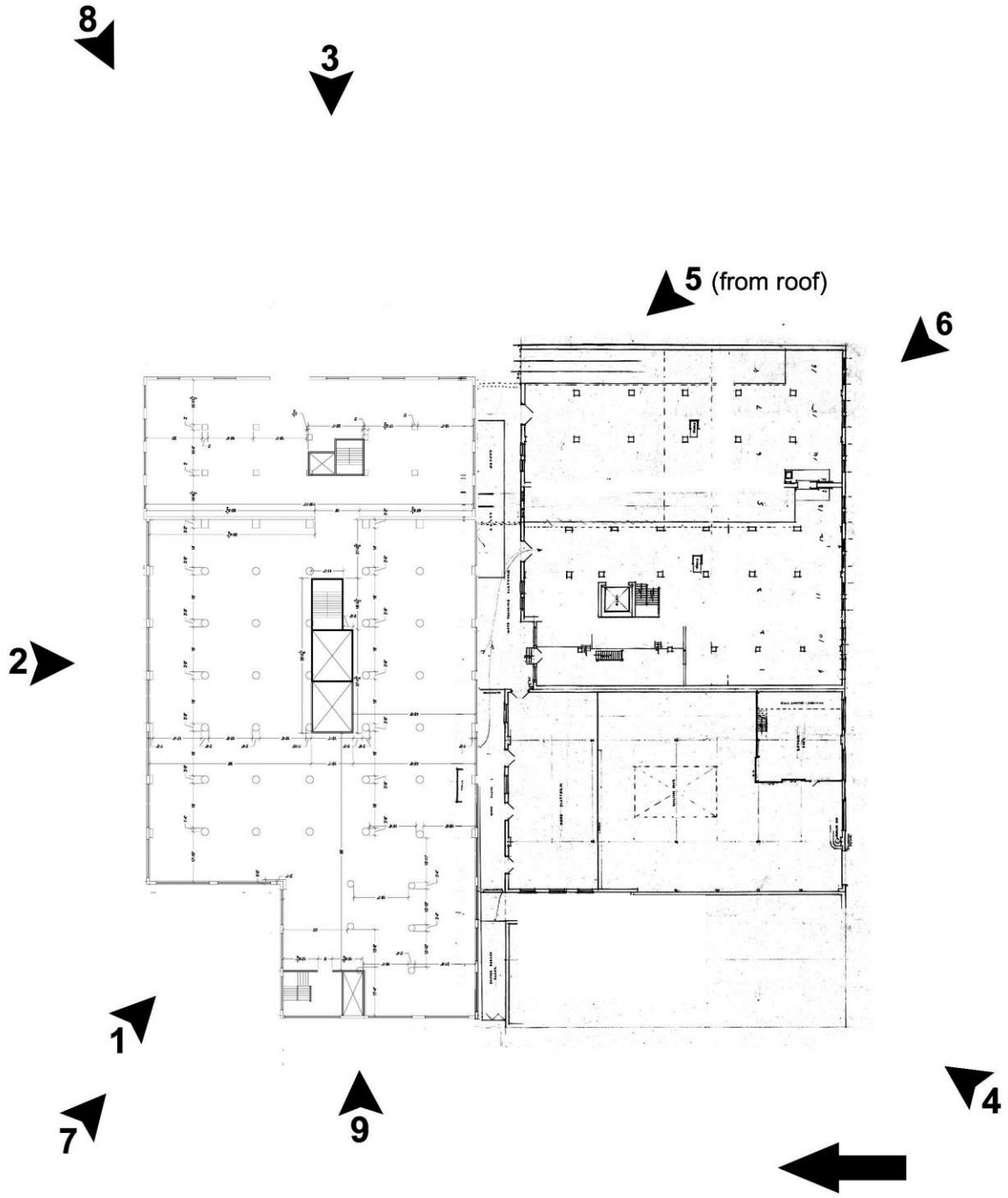


Figure 4: Photo Map, interior. Sketch floor plan.

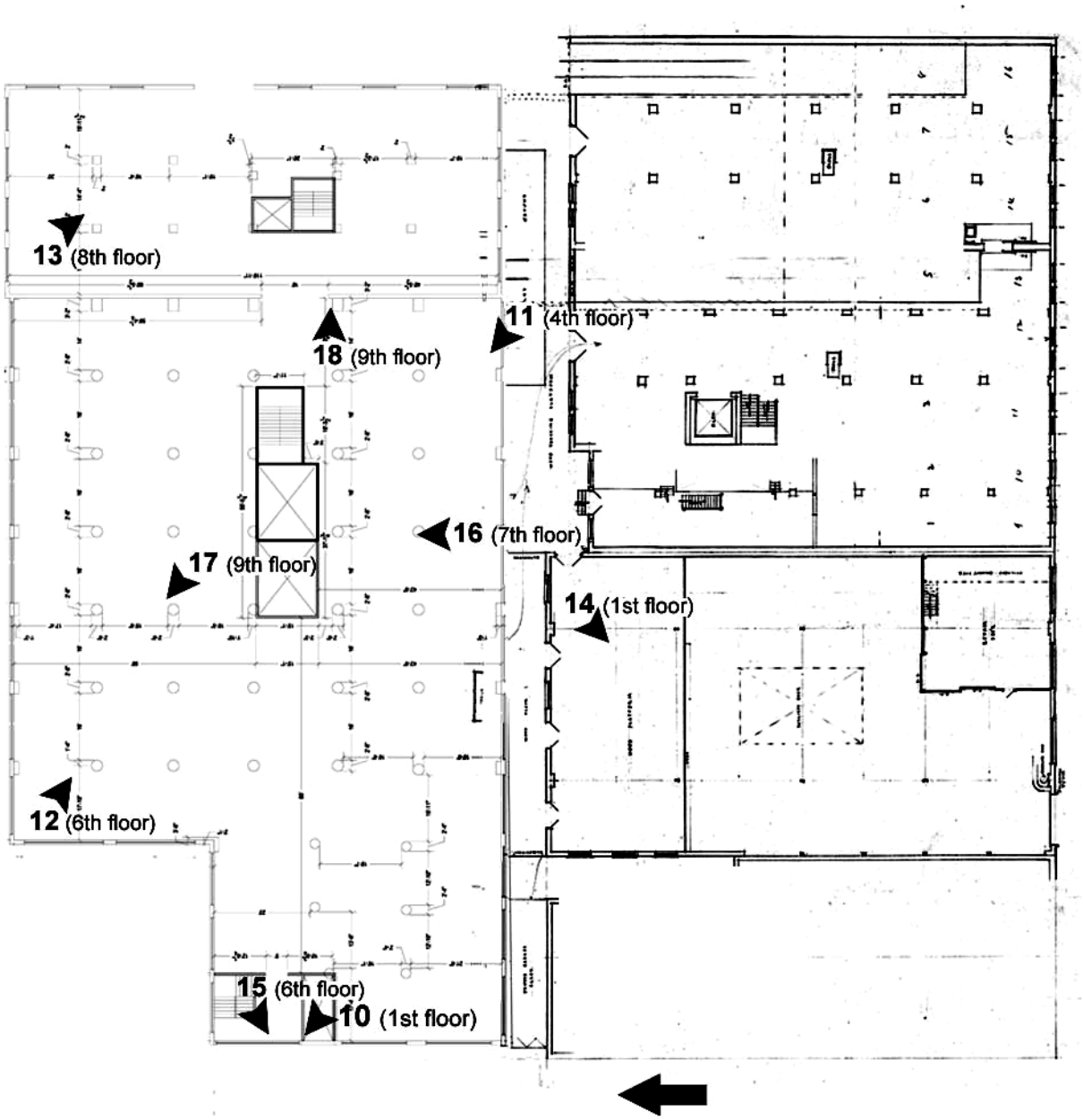


Figure 5: Historic photo, 1928. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

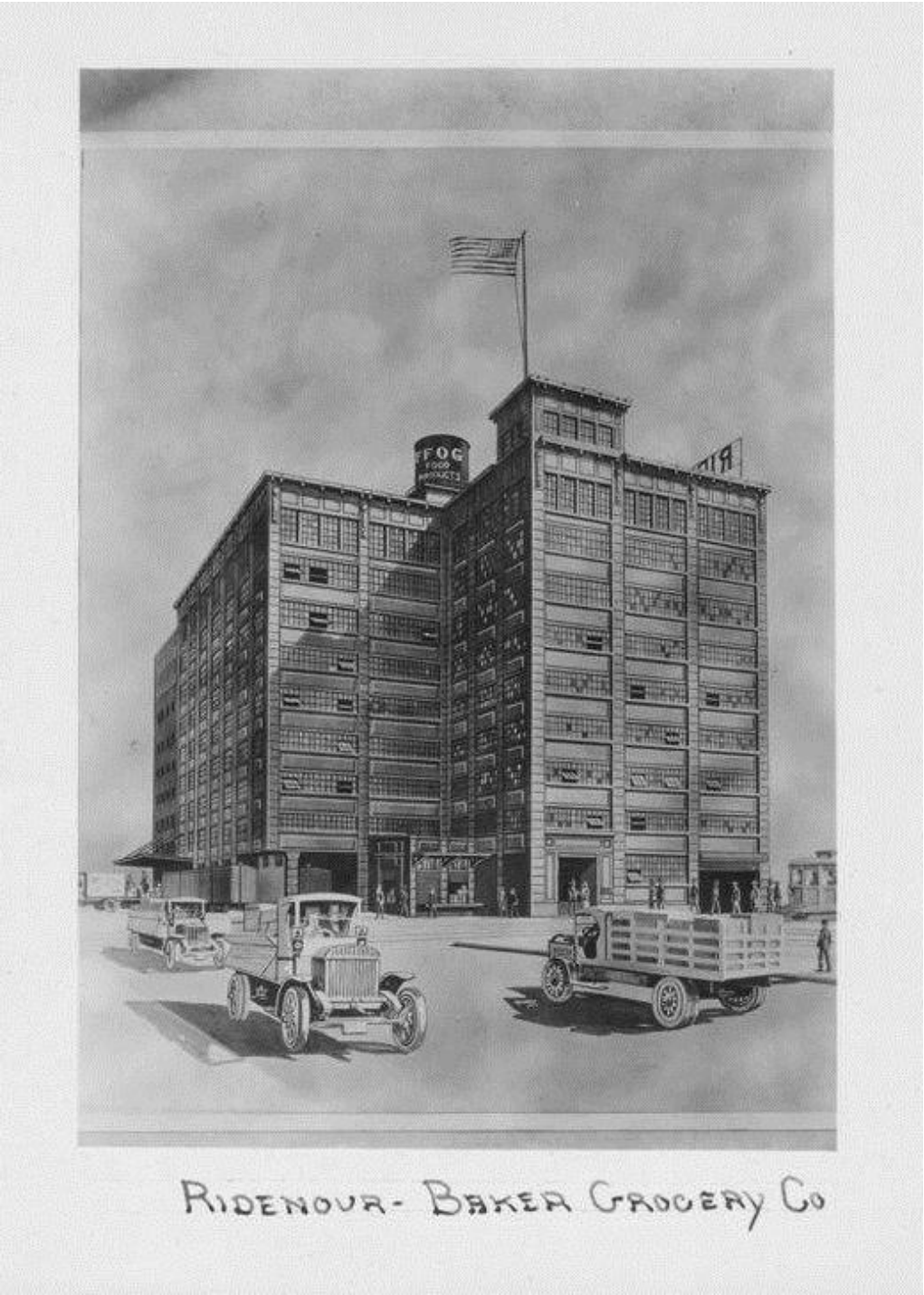


Figure 6: Historic photo, n.d. *Source: Historic Property Eligibility Assessment Form, Ridenour-Baker Block.*

Figure 7: Historic photo, ninth floor, n.d. *Source: Historic Property Eligibility Assessment Form, Ridenour-Baker Block.*

Figure 8: Historic photo, ninth floor, n.d. *Source: Historic Property Eligibility Assessment Form, Ridenour-Baker Block.*

Figure 9: Advertisement for the Ridenour-Baker Grocery Company, 1916. *Source: Ancestry.com. Kansas City, City Directory, 1916 [database on-line].*

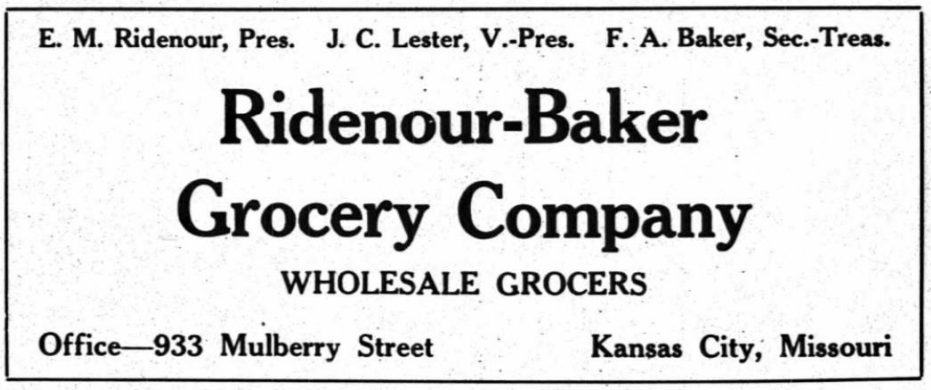


Figure 10: Row of Ridenour-Baker Grocery Company trucks with block in the background, c. 1915. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 11: Historic Plans, 1910 block, north elevation. *Source: The State Historical Society of Missouri, Kansas City.*

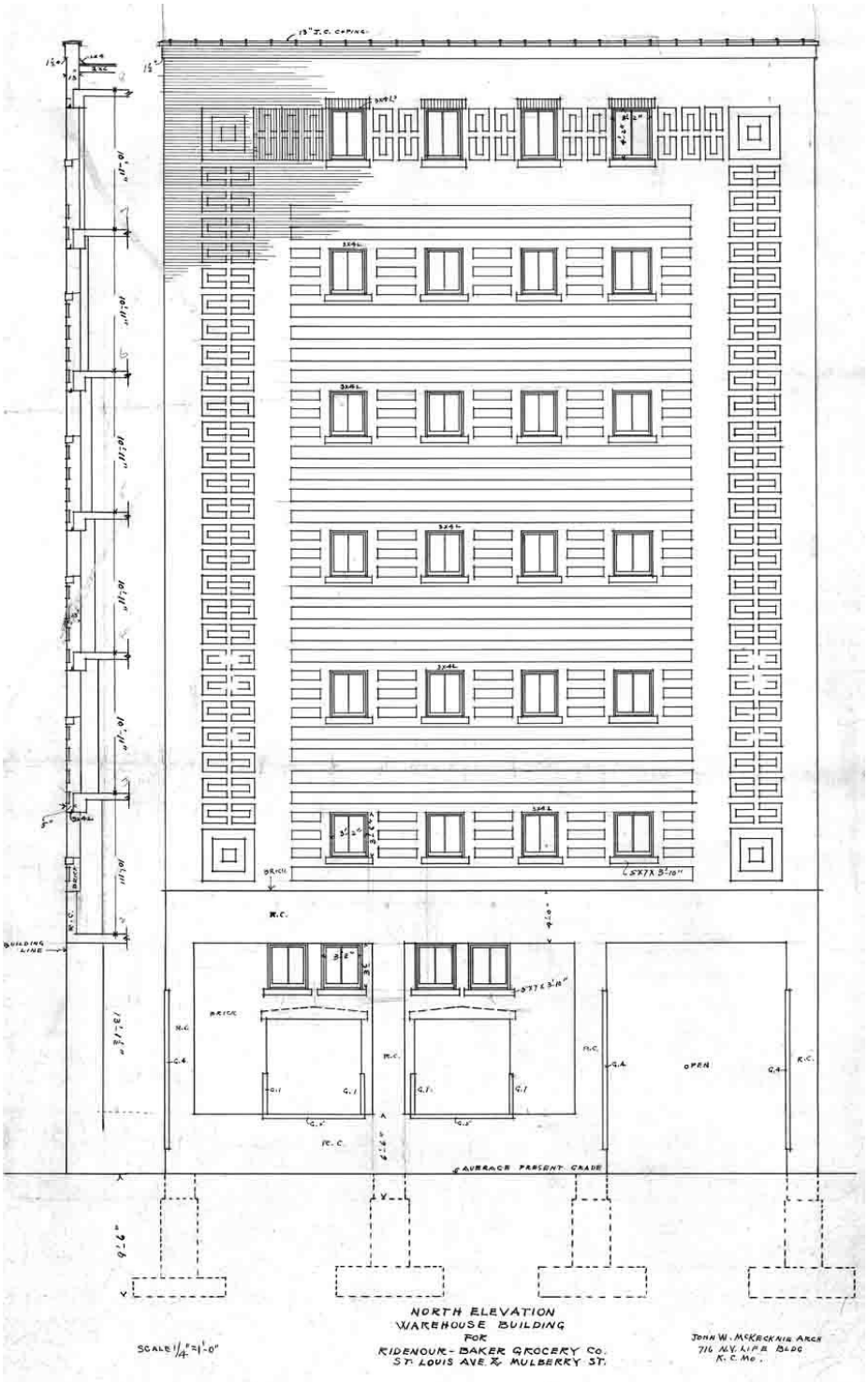


Figure 12: Historic Plans, 1910 block, first floor plan. *Source: The State Historical Society of Missouri, Kansas City.*

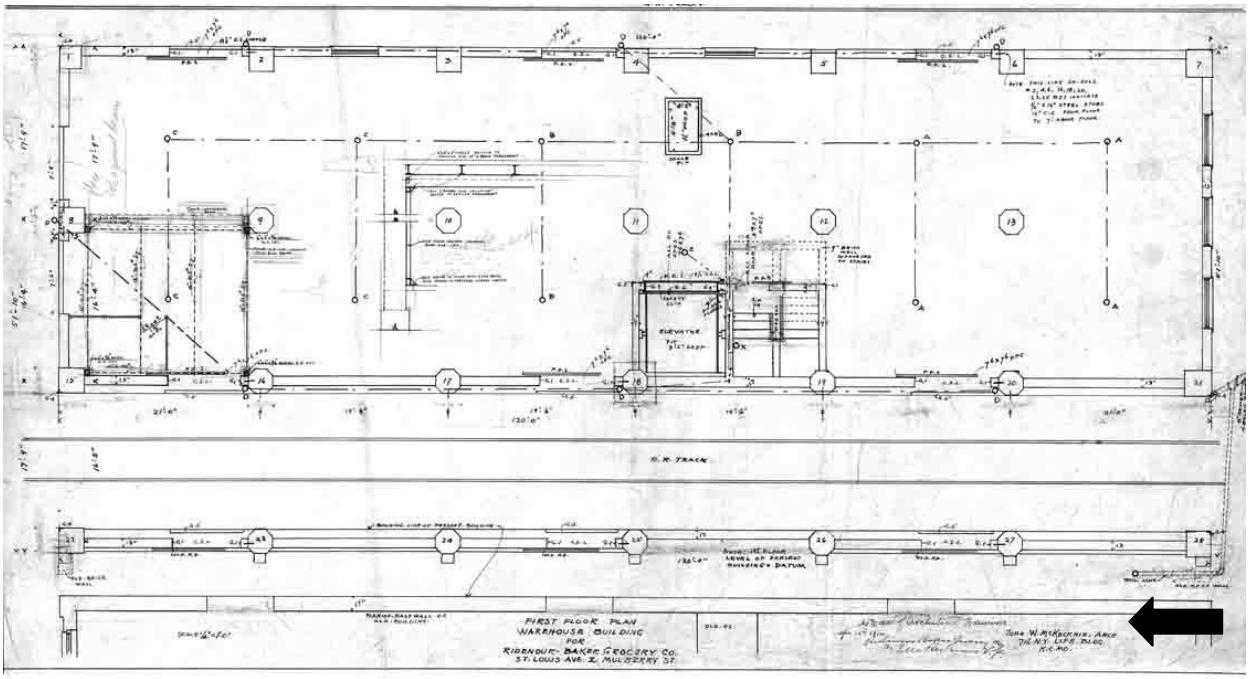


Figure 13: Historic Plans, 1910 block, typical upper floor plan. *Source: The State Historical Society of Missouri, Kansas City.*

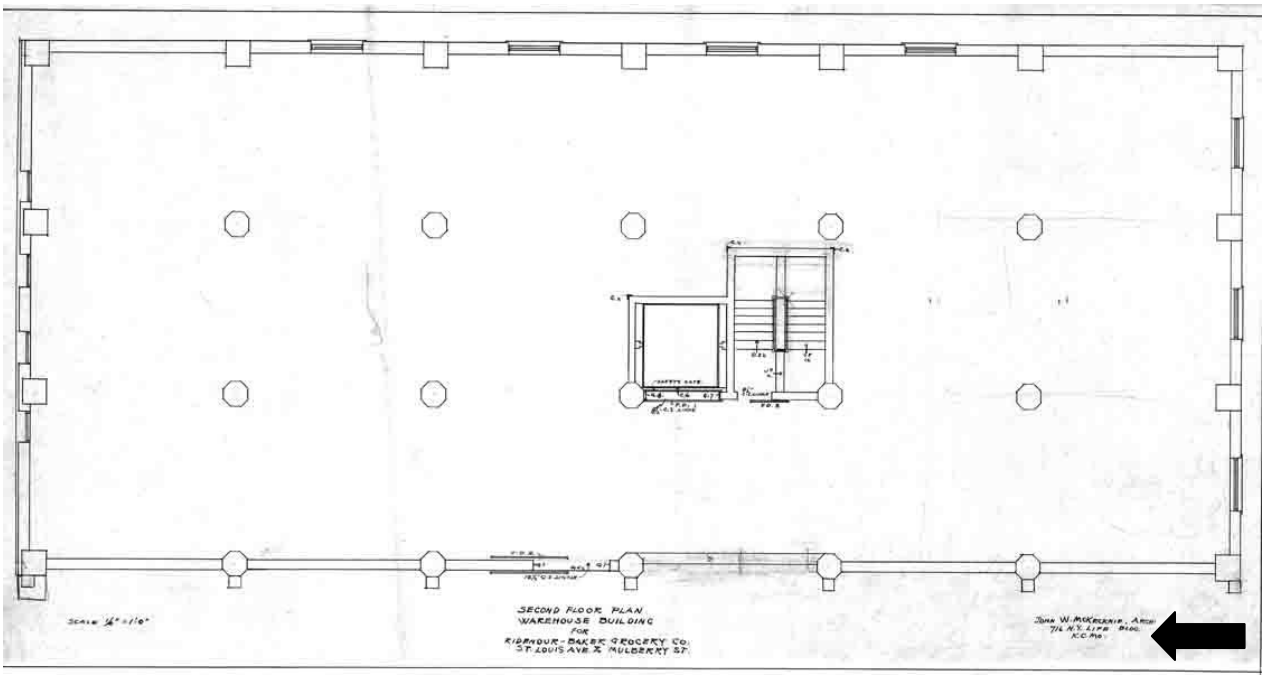
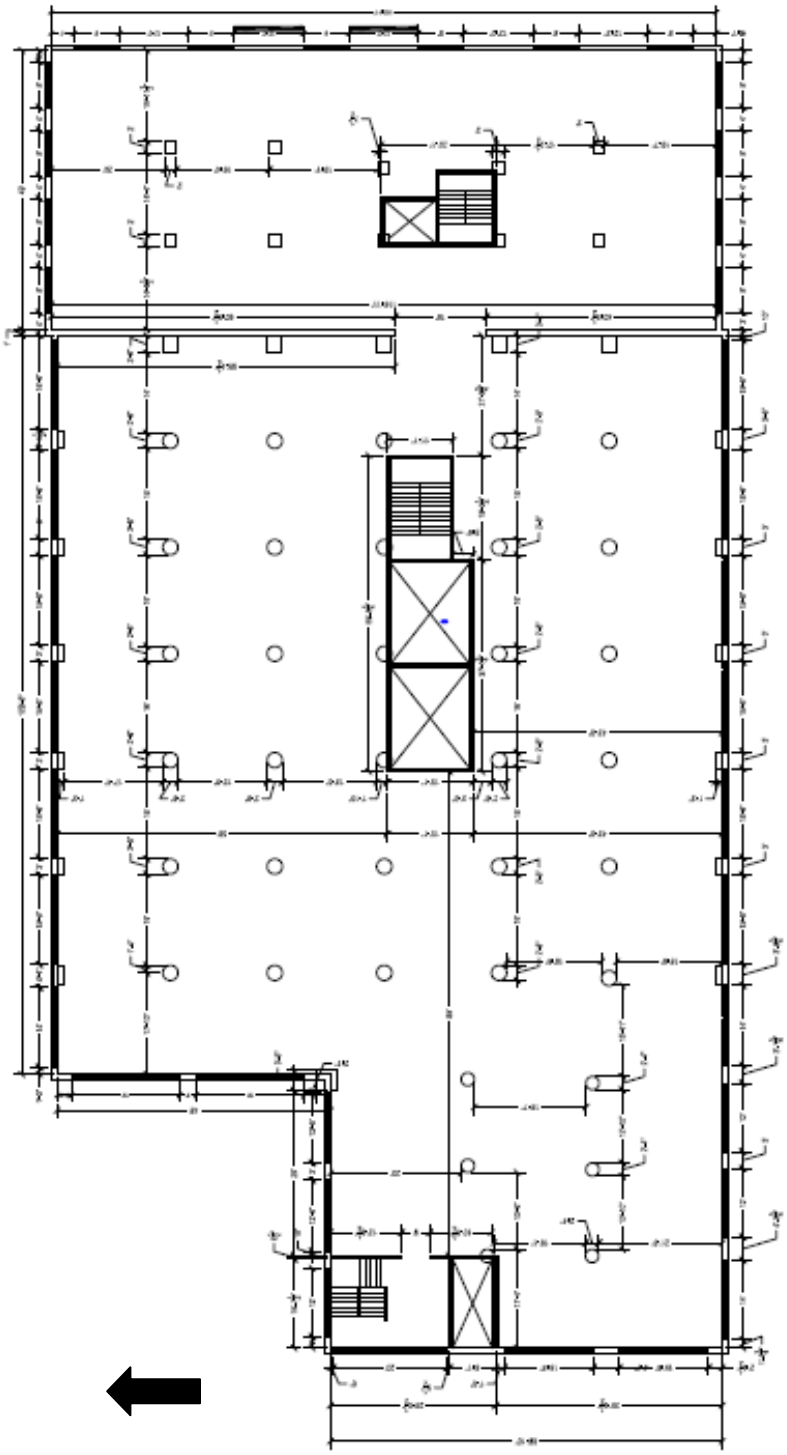


Figure 14: Existing floorplan, typical interior, 1910 and 1915 block.



OWNER:

WELD WHEEL
RECEIVING

BROKERS BLDG.

FLARSHEIM

1220

FLARSHEIM
10
MPH

933 MULBERRY
Greg Weld
DESIGN
CORPORATE OFFICES
1W

NON-CONFORMING
MATERIALS

Dole
BANANAS

EXIT

NOT AN
EXIT