DAVIS PRESERVATION

CITY OF HUTCHINSON

DOWNTOWN GAP SURVEY

ACKNOWLEDGEMENTS

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CHAPTER 1 · INTRODUCTION

Background/Methodology

In 2012, the City of Hutchinson received a Historic Preservation Fund Grant from the Kansas Historical Society to complete a project entitled the Downtown Gap Area Survey, a historic survey of downtown properties in areas not fully documented or previously designated.

Although many downtown properties, including some within the Downtown Gap Area, were surveyed in the early 1990s, historic preservation planning for downtown Hutchinson began in earnest a decade later. In early 2002, the City of Hutchinson received a Historic Preservation Fund Grant from the Kansas Historical Society to nominate "selected" downtown properties to the National Register of Historic Places. As part of the project, consultant Deon Wolfenbarger developed a Multiple Property Nomination entitled "Commercial and Industrial Resources of Hutchinson" and National Register nominations for two downtown historic districts, both listed on the National Register of Historic Places in 2004. The Downtown North Historic District (see Figure 1) encompassed properties along Main Street and east to Poplar, bounded on the south by First Street and roughly on the north by the Santa Fe Railroad tracks. The Downtown Core South Historic District (see Figure 2) included mostly properties south of Avenue A.

At the time that Hutchinson's downtown was first evaluated for historic district eligibility, it was determined that the properties located between the two districts (gap area), roughly bounded on the north by First Street and the south by Avenue A, failed to meet requirements necessary to be designated as contributors to a historic district. Some, covered with metal slipcovers, lacked sufficient historic integrity. Others' 1950s and early 1960s construction dates prevented their being included within the districts' arbitrary periods of significance, which stretched to 1953. Unfortunately, this non-holistic preservation approach created unforeseen public policy challenges and a double standard toward downtown redevelopment. As investment within the historic district boundaries, some subsidized by historic tax credits, increased, investment in the gap area waned. Recently, property owners have taken a renewed interest in rehabilitating these properties, prompting the City of Hutchinson to pursue a re-evaluation of the area's historic status with the aim of qualifying properties for preservation-related funding.

To complete the survey project, the City of Hutchinson hired the historic preservation consulting firm Davis Preservation. Davis Preservation surveyed a total of 80 properties (81 buildings), conducting site work and a public kick-off meeting on October 30, 2012.

The survey area (see Figure 3) includes properties facing West Second west of the alley between Washington and Main; properties on the north side of West First, between Adams and Washington; properties on the south side of First between Adams and Walnut; properties facing Sherman between Adams and the alley between Poplar and Maple; properties on the north side of Avenue A between Adams and Main; properties on the west side of Main Street from First to Avenue A; and, finally, properties on the east side of Main between First Street and south to include 18 S. Main (Survey Sequence #24). Each property within the survey area was given an inventory number. The west side of Main Street was surveyed first, south to north (Properties #1-14). The east side of Main Street was surveyed second, north to south (Properties #15-24). Properties on east/west side streets – Avenue A, Sherman, First and Second - were surveyed third (Properties #25-77).

Survey data was entered into a Microsoft Excel spreadsheet, from which it was uploaded to the Kansas Historical Society's online historic resources inventory (KHRI).

Survey findings were reviewed with the Kansas Historical Society staff on April 19, 2013 and presented at a public meeting on April 25, 2013.

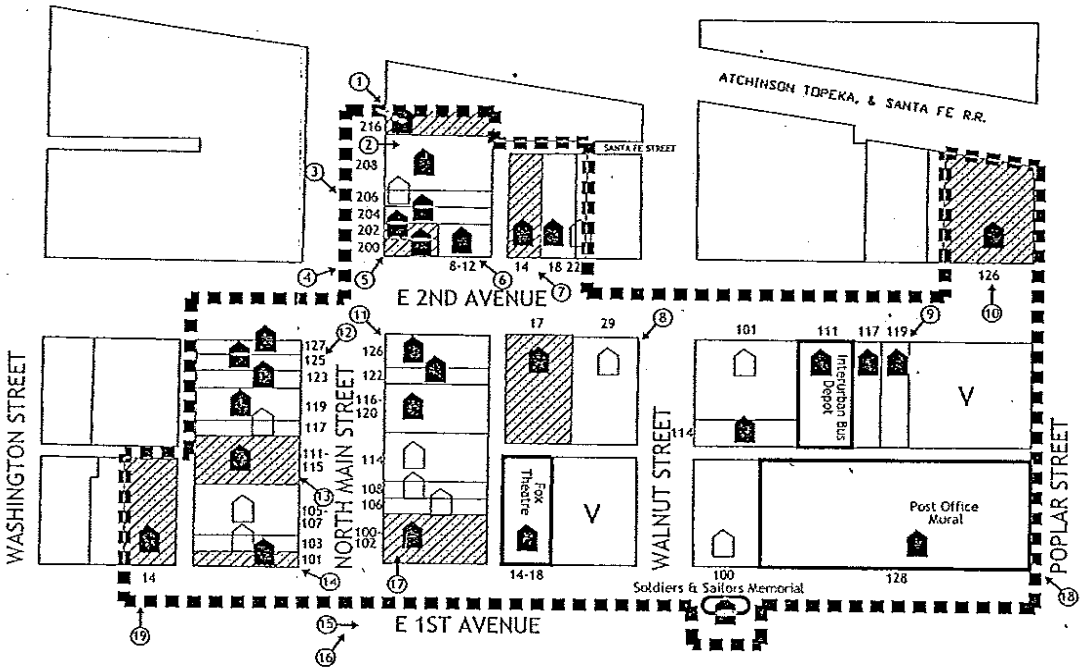
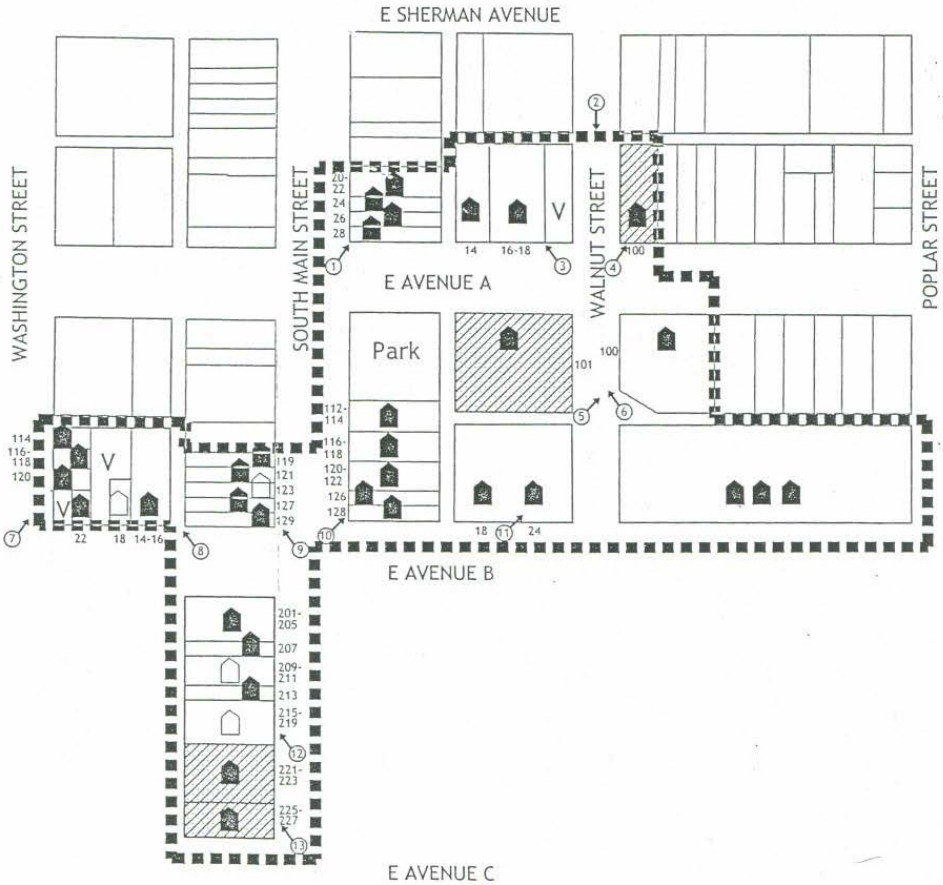


Figure 1 (above): Downtown Core North Historic District. Figure 2 (below): Infilled flags indicate contributing properties. Hollow flags indicate non-contributing properties. Hatch marks indicate "key contributors."



At the time that Hutchinson's downtown was first evaluated for historic district eligibility, it was determined that the properties located between the two districts (gap area), roughly bounded on the north by First Street and the south by Avenue A, failed to meet requirements necessary to be designated as contributors to a historic district. Some, covered with metal slipcovers, lacked sufficient historic integrity. Others' 1950s and early 1960s construction dates prevented their being included within the districts' arbitrary periods of significance, which stretched to 1953. Unfortunately, this non-holistic preservation approach created unforeseen public policy challenges and a double standard toward downtown redevelopment. As investment within the historic district boundaries, some subsidized by historic tax credits, increased, investment in the gap area waned. Recently, property owners have taken a renewed interest in rehabilitating these properties, prompting the City of Hutchinson to pursue a re-evaluation of the area's historic status with the aim of qualifying properties for preservation-related funding.

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Survey data was entered into a Microsoft Excel spreadsheet, from which it was uploaded to the Kansas Historical Society's online historic resources inventory (KHRI).

A Note on Sources

Davis Preservation began its property research using Sanborn Fire Insurance Maps dating from 1884, 1892, 1899, 1905, 1909, 1915, 1922, 1929, 1942 and 1950. In addition to providing information about building uses, these maps were essential in documenting circa construction dates for properties whose exact dates of construction were unknown. In addition, Davis Preservation reviewed hundreds of news articles from the *Hutchinson News.* After the survey data was uploaded, the Kansas Historical Society added survey data from the 1990 survey. Although the property histories, noted in the database field named "historic function remarks," may not be comprehensive, they represent the complete record as found in the above-noted materials. Where articles were used to develop property histories, they are cited in parenthesis at the end of the database field.

Survey findings were reviewed with the Kansas Historical Society staff on April 19, 2013 and presented at a public meeting on April 25, 2013.

Figure 3: Downtown Gap Area Survey, Survey Boundaries.

Below is a list of properties surveyed as part of this project. Properties determined to be potential contributors to a potential historic district are identified as "C." Property determined to be potential non-contributors to a potential historic district are identified as "NC." Properties already listed on the National Register of Historic Places are identified as "NRHP." Properties that appear to be eligible for individual listing on the National Register are identified as "Yes."

#	Address				Name	Style	Date	Certainty	Status
1	29	S	MAIN	ST	Interstate Financial House	Modern/Modern Movement	1964	Est	C
2	17	S	MAIN	ST	Hutchinson Travel Agency	Modern/Modern Movement	1980	Est	NC
3	13	S	MAIN	ST	Virginia's Women's Clothing Store	Other	1880	Est	NC
4	11	S	MAIN	ST	Grocery Store	Commercial Style	1880	Est	C
5	9	S	MAIN	ST	Sweet Furniture Company	Commercial Style	1880	Est	C
6	7	S	MAIN	ST	Commercial Building	Other	1880	Est	NC
7	5	S	MAIN	ST	Mayfield Electronics/Music	Modern/Modern Movement	1952	Doc	NC
8	1	S	MAIN	ST	Oklahoma Tire and Supply Co	Other	1887	Est	NC
9	1	N	MAIN	ST	First National Bank	Modern/Modern Movement	1974	Doc	NC
10	11	N	MAIN	ST	JC Penney's	Modern/Modern Movement	1955	Doc	C
11	19	N	MAIN	ST	Boot and Shoe Store	Modern/Modern Movement	1955	Est	C
12	21-23	N	MAIN	ST	Ben Franklin's	Commercial Style	1915	Est	C
13	25	N	MAIN	ST	Monarch Cigar Company	Commercial Style	1880	Est	C
14	27	N	MAIN	ST	IOOF Temple	Italianate	1880	Est	NC
15	26-28	N	MAIN	ST	Commercial Building	Other	1975	Est	NC
16	22-24	N	MAIN	ST	Anthony's	Commercial Style	1880	Est	C
17	20	N	MAIN	ST	Commercial Building	Other	1880	Est	NC
18	18	N	MAIN	ST	Commercial Building	Commercial Style	1885	Est	C
19	14	N	MAIN	ST	Montgomery Ward	Colonial Revival	1934	Doc	C
20	2-10	N	MAIN	ST	Woolworth's	Modern/Modern Movement	1965	Doc	C
21	2	S	MAIN	ST	Commercial Building	Other	1880	Est	NC
22	10	S	MAIN	ST	Sears	Other	1925	Est	NC
23	14	S	MAIN	ST	Marble Shop	Other	1905	Doc	C
24	18	S	MAIN	ST	Commercial Building	Commercial Style	1890	Doc	C
25	15	S	WASHINGTON	ST	Truck Store	Spanish Eclectic	1930	Est	Yes
26	18	W	AVENUE A		Bank Drive-Thru	Modern/Modern Movement	1970	Est	NC
27	16	W	AVENUE A		T.O. Haas Tire Company	Commercial Style	1930	Est	C
28	11	W	SHERMAN	AVE	Commercial Building	Commercial Style	1910	Est	NC
29	27	W	SHERMAN	AVE	Goodyear	Modern/Modern Movement	1955	Est	NC
30	113	W	SHERMAN	AVE	Old City Hall	Italianate	1885	Est	NC
31	119	W	SHERMAN	AVE	Commercial Building	Modern/Modern Movement	1955	Est	C
32	121	W	SHERMAN	AVE	Dry Cleaners	Modern/Modern Movement	1940	Est	C
33	129	W	SHERMAN	AVE	Cooper Tires	Other	1970	Est	NC
34	129	W	SHERMAN	AVE	Cooper Tires	Other	1965	Est	NC
35	120	W	SHERMAN	AVE	Auto-Related Building	Modern/Modern Movement	1955	Est	NC
36	114	W	SHERMAN	AVE	Salvation Army	Modern/Modern Movement	1951	Doc	Yes
37	112	W	SHERMAN	AVE	Brown Publishing Company	Commercial Style	1925	Est	C
38	108-110	W	SHERMAN	AVE	Commercial Building	Commercial Style	1905	Est	NC
39	30	W	SHERMAN	AVE	Fee Building	Modern/Modern Movement	1960	Doc	C
40	13	E	SHERMAN	AVE	Commercial Building	Other	1880	Est	C
41	15	E	SHERMAN	AVE	Sturgeon Glass & Mirror	Other	1885	Est	NC

42	101	E	SHERMAN	AVE	Auto-Related Building	Commercial Style	1920	Est	C
43	109	E	SHERMAN	AVE	Auto-Related Building	Commercial Style	1910	Est	C
44	113-115	E	SHERMAN	AVE	Auto-Related Building	Commercial Style	1915	Est	NC
45	127	E	SHERMAN	AVE	Auto-Related Building	Commercial Style	1910	Est	C
46	129	E	SHERMAN	AVE	Auto-Related Building	Modern/Modern Movement	1920	Est	C
47	129	E	SHERMAN	AVE	Apartment Building	Modern/Modern Movement	1966	Doc	NC
48	200	E	SHERMAN	AVE	Hutchinson Town Club	Other	1963	Doc	C
49	134	E	SHERMAN	AVE	Wilcox House/Funeral Home	Second Empire	1885	Est	NC
50	126	E	SHERMAN	AVE	Hilton Electric Company	Commercial Style	1939	Doc	C
51	122	E	SHERMAN	AVE	Hilton Electric Company	Commercial Style	1920	Est	C
52	112	E	SHERMAN	AVE	Freese Building	Commercial Style	1915	Doc	C
53	110	E	SHERMAN	AVE	The Midwest Equipment Co	Commercial Style	1920	Est	C
54	108	E	SHERMAN	AVE	Electric Battery & Repair Co	Commercial Style	1917	Est	NC
55	106	E	SHERMAN	AVE	Armory/Salt City Bus College	Neoclassical	1920	Est	C
56	201	E	SHERMAN	AVE	First Presbyterian Church	Gothic Revival	1888	Doc	NC
57	101-105	W	1ST	AVE	Auto-Related Building	Commercial Style	1925	Est	C
58	109-113	W	1ST	AVE	A.D. Rayl Motor Company	Spanish Eclectic	1925	Est	C
58a	107	W	1ST	AVE	A.D. Rayl Motor Company	Spanish Eclectic	1925	Est	C
59	13-15	E	1ST	AVE	Woodard Block	Other	1887	Est	NC
60	17-19	E	1ST	AVE	Woodard Block	Other	1887	Est	NC
61	21	E	1ST	AVE	Graber Building	Commercial Style	1922	Doc	C
62	23	E	1ST	AVE	Garage	Commercial Style	1925	Est	NC
63	25	E	1ST	AVE	Hoke Building	Commercial Style	1910	Est	NRHP
64	122*	W	1ST	AVE	Auto-Related Building	Other	1950	Est	NC
65	100-108	W	1ST	AVE	Auto-Related Building	Other	1920	Est	NC
66	15-29	W	2ND	AVE	Commercial Building	Other	1965	Est	NC
67	103	W	2ND	AVE	Farmers Market	Other	1990	Doc	NC
68	111	W	2ND	AVE	Filling Station/Vulcanizing	Other	1925	Est	NC
69	115	W	2ND		Battery and Tire Service	Pueblo Revival	1925	Est	NC
70	125	W	2ND	AVE	Auto-Related Building	Spanish Eclectic	1928	Doc	NC
71	129	W	2ND	AVE	The Plaza	Pueblo Revival	1985	Doc	NC
72	124	W	2ND	AVE	Garage	Other	1925	Est	NC
73	110	W	2ND	AVE	Crocker Building	Commercial Style	1929	Doc	C
74	106-108	W	2ND	AVE	Garage	Commercial Style	1920	Est	C
75	104	W	2ND	AVE	A. E. Kirk Building	Commercial Style	1923	Doc	C
76	100	W	2ND	AVE	A. E. Kirk Building	Commercial Style	1920	Doc	Yes
77	20	W	2ND	AVE	Data Center, Inc.	Modern/Modern Movement	1970	Est	NC
78	126	W	AVENUE A		Harvey's Skelly Service	Other	1970	Est	NC
79	120	W	AVENUE A		Machine Shop	Other	1935	Est	C
80	15	S	WASHINGTON	ST	Auto-Related Building	Other - Industrial	1920	Est	C

*also listed as 100 N. Adams Street.

CHAPTER 2 · ARCHITECTURAL ANALYSIS

Introduction

The architecture of downtown Hutchinson is reflective of various periods of development. Hutchinson was founded in 1871. Its earliest permanent buildings were built in the 1870s and 1880s.

Although some of the downtown buildings still represent their original appearance to a degree, most were modified over time. It was not uncommon for commercial buildings to have been built and updated many times through the years, particularly during the real estate boom of the 1880s, the salt and grain industry boom in the early 1900s, the oil boom years beginning in the 1920s, and the post-World War II years. For purposes of this survey, a building's construction date is derived from a variety of sources. For those properties whose construction dates are documented in primary document research, the date given is the actual construction date. For those whose construction dates are not otherwise documented, the construction date was derived from a span of dates evident through Sanborn Map research. Construction dates are further fleshed out in the property histories provided in the KHRI.

Based upon the dating conventions identified above, nineteen (19) structures were built in 1890 or earlier. Two (2) were built in 1905. Eight (8) were built in the 1910s. Twenty-two (22) were built in the 1920s. Five (5) were built in the 1930s. One (1) was built in 1940. Nine (9) were built in the 1950s; six (6) in the 1960s; six (6) in the 1970s; and three (3) were constructed between 1980 and 1990.

Although a variety of architectural styles are represented in downtown Hutchinson, the majority of the commercial buildings do not fall within the categories of high-style architecture. Where stylistic influences are present, they are noted in the survey forms under the styles identified in the National Park Service's National Register Bulletin 16a. The commercial plan form classifications came from the typology in Richard Longstreth's *The Buildings of Main Street.*

Architectural Styles

Below is an analysis of architectural styles represented within the survey boundaries:

Colonial Revival

One (1) building, the Montgomery Ward Building at 14 N. Main (Sequence #19), is classified as Colonial Revival. Interest in the Colonial style swelled after Philadelphia's 1876 Centennial Exposition and the associated restoration of Independence Hall. By the 1920s, revival-style homes – Colonial Revival, Dutch Colonial Revival and Tudor Revival – filled thousands of American subdivisions. Colonial Revival was less popular for commercial buildings. The few exceptions to the rule are in suburban shopping centers dating from the 1930s to circa 1960 and a handful of downtown commercial applications, including Montgomery Ward buildings nationwide. Formerly a catalog company, Montgomery Ward opened first its retail store in 1926, and expanded its retail presence rapidly throughout the 1930s with the construction of distinctive Colonial Revival buildings in downtowns nationwide.

Commercial Style

The predominant commercial architectural style in the early twentieth century (1910s to 1930s) was the Commercial style. This style is characterized by simple designs with square window openings, as opposed to tall, narrow ones. Commercial Style buildings have few architectural details. They generally have no cornices – and instead have parapets or stepped parapets, sometimes punctuated by corbelling. Most are red brick. Reflecting the county's second major period of growth, this is the most prolific of the commercial architectural styles. Of the surveyed properties, twenty-eight (28) are categorized as Commercial style.

Gothic Revival

Gothic Revival architecture, generally reserved for free-standing educational and religious buildings, is identified by pointed arches and crenellated towers. One (1) of the surveyed buildings, the First Presbyterian Church, is classified as Gothic Revival.

Italianate

The Italianate style was the predominant architectural style for commercial buildings from the 1860s to the 1880s. Character-defining features of this style include tall narrow windows, cornices, and details such as hood molds. Although many of Hutchinson's earliest buildings were built in the Italianate style, a good number of them were updated in later styles, such as Commercial style. Two (2) of the surveyed properties are categorized as Italianate. Unfortunately, neither of these buildings retains its high-style Italianate features.

Modern/Modern Movement

There are seventeen (17) Modern buildings in the survey area. The "Modern" classification generally encompasses the mid-century buildings marked by simple form and lack of architectural adornment. They tend to be more angular than Streamline/Art Moderne buildings.

Neoclassical

One (1) building, the Armory/Salt City Business College, is classified as Neoclassical. As its name implies, Neoclassical Architecture draws on the influences of Classical architecture from ancient Greece and Rome. Character-defining features of Neoclassical include symmetry, columns, pediments, entablatures, dressed stone, dentiling and shallow hipped or flat roofs. The style was

often employed in the 1910s and 1920s, after the City Beautiful Movement popularized free-standing buildings for public and institutional uses. Neoclassical is generally differentiated from Classical Revival by the occurrence of columns, pilasters or piers that span multiple stories.

Pueblo Revival

Pueblo Revival style architecture draws its inspiration from the traditional adobe construction of the pueblos in the Southwest United States. Character-defining features include the use of stucco and heavy timbers to replicate the look of adobe construction. Two (2) buildings in the survey area are classified as Pueblo Revival. The appearance of both buildings dates to a 1985 redevelopment called "The Plaza."

Second Empire Style

The Second Empire Style was employed principally in residential buildings of the mid to late nineteenth century. The style shares many of the character-defining features with the Italianate Style – except they are identified by their Mansard roofs, a French innovation from the reign of Louis Napoleon which created an additional non-taxed level of occupiable space. There is one (1) example, the Wilcox House/Funeral Home, in the survey area.

Spanish Eclectic

Spanish Eclectic architecture takes its cues from old-world architecture. The style, popular nationwide from 1915-1940, was adopted for both residential and commercial architecture. Character-defining features include low-pitched roofs with clay tiles or pan (metal made to look like clay tile) tiles, arched openings, multi-pane windows, and stucco or blond brick exteriors with polychromatic terra cotta. Four (4) buildings in the survey area are identified as Spanish Eclectic, all of them auto-related buildings from the 1920s.

Other

Twenty-four (24) of the surveyed properties do not fall within a formal style category and are classified as "Other." The majority of the buildings classified as "Other" have been heavily modified with changes that do not reflect any particular style – or are contemporary buildings to which historic architectural styles do not apply.

Commercial Plan Forms

Because many commercial buildings lack architectural detail, they are sometimes best-classified by commercial plan form, as identified in Richard Longstreth's book *The Buildings of Main Street.* Below are the Commercial Plan Forms assigned to the surveyed properties:

One-Part Commercial Block

Thirty-eight (38) of the surveyed properties are classified as one-part commercial blocks. One-part commercial blocks are one-story buildings that serve a single use. The majority of the

façade is occupied by storefront windows. Late nineteenth-century examples feature prominent cornices. Early twentieth-century examples have corbelled parapets.

Two-Part Commercial Block

Twenty-eight (28) of the surveyed buildings are two-part commercial blocks. Two-part commercial blocks are buildings that are two or more stories in height – with the building divided into two zones differentiating the uses of the first stories, usually retail, from the upper stories, which were often office, meeting space, or residential. Detailing is similar to one-part commercial blocks, with prominent cornices on late nineteenth-century examples and corbelled parapets on early twentieth-century examples.

Two-Part Vertical Block

One (1) of the surveyed buildings, the Hoke Building, is a two-part vertical block. The difference between two-part commercial blocks and two-part vertical blocks is that vertical blocks are at least four stories in height with an emphasized upper zone.

The historical context of the Downtown Gap

CHAPTER 3 · HISTORICAL CONTEXT

Area is clearly outlined in the MPDF entitled "Commercial and Industrial Resources of Hutchinson" and in the National Register nominations for the Downtown Core North and Downtown Core South Historic Districts. The survey area's many automobile-related buildings, principally located on east Sherman and West Second, fall under the "Automobile Facilities" Subtype of the "Service Facility" Property Type identified in the MPDF.

CHAPTER 4 · RECOMMENDATIONS

A Note on Historic Status

In the KHRI, properties surveyed in this project are placed into three categories: 1)eligible for individual listing on the National Register of Historic Places (Yes), 2)not eligible for listing (No), or 3)would contribute to a potential national register historic district (Contributing). In the spreadsheet above, the status is abbreviated as Yes, NC and C.

A building's potential to contribute to a national register district does not mean that it is located in a geographic area that qualifies as a historic district. A historic district is a geographically definable area that includes a concentration of buildings, structures or objects that have significance.

In order to be designated as a potential contributor to a potential historic district, a property must be at least 50 years old and possess historic integrity. The following is a list of reasons a property may have been designated above as a non-contributor to a potential historic district:

1. The building was built fewer than 50 years ago.
Example: Hutchinson Travel Agency (#2)

2. The building has been covered with non-original siding, such as steel, vinyl or wood.
Example: Commercial Building, 7 S. Main, (#6)

3. The storefront, which is integral in interpreting a commercial building, has been enclosed.
Example: Electric Battery and Repair Company (#54)

Exception – An enclosed storefront will not render a building non-contributing when the building's second floor retains a high level of architectural integrity.

Historic status, contributing or non-contributing, is identified in the enclosed maps. The recommendations related to contributing/non-contributing status of properties are the professional opinions of Davis Preservation.

Please note that only the State Historic Preservation Office and National Park Service make final recommendations as to historic status and the existence of potential historic districts.

One property, the Hoke Building, within the survey boundaries is already individually listed on the National Register of Historic Places. Based upon the consultant's recommendations, an additional three (3) properties appear to be eligible for individual listing on the National Register of Historic Places. These include the Truck Store (#25), Salvation Army (#36), and A. E. Kirk Building (#76).

Including the formerly designated properties and those that appear to be eligible for individual listing, 42 (51.85%) of the eighty-one (81) properties in the survey area are identified as "Contributing." Thirty-nine (39, 48.15%) of the surveyed properties are identified as "Non-Contributing."

Historic Districts

Below is a map identifying the existing Downtown Core North and Downtown Core South Historic Districts. In addition, the map identifies boundaries of potential National Register historic districts. Properties that have the potential to be contributors to a historic district are identified with a hatch pattern. Properties that would not contribute are indicated by gray shading. Below are two recommendations for incorporating additional properties into downtown historic districts:

<u>Option A: Create One Downtown District</u>
Option A would involve combining the existing Downtown Core North, Downtown Core South and additional properties identified on the map below into one large historic district. This option would require updating the survey information

for all properties within previously designated districts and preparing a new context statement to incorporate the history and development of the broadened boundaries.

Option B: Amend Existing Downtown Core North Historic District and Nominate Separate District for Motor Row

Option B would involve amending the Downtown Core North Historic District to include the properties identified on the map below. The amendment would append to the existing district nomination; it would not require edits to the existing nomination text. The additional documentation would include architectural descriptions, histories and integrity statements for the added properties. Although this option would not cover all downtown properties under a single umbrella, it is the most cost-effective and simple approach. While the bulk of the properties would technically remain in two separate historic districts, they could be marketed as a single Downtown Historic District. Properties on Motor Row would be nominated as a separate district under a separate historical context.

Figure 4: Proposed District Boundaries, Option B

Option C: Amend Existing Downtown Core North Historic District (Landmarks Commission Preferred Option)

Option C would involve amending the Downtown Core North Historic District to include the properties identified on the map below. This option would be similar to that offered above, but would include the additional properties located along Motor Row and East First Avenue – as well as any required additional context. Motor Row: The properties along the north side of Second between Adams and Washington were constructed in the 1920s for auto-related purposes after street improvements were made to better connect downtown with the New Santa Fe Trail, later known as Highway 50. With the exception of the westernmost building (#72), all of these buildings retain a high degree of architectural integrity, with appearances that strongly interpret their 1920s auto-related history and contemporary development. While these properties could be incorporated into a separate historic district, the simplest approach would be to include these properties within an amended Downtown Core North Historic District. While this would require the inclusion of a non-contributing property, Data Center (#77), this row of significant buildings with a high degree of integrity should be included. East First: The amended district would also include survey sequence #59-63, 72-77, and the vacant lot south of properties #59-63. In its meeting on May 9, 2013, the Hutchinson Landmarks Commission passed a resolution in support of Option C.

Figure 5: Proposed District Boundaries, Option C