

**Warren (9<sup>th</sup>) Street  
Turning Points, 1819-2016\***

**Prairie, 1819-1853**

- 1819 -Thomas Say and 12 other members of Major Stephen H. Long's expedition reach what later would be called Mount Oread. He signs a treaty of peace and friendship with the Kanza Indians.
- 1824 **-William Clark and George C. Sibley meet with the Chiefs and principal persons of the Kansas Nation. The Kansas agree to relinquish their title to all lands west of Missouri or about 20 million acres. In exchange, the Kansas accept a \$3,000 annual annuity for 20 years and a reservation thirty miles wide west of the mouth of the Kansas River extending to the junction of the Republican and Smoky Hill rivers.**
- 1825 -The Shawnee Indians sign a treaty with the U. S. government relinquishing all their lands in Missouri and they move into reservation in eastern Kansas south of the Kansas River. Each Shawnee received 200 acres, giving the tribe 200,000 acres in their "permanent reservation".
- 1830 -Congress passes the Indian Removal Act, which moved Indians from their eastern lands to the west. Twenty-seven tribes remove in the 1830s and 1840s to permanent reservations in eastern Kansas near Lawrence, including the Wyandot who move to land north of the Kansas River.
- 1842 **-The treaty of March 17, 1842 grants by fee-simple patent to Robert Robitaille, Wyandot Indian, 640 acres of land in a so-called Wyandot float in eastern Kansas Territory. A float was not tied to any specific piece of land until it is assigned by treaty in 1855. Robitaille's land covered parts of the city of Lawrence, including what would one day become Warren Street.**  
-Colonel John C. Fremont and his party camps on Mount Oread next to what would be called the Oregon Road.
- 1846 -Kanza Indians sign the Mission Creek treaty and agree to move to a new 256,000-acre reservation in the Neosho Valley near Council Grove, Kansas.
- 1848 -Kanzas move to their reservation on Neosho Creek.

1849 **-Charles Robinson crossed Mount Oread on the way to Oregon.**

### **Dirt Road to Brick Street, 1854-1906**

1854 -Congress passes the Kansas-Nebraska Act in May, which opens Kansas for white settlement.  
-The first company of the New England Emigrant Aid Society arrives on August 1.  
-George S. Parks describes the Lawrence site as a place where “the high prairie comes right down to the water’s edge, presenting another appropriate place, where the busy hum of commerce may be and bespeak the presence of a city.”  
**-A.D. Searl surveys and marks out Lawrence and Warren Street. Warren Street was named after Dr. Joseph Warren who died at Bunker Hill during the Revolutionary War.**

1855 The first brickyard in Lawrence opens for business.

1856 William Weer presents a legal brief on behalf of Robitaille and Lykins to the Commissioner of the Land Office at Lecompton, Kansas Territory. Members of the Lawrence Association, including Gaius Jenkins, Charles Robinson, S. J. Livingston, George G. Mathews, and William Savage had also claimed Robitaille and Lykins’ land. James Lane claims land that belonged to Robitaille and Lykins as well. All of this land was eventually purchased from Robitaille and Lykins. Jenkins and Lane would fight over the land later, leading to gun fire that killed Jenkins. Lane was never prosecuted.

1858 -Holland Wheeler re-surveys Lawrence, reducing it in size to about one square mile.  
**-John Speer introduces a bill in the legislature to charter the Leavenworth, Lawrence, and Galveston Railroad.**

1859 -A perspective drawing shows Warren Street disappearing at its east end in a figment of Searl’s imagination.

1863 **-Quantrill’s Raid on Lawrence reduces the downtown and many buildings along Warren Street to ruins.**  
-The Chapel Relief Society, established for the purpose of creating an AME church in Lawrence, drops from 139 to 56 persons as a result of the raid.  
-The U.S. Congress authorized mail delivery to residences if the city generated enough revenue.

- 1864 -St. Luke's AME church builds a small parsonage on New Hampshire Street, just south of Warren Street.  
-The Union Pacific Railroad arrives in north Lawrence to provide the first east-west connection in Lawrence.
- 1865 -James Lane takes over leadership of the Leavenworth, Lawrence, & Galveston Railroad.  
-St. Luke's purchases lot 70 on Warren Street for \$300.
- 1866 -St. Luke's erects a stone chapel on the east edge of their lot. This is St. Luke's first church.  
-The Lawrence Turnverein is founded.  
-Mr. Sparr's brick plant sells 1.5 million bricks during the summer months.
- 1867 **-The Leavenworth, Lawrence, & Galveston Railroad is completed to Ottawa one day before January 1, 1868, allowing the line to receive county bonds for its operation. John Speer is a member of the board of directors.**  
-Douglas County citizens vote to issue bonds for \$300,000 to replace the bond issue in 1865 of \$125,000 so that the LLG Railroad can go into operation.
- 1868 -The City Council examines improvements for Henry and Warren Streets. New culverts are placed on Warren Street between Pennsylvania and New Jersey Streets and on Henry Street at New Jersey.
- 1869 **-The Turnhalle is erected at Warren and Rhode Island Streets at a cost of \$4,000. T. H. Lescher was the contractor.**  
-A bird's eye perspective of historic Lawrence is created.  
**-John Speer sells 4 acres of land from his farm near the end of Warren Street to the Saint Louis, Lawrence, and Denver Railroad Company for \$100 an acre.**  
-The City of Lawrence issues \$200,000 in bonds for the St. Louis, Lawrence, & Denver Railroad which it will pay out finally in 1954.  
-Workmen digging ditches for gas pipes reach Massachusetts Street and will lay pipe on Henry Street next.
- 1870 **-The cornerstone is laid for St. Luke's second church. This is the foundation for John Haskell plans for the brick church abutting the stone building, the first St. Luke's AME Church.**  
  
**-John Speer sells 20 acres of land to the City of Lawrence for \$500 an acre, 14 of which the city gives to the Leavenworth, Lawrence,**

**and Galveston Railroad for its freight depot at the end of Warren Street. The depot is 50 x 200 feet including platforms. The LLG constructs a new turntable and an engine house in addition to the freight depot.**

- 1871 -The first street railway system opens; eventually it runs down 7<sup>th</sup> from Massachusetts Street and turns south on New Jersey where it crosses Warren Street and goes on south to 19<sup>th</sup> Street; eventually it also goes west on Henry to Mississippi Street, turns south, and goes to KU.  
**-Leavenworth, Lawrence and Galveston Railroad completes its bridge across the Kansas River.**  
-City workers excavate the middle of Warren Street near Massachusetts for a sewer.  
-During the darkness of night, Mr. A. P. Freeman falls into a deep ditch on Warren Street north of Turner Hall and severely bruises his leg.  
-David C. Beach and others petition for a sidewalk on New York Street between Henry and Warren Streets. This petition is granted.
- 1873 -Beer's Map of Lawrence is created.  
-Ridenour and Baker erected buildings and put in machinery on five acres on the east side of the city for slaughtering cattle and pigs. Their partners included Gurdon Grovener, General C. W. Babcock, Major O. B. Gunn, Robert Morrow, B. W. Woodward, and E. W. Baker who each contributed \$5,000. Ridenour and Baker contributed \$25,000 to get started. The firm made \$23,000 profit in the first winter.
- 1877 -Eli J. Newsome and 17 others petition for sidewalks on the east side of New Jersey Street and the south side of Warren Street from New York to Pennsylvania.  
-D. Evans and 10 others petition for repair of Warren Street from Massachusetts to the depot.  
-The ditch across Warren Street is filled every night to keep people from falling into it.
- 1879 -The Lawrence Daily Journal complains, "nothing has been done with open sewer on east Warren Street."  
-The Lawrence Daily Journal reports on the "very bad condition of many streets and sidewalks" in east Lawrence. "In many places there is no walk at all and in some places the sidewalks are in such bad condition as to be worse than none. Although the warm weather is fast approaching, nothing has been done to that offensive open sewer on east Henry Street."  
-Owing to the failure and repair process on the wagon bridge across the KAW, the Kansas Pacific delivers passengers and freight to the Kansas City, Lawrence & Southern depot at the foot of Warren Street.

- 1880
- Efforts are made to macadamize Warren Street from Massachusetts east to the depot. The Lawrence Daily Journal notes that it is “impossible to pull an empty wagon to the A. T. & S. F. depot in bad weather. Warren Street is the only thoroughfare by which these depots can be reached, consequently all heavy transferring must necessarily pass over this road.”
  - A mad cow chases Mrs. H. A. Cutler on Rhode Island Street. She escapes by jumping a boundary fence.
  - The City Council overturns the mayor’s veto of the cow ordinance.
  - The mayor believes that the council would permit citizens to macadamize the streets in front of their residences at their own expense, set the curb at 20 feet from their property lines, plant shade trees, and create a sward between the sidewalks and the curb.
- 1881
- The controversy over sidewalks on Warren Street continues.
  - The Kansas Daily Tribune calls the sidewalks on Warren Street “an utter abomination. It is an infernal shame and disgrace.” The newspaper claims that “there is more foot travel there than on almost any other street in town.”
  - Warren Street is described as “the front door of the city.”
  - Warren Street is graded and a closed storm sewer system is completed that runs to river through one of the alleys. The storm sewers were established in the 1880s. The sanitary sewer starter plan was completed in 1889, which was realized in the 1890s.**
  - W. R. Fowler establishes Lawrence’s first vinegar manufacturing plant, the Lawrence Cider and Vinegar Works.
  - J. B. Watkins and partners purchase land from Ridenour & Baker to establish the Lawrence Canning Factory at the east end of Warren Street, the first canning company in Lawrence. It employs up to 200 people during high season.
- 1882
- The Kansas Fruit Vinegar Company begins operation in its three-story frame building on Pennsylvania Street between Henry and Warren Streets. This is the second vinegar making company in Lawrence.
  - The ATSF acquires the Leavenworth, Lawrence, & Galveston Railroad and operates passenger service between Lawrence and Ottawa. The line is re-named the Kansas City, Lawrence, & Southern Kansas Railroad, a subsidiary of the ATSF.
  - The sewer connection at Massachusetts and Warren Streets is made.
- 1883
- The ATSF passenger depot is completed at end of Winthrop Street.**

1886

**-The “Parking” movement begins. “Parking” was a landscape idea that transformed the early scruffy urban streetscape typical of western towns into webs of streets manicured with green swards and paved sidewalks. Parking eliminated fences on property lines facing the street, established verges (parking), widened streets, installed curbs, and improved sidewalks. Property owners accepted the responsibility of maintaining these sidewalks on a voluntary basis. Parking represents one of the most significant physical changes to streets. It was never settled and creates controversy to this day.**

-The Lawrence Daily Journal hopes that the parking of streets will mean, “we should no longer have a broad expanse of uncut weeds and grass, with a wagon road meandering through the boulders which our street force scatters abroad.”

-An open channel lined with stone is constructed to provide storm water drainage.

-The City Commissions authorizes the building of 14 miles of water mains and 20 more hydrants, which would bring the number to 140 hydrants throughout the city.

-Cattle running loose in the streets of Lawrence are causing trouble.

1887

**-A parking ordinance establishes the width of space between lots lines and gutter lines: 100 foot streets have 25 foot verges and sidewalk areas; 80 foot streets have 20 foot verges and sidewalk areas; 60 foot streets, 12 foot verges and sidewalk areas; less than 60 foot streets, 10 foot verges and sidewalk areas; Warren Street originally was a 30 foot street and that became its parked width.**

-The City Council instructs the city engineer to prepare plans for district sewerage in the city.

-The city communicates with George E. Waring of Providence, Rhode Island about procuring his services for planning a sewerage system.

-Mrs. Lee complains that a broken board in the sidewalk on Warren Street resulted in a fall and leg injury for which she requests \$1,000 to cover her expenses.

-Dead animals are being thrown in the open sewer Warren Street along Pennsylvania Street to the river.

1888

-Waterworks and hydrants on Warren are installed.

-J. G. Sand parks his property in west Lawrence. This means that Mr. Sand took down his property boundary fence facing the street, fixed his sidewalk, and put in a verge between the sidewalk and the street curb, eliminating the weed patch in front of his house. Parking reduced the width of the street for the city to maintain in addition to “beautifying” the street.

-D. Hayes parks his property on Locust Street in north Lawrence.

- The City Council adopts an ordinance granting the Lawrence, Atchison & Southern Railroad Company a right-of-way through Lawrence. This is a subsidiary of the ATSF.
- The City Council authorizes the payment of \$225 to Andrew Christensen for building the sewer on Henry Street.
- C. V. Mottmann petitions for putting in a drain in Massachusetts Street to the sewer in the middle of Warren Street. The City grants the petition.
- The City Council authorizes the building of a suitable sewer on Henry Street.
- The City Council adopts an ordinance granting the City Water & Electric Company to erect and maintain lines of wire in the city for furnishing electric lights and purchasing those lights.**
- The City Council adopts an ordinance establishing sewer districts.
- The City Council adopts an ordinance to build a sewer on Delaware Street.

1889

- Sanborn maps show insured structures in Lawrence.
- The City Council appoints a special committee to procure estimates for paving Winthrop Street from Massachusetts to the ATSF depot.
- George Leis and others petition for a sewer in the alley from Winthrop to Warren Streets between Massachusetts and Vermont Streets.
- The City Commission passes Ordinance 161 to “establish a Profile Plan and to establish grades on Streets and Alleys.”**
- The City Marshall is instructed to notify people who are emptying house drainage into the streets to stop the practice immediately.
- J.E. Riggs and 80 others protest any expenditure on a sewer system.
- The City Council accepts the “General Plan of a Sewerage” as recommended by H. L. Marvin and modified by the Rosewater firm of Omaha. This is the starter for the sanitary system. The system is put together petition by petition after that.**

1890

- First efforts began to get Warren Street paved. The City Council appoints a committee of three to confer with the ATSF and citizens about retaining funding for paving or macadamizing Warren. Warren Street is the only thoroughfare by which these depots (ATSF and KCW and NW Railroad depots) be reached, consequently all heavy transferring must necessarily pass over this road,” according to the Lawrence Daily Journal.
- The parking movement appears on Henry Street.
- Fritzel’s original package house that sold liquor with the manufacture’s label on the bottle is closed and stock returned to Walruff Brewery.
- The City Council adopts an ordinance to establish sewer districts in the city.

- All previous ordinances regarding the sewer system are repealed and new ordinances adopted.
- 1891 -An amended parking ordinance reduces 80-foot streets to 35-foot width; 100-foot streets are reduced to a 50-foot width.  
 -The Reedy Brothers build cider mill on corner of Warren and New Jersey.  
 -A. L. Selig, mayor, is recognized as the leader who provided “the best system of sewerage of any city its size in the west.”
- 1892 -An amended parking ordinance for 80-foot streets reduces the verge and sidewalk areas to 15 feet.  
 -The City Council vetoes the curbing ordinance because the mayor believes that 80-foot streets should be 20 feet instead of 15 feet from the lot line.  
 -William C. Keller manufactures sarsaparilla beer at 9 east Warren Street.  
 -The Bruce Lumber Company, M. H. Wood, T. C. White and others object to a sewer.  
 -J. D. Bowersock and others petition for a sewer.  
 -M. Summerfield and others petition for a sewer.  
 -The city approved ordinances for grading Rhode Island Street from Winthrop to the Santa Fe tracks.
- 1893 -Parking is said to be gaining ground in Lawrence.  
 -Jacob Badsky sends his first carload of cattle to Kansas City out of the Lawrence Stock Yards at 547 E. Warren Street.  
**-The city’s sanitary sewer system is complete after three years of construction. The system is 9.5 miles long and cost \$40,504.**
- 1894 -The Turnerverein petitions to make sewer connections with the main on Warren.  
 -The city moves a public fountain to Warren Street near Reedy’s Grocery Store.  
 -Mr. Riale reports that his daughter was injured and his buggy broken owing to a badly constructed culvert on Warren Street.
- 1895 -Alvin Dunakin builds on to his grocery store with two apartments above it on Warren between New York and Connecticut. The store is sited so that its awning reaches into the street itself. This happened often before “parking” was created and the condition remains today at this site with diagonal parking.  
 -Culbertson and Thoburn establish a sand yard at east end of Warren Street, near the Santa Fe roundhouse.  
 -The city completes paving Winthrop Street from Massachusetts to the ATSF passenger depot.

- 1898 -“Same old fight about parking” rages on, notes one of Lawrence’s newspaper.
- 1899 -The Hauber brothers complete a cooper factory at the end of Warren Street that is 200 x 40 feet and about 20 feet high.
- 1900 -Theodor Poehler incorporates the Kaw Valley Canning Company and built a new plant at the east end of 10<sup>th</sup> Street.  
 -The movement to pave east Warren Street from Massachusetts to Santa Fe depot continues; Warren Street from 1867 on was a hauling street and eventually a truck delivery route. Owing to heavy traffic, Warren Street was fraught with big holes that were unnavigable for heavy wagons and loads.  
 -The Principal thoroughfare controversy ensues over a fight to pave Warren Street; there were many businesses on the east end of Warren Street led by influential industrialists. Before the City Council, the first speaker for paving Warren Street was Louis Poehler followed by M. Wilhelmi, Theo Poehler, W. S. Everett, and others.  
 -The City Commission waits to see if the ATSF builds a new depot at the end of Henry Street.  
 -The Hauber Brothers complete a two-story frame warehouse at the end of Henry Street.  
**-The Lawrence Daily Journal reports, “The movement to secure the pavement of Warren Street, from Massachusetts to the Santa Fe freight depot, resulted in the presentation of a resolution declaring the street a business street, and an ordinance ordering the work.” The council laid over this ordinance and we don’t yet if it was ever passed.**
- 1901 **-The ATSF builds new freight depot at east end of Henry Street.**  
 -The pavement controversy continues; the Poehler group that wants east Warren to come first faces its main opponent, the ATSF that wants east Henry to come first.  
**-The ATSF wins and east Henry Street is paved and curbed first because of the new freight depot.** This work encompasses 12,000 square yards of vitrified brick on a 6-inch concrete foundation. The work is slow because paving is going on in all parts of the city. The brickyard cannot furnish any more bricks any faster. Work cannot begin on Henry Street until the street sewers are lowered.  
**-Ordinance 449 passed to pave and curb Warren Street from Massachusetts to Mississippi.**  
 -The Rutter-Godding-Zuttermeister automobile line begins their taxi business in Lawrence.

- 1902 -Alvin Dunakin leases his grocery store and apartments to William Messenheimer.  
 -A large number of business people sign a petition to locate the county court house on the north side of Warren Street just east of Massachusetts Street.  
 -Mr. Putze plows up the parking in front of his house and plants potatoes.
- 1903 --The Rutter-Godding-Zuttermeister automobile line goes out of business. The Lawrence Daily Journal-World reported, "People were afraid of it."
- 1904 -Ordinance No. 132 extends a six-inch water main from the intersection of Pennsylvania and Henry Streets east to Delaware Street and south on Delaware to Warren and locates a hydrant on Delaware Street at the midway point between Henry and Warren Streets.  
 -Costs for paving Rhode Island and Vermont Streets: 44 cents a foot for new curbing, 14 cents a foot for resetting old curbs; 10 cents a foot for the sidewalks.  
 -Citizens of east Lawrence petition for a sidewalk on Warren Street leading from New Jersey Street to the ATSF station.
- 1905 -Hauber Cooperage Company re-opens at the east end of Warren Street.  
 -Charles Edmondson purchases land from the Watkins Land Company for \$1,600 for his slaughterhouse business at the end of east Henry Street.  
 -Charles Edmondson completes a stone warehouse on east Warren Street (510 E. 9<sup>th</sup> Street).  
 -C. S. Shimmons and 20 others protest at the November meeting of the City Council against the paving of Warren Street from Massachusetts to Delaware.  
 -Barteldes & Co. and 80 others petition the City Council for arc lights at the corner of Henry and Pennsylvania and Warren and Pennsylvania.  
 -C. F. Monroe and 100 others petition for an arc light at the corner of New Hampshire and Warren Streets.  
 -Residents of east Lawrence complain about ditches across streets left partially unfilled by the gas company.
- 1906 **-Ordinance 207 is passed. Warren Street is paved with brick. The street, as most streets in the historic city, is 30 feet wide and is paved with two courses of vitrified brick on a sand foundation with 80 feet wide rights of way.**  
**-According to Ordinance 199, bids for paving Warren Street from Mississippi to Michigan involves the excavation of 3,000 cubic**

yards, curbing with 3,886 feet new, two courses of brick paving coming to 7,158 yards, and a sand cushion or grout filler.

- Limestone curbing is also approved on east Warren, Winthrop, New Hampshire, and west Henry Streets.
- Paving west Warren from Mississippi to the old windmill is completed in early June.
- Paving is completed from Massachusetts to Delaware, making it “the one continuous stretch of brick paving” that runs from east to west Lawrence.
- Expenditures for brickwork on the streets: Warren from Massachusetts to Mississippi (\$12,742.39); Henry from Massachusetts to Delaware (\$10,034.47); Winthrop from Massachusetts to Mississippi (\$7,558.93); Alley east of Massachusetts from Henry to Warren (\$1,602.57).
- H. L. Menger and 30 others protest the paving of east Warren Street.
- Lawrence Daily Journal complains about a carnival on 9<sup>th</sup> Street and Massachusetts Street and that “Ragtime operas, such as were conducted on Warren Street, are unutterably low and disgusting.”
- Lawrence citizens organize their first automobile club.
- The City passes speed limits for automobiles: 12 mph on streets and 6 mph on the Kansas River bridge.

### **Brick Street to Concrete/Asphalt Trafficway, 1907-1959**

- 1907
  - A levy of special assessment is approved to pay for the cost of grading, curbing, and paving of Warren Street.
  - Citizens petition for a sidewalk on Warren Street from New York to Delaware Streets and it is deferred to the Committee on Streets, Alleys, and Bridges.
  - Rutter starts a bus route to ferry passengers between the downtown and Haskell Institute. He cannot compete with the streetcar system and soon goes out of business.
  - Langston Hughes attends St. Luke’s Chapel and AME Church while living in Lawrence from 1907 to 1914.
  - At this time there are 17.9 miles of sanitary sewers in Lawrence ranging from 8 inches to 21 inches in diameter. At the main outflow, the average rate of flow is 85 gallons per capita per day. 8,400 people in Lawrence are using the sewer system.
- 1909
  - J. B. Watkins purchases a Stevens Duryea automobile for \$4,500.
- 1910
  - The AME church completes work on its third church at 900 New York Street.
  - William Messenheimer moves his store to Massachusetts Street.

- 1913 -Lawrence changes its named east-west streets to numbered streets.
- 1915 -Hattie Parsons continues to operate a grocery store and her husband runs a real estate loans and collection business at 310 E. 9<sup>th</sup> Street.  
-The Lawrence Daily Journal-World estimates that there are about 400 automobile owners in Lawrence and more than 300 in the county outside of Lawrence.
- 1916 -The police arrest Gus West and Hattie Madden at 2:30 am in the second story of 847½ New York Street (which actually faces Warren Street, not New York) for indecent conduct; they plead guilty to this second offense; Hattie pleads not guilty to running a nuisance business.
- 1917 -The Kansas Secretary of State estimates that Kansans own 30,000 cars and that this number is increasing by 1,500 a month.
- 1919 -Henry and Mattie Parsons are arrested coming into Lawrence for violating the “bone dry law”. They operated a grocery at 310 East 9<sup>th</sup> Street.  
-The Reverend John Adams, pastor of the AME Church at 9<sup>th</sup> and New York Streets, sends open letter addressing 2,600 Negroes in the city about church attendance in which he states that only about 300 attend. He says that 2,600 is a conservative estimate.  
-The Lawrence Stock Yards is still operating at 547 E. 9<sup>th</sup> Street.  
**-Black and Veatch builds and the city begins operating a water plant because wells are insufficient to supply the city’s water needs. Most of the water is being taken out of the KAW. There was a previous privately owned water plant that took its water out of wells before this public plant was built. The city took over the private plant in the process.**
- 1922 -The Lawrence Journal World reports “considerable agitation for resurfacing a number of old brick streets.”
- 1923 -Carson W. Ogle opens his store, Furs Hides & Wool, at 406 E. 9<sup>th</sup> Street. This business persists until his death in 1968.  
-The Kansas Electric Company rebuilds the electric current circuit in east Lawrence, and strings larger wires down 7<sup>th</sup> Street.
- 1924 -The City applies to establish a drainage district to cover the eastern, southern, and southwest portion of the city to prevent flooding. The city proposes a concrete tunnel for this system.

- 1925 -The city passes first zoning ordinance to protect OWL and the Oread Neighborhood from commercial encroachment.  
-Mr. Francisco sells 310 E. 9<sup>th</sup> to Mr. Brown who was a roofer.
- 1926 -J. D. Seiler opens Seiler Company at 310 E. 9<sup>th</sup> Street.
- 1930 -Hare & Hare complete a Lawrence City Plan.
- 1933 -Riley Combest moves his hauling and moving business to 10 E. 9<sup>th</sup> Street.  
**-The streetcar system is abandoned and replaced by a bus system. J. L. Constant resurfaces the tracks on the streets with asphalt that he says will last for 15 to 20 years.**
- 1934 -New York School is built and is first used on Thanksgiving Day. Thomas Larrick, architect and engineer from Lawrence, designed the building.
- 1936 -Mr. Johnson is operating his Service Grocery located at 418 E. 9<sup>th</sup> Street, formerly 847½ New York after addresses were changed.
- 1942 -Mildred Johnson operates the Service Grocery from 1942 until 1970.
- 1945 -A Civic Action Committee, led by Phog Allen, develops a plan for improvements to the downtown.
- 1947 -The Adams House at 9<sup>th</sup> and New Hampshire, once the Place House, is demolished and replaced by a used car business run by the Board & Moore Motor Company.
- 1949 -J. C. Harper, the city engineer, states, “Our problem is this. Lawrence has a \$2 million sewer system—some of which was constructed as early as 1888—and we have about \$6,000 and two men with which to maintain and operate the system.” At this time, the city’s raw sewage is dumped untreated into the Kaw. Manhattan, Junction City, Topeka, and other cities are also dumping untreated sewer into the KAW. Harper warns that the city will soon have to build a treatment plant.
- 1956 **-The ATSF opens new passenger and freight depot at the end of 7<sup>th</sup> Street, eliminating the depot at the end of 8<sup>th</sup> Street.**  
-Kroger opens its new store at 9<sup>th</sup> and New Hampshire.
- 1957 -The City Commission discusses problems of varying street widths in the city, especially in east Lawrence where the “problem is more severe.”

- 1959            **-A contract is let for \$96,107 for paving and widening east 7<sup>th</sup>, 9<sup>th</sup>, and New Jersey Streets, and resurfacing them with an asphalt-concrete mat; 9<sup>th</sup> street was asphalted from Tennessee to New Jersey Streets; widening is scheduled only for portions of 9<sup>th</sup> Street and with varying widths as traffic needs dictate.**  
-Many trees are cut down to widen and resurface 9<sup>th</sup> Street.

### **Concrete/Asphalt Trafficway to Highway to Tomorrow, 1960-2016**

- 1960            **-An ordinance was passed, making west 9<sup>th</sup> a “main trafficway” that links to the Golden Belt Highway to Topeka.**  
**-West 9<sup>th</sup> Street is widened to 61 feet from Tennessee to Mississippi “for the orderly growth of business.”**
- 1962            **-The Old West Lawrence Association adopted a resolution that “no business be allowed to face on any side street running north and south—only Ninth Street be used as business frontage.”**  
-The Lawrence Paper Company purchases the Poehler building.
- 1964            -Bartholomew and Associates of St. Louis, Missouri, complete a 25-year Comprehensive Plan for Lawrence. The plan considers the Lawrence downtown unsatisfactory and recommends that Massachusetts Street be closed to traffic and turned into a pedestrian mall.  
-Lawrence Halprin and Associates of San Francisco receive contract for \$36,000 to investigate the improvement of the 600 block of Massachusetts and a housing improvement project in East Lawrence. The firm designs a “welcome plaza” for 6<sup>th</sup> and Massachusetts but does not design the housing project.
- 1966            -East Lawrence north of east 9<sup>th</sup> Street is re-zoned RM24 (Multi-Dwelling Residential district) from single-family residential zoning.
- 1967            **-Bob Billings, John McGrew, and others begin acquiring 3,000 acres in what would become Alvamar.**
- 1969            -Lester D. Procter retires from his business, “Les Proctor’s Garage,” at 411 E. 9<sup>th</sup> Street. His son, Lester N. runs his electrical business here for a period of time.
- 1970            -Reports of shooting near the New York School heightens the tense atmosphere that pervaded Lawrence in July. Snipers fire upon the neighborhood near 9<sup>th</sup> and New York and Mrs. Mildred Johnson

sustains a compound fracture of her leg. Wilson Glass Company took four bullets. Roger's Electric Company was also a target  
-Rick Dowdell is killed on July 16 in an alley along 9<sup>th</sup> Street behind what is now the Lawrence Arts Center.

- 1971      **-Lawrence receives \$500,000 in urban renewal funds that added to the City's plans to spend \$1 million on downtown renewal.**
- 1972      -John Narramore moves the Kansas Key Press to Dunakin's old grocery store. The press printed some 34 underground newspapers throughout the Midwest. Narramore buys the store and the house to the east from Mildred Johnson.  
-The City Commission decides to use the federal Neighborhood Development Program to improve the downtown with the \$550,000 first-year grant. The second year grant would be used for the 600 of Massachusetts. The third year grant would be used for housing rehabilitation program in East Lawrence, which would occur between 9<sup>th</sup> and 12<sup>th</sup> Streets and Connecticut and Delaware.  
-Workmen replace the old 36-inch brick storm sewer with a 48-inch concrete pipe at 9<sup>th</sup> and Massachusetts. Leonard Hoover, city engineer, reports that the old system "zigzags all over the place."
- 1973      -The East Lawrence Improvement Association is formed which evolved out of the East Lawrence Project Area Committee of the Neighborhood Development Program.  
-The city's desire to improve or remove 150 houses in east Lawrence resulted in 38 razed houses, 4 razed sheds, 6 rehabilitated houses, 16 removed vehicles, and the abatement of 14 trash nuisances.  
-The ELIA invites businesses to become members.
- 1974      -Several schemes were proposed to save the downtown from decline during the 1970s and 1980s, including a 1974 proposal to turn the 600 block of Massachusetts into a retail, hotel, and office complex.  
-The Douglas County Planning Commission and City Planning Department begin their work on Plan 95 that designated the downtown as "the heart of the community."  
-The East Lawrence Improvement Association re-allocates \$7,500 from federal funds for east Lawrence rehabilitation to an alignment study for the "Haskell Loop" that would carry traffic from Haskell to 6<sup>th</sup> and Massachusetts.  
-The East Lawrence Neighborhood Association votes to support the Haskell Loop.  
-The City Commission approves a new application for Neighborhood Development funds (urban renewal funds) for the Haskell Loop that includes \$163,180 to purchase 8 houses and re-locate owners and

renters. About \$80,000 will be spent on relocation out of the \$238,813 budget.

- 1975
- The City Commission votes 4-1 to support the Haskell Loop. The four-lane project is estimated to cost \$2.5 million. A consultant says that “the project goal is to divide the residential and industrial areas of east Lawrence and to keep locally generated truck traffic out of residential neighborhoods.”
  - A Citizens Opposed to the Haskell Loop organization calls for a federal investigation of the project’s funding.
  - The City Commission agrees that the area north of 11<sup>th</sup> Street and east of New Hampshire should be “backzoned” from commercial and industrial zoning to residential zoning so that owners can become eligible for rehabilitation funds. Mayor Jack Rose and Commissioner Barkley Clark do not want the area to be “locked in” to residential zoning.
  - The City Commission approves the rezoning of 1045 New Jersey from residential to general commercial as the Lawrence Taxi Cab Company requests. The planning commission split on the request by a vote of 4-4.

- 1976
- The East Lawrence Improvement Association reverses its 1974 vote and votes against the Haskell Loop, 68 to 36. Barbara Willits argues that the loop would not remove traffic from the neighborhood but would funnel traffic into the neighborhood through the 9<sup>th</sup> and 11<sup>th</sup> streets exits and send it on to the downtown. Mark Kaplan says that the loop would eliminate 40 houses and all the east Lawrence neighborhood’s park facilities. Carl Mibeck states that east Lawrence has no traffic problem to solve. Ed Down spoke for the loop stating it would re-route traffic, not create it, and that the re-routing would improve housing conditions. After the vote, Down announces plans to split from the ELIA and form a new group, “Help East Lawrence Progress”. Down says “that loop opponents represent socialistic and freeloading tendencies, while the supporters stand for individual incentive.”
  - The City Commission votes 4-1 to table the Haskell Loop indefinitely. In the Lawrence Journal World, Commissioner Don Binns, who changes his mind and votes to table the loop issue, states that “When the League of Women Voters comes out against something like that, you don’t stand a chance.” Commissioner Clark reverses his 1975 vote because of the “divisiveness” the project is causing in the neighborhood. Clark believes that the \$800,000 allocated for the loop can be used elsewhere for positive purposes. Fred Pence who caste the vote against tabling the project says that “Loop opponents don’t really care about helping the city as a whole,” which they deny.

- 1977 -The city's new \$10 million secondary sewage treatment plant on east 8<sup>th</sup> Street is 99% complete.
- 1978 -Jacobs, Visconsi, Jacobs (JVJ) proposes a cornfield mall on 62 acres of land on South Iowa Street, which the City Commission rejects because it threatens the downtown.
- 1979 -The City Commission votes to refer to the planners a request to downzone the east side of Pennsylvania Street's 900 block to M-1 (light industrial) from residential zoning.  
 -Action 80, formed by Lawrence leaders, works with JVJ to create a suburban mall in the downtown that reaches from 7<sup>th</sup> to 9<sup>th</sup> streets and Massachusetts to Rhode Island Streets.  
 -Mrs. Willets, president of the East Lawrence Improvement Association, contends that there must be free and open debate about putting a mall in the downtown "if conflict is to be avoided." Without discussing the issue openly, east Lawrence citizens learn that JVJ is investigating different configurations for a downtown mall and has estimated the cost of purchasing 150 houses on the east side. Dick Dunhapt notes that this irritated the neighborhood.
- 1982 **-East Lawrence Improvement Association proposes downzoning of about 500 lots north of east 9<sup>th</sup> Street because "most blocks are 90 to 100% single-family use," according to Mark Kaplan, president of the organization; the request for downzoning is denied 6-1. A vote of 5-2 was taken to "re-open" the East Lawrence Neighborhood Plan. Planning commissioners argue that the request by the neighborhood association "might not represent all of the residents."**  
 -County appraiser Don Gordon suggests, "In my opinion, downzoning a large area of East Lawrence would result in reduced market values, consequently a reduction in taxable value, resulting in erosion of the tax base."  
 -The East Lawrence Improvement Association backs the downzoning to preserve the residential character of the neighborhood. The area in contention is south of 9<sup>th</sup> Street, east of Rhode Island, north of 15<sup>th</sup> Street and west of the ATSF tracks. The lots are now zoned multiple family (RM-2), general industrial (M-2) and C-4 (general commercial).
- 1984 -The City Commission declares parts of east Lawrence an "enterprise zone."  
 -The Stokely-Van Camp food processing plant closes.  
**-The Lawrence Preservation Alliance is established.**

- 1985 -Bob Stevens remodels the Lincoln-Mercury building at 9<sup>th</sup> and Mississippi, turning the building into a two-story retail and office complex with 12,000 feet of space for lease from \$500.
- 1986 -Jacobs, Visconsi, Jacobs and Town Center Venture Corporation propose a downtown mall that covers a footprint from Kentucky to New Hampshire and 6<sup>th</sup> to 7<sup>th</sup> on Massachusetts. Lawrence citizens rejects this proposal at the ballot box by a vote of 3 to 1.
- 1987 -At 6 a.m. on June 27, the Douglas County Bank destroys a group of historic homes on the 800 block between Kentucky and Tennessee.  
-In a referendum Lawrence citizens reject the Towncenter proposal to close the north end Vermont and Massachusetts Streets with a suburban mall.  
-Once again Commissioner Schumm brings up a parkway link between downtown Lawrence and Kansas Highway 10 near the East Hills Business Park. KDOT estimates the cost at \$6.2 million.
- 1988 -The City Commission approves a historic preservation ordinance.  
-The East Lawrence Improvement Association successfully cleans and repairs brick sidewalks over the summer along New York Street. The ELIA news states, “apparently the City’s Community Development department was so impressed with the project that it is considering setting aside \$10,000 in contingency money for more sidewalk repairs in the neighborhood. The ELIA makes a request for money to repair more sidewalks.  
-After 3 years the East-Side Community Grocery at 1200 New York closes its doors because of “under-capitalization and lack of volunteer support,” according to minutes of the ELIA.
- 1989 **-Commercial zoning for the Burger King expansion on west 6<sup>th</sup> is denied to prevent “commercial zone creep.”**  
-The city cites several yards in east Lawrence as “environmental blight,” especially on New Jersey Street.
- 1990 -Mayor Shirley Martin-Smith asks the city to study an eastern parkway that would slice through east Lawrence. Commissioner Schumm says that “this is Haskell Loop déjà vu.  
-KDOT allocates \$27.7 million for a “circumferential loop” if the city can match that with \$4.7 million. The city decides to conduct a referendum on the idea on November 6.  
-The City Commission states its intention to purchase a commercial strip next to the Kansas River in order to create a “natural, low intensity” park to meet one of the 18 criteria for the development of the Eastern Parkway.

- 1991 -Preparations and meetings begin to create Horizon 2020 to replace Plan 95.
- 1992 -The U. S. Congress fails to appropriate funds for the Eastern Parkway.
- 1994 -The East Lawrence Neighborhood Association withdraws support for the link between downtown and K-10. The same arguments against the Haskell Loop apply to this parkway: it would draw truck traffic, noise, and pollution into the neighborhood. The proponents say a parkway is essential to keep the downtown vital and traffic off neighborhood streets.
- 1995 - The Douglas County Planning Commission approves a request from Patchen Electric with a 6-2 vote to rezone two lots north of its current building to expand its business. The City Commission votes down the request. Patchen Electric returns to the planning commission with a new request that reduces the rezoning from 2 lots to 1 lot, a compromise that the East Lawrence Neighborhood Association accepts. The City Commission passes this zoning change request from RM-2 (multiple-family residence) to C-4 (general commercial).
- 1996 - After 25 years at 416 E. 9<sup>th</sup> Street, the Kansas Key Press moves into the old Apple Valley Boat building at 900 New Jersey. Marty Olsen's Do's Deluxe hair salon and Habitat for Humanity move into the vacated spaces.  
-Dillons purchases property at 9<sup>th</sup> and Mississippi for a Kwik Shop and four pump service station.
- 2000 -The East Lawrence Revitalization Plan is adopted.
- 2014 -The Lawrence Arts Center receives an "Art Place" grant for \$500,000. The architectural firm of el dorado is hired to do a conceptual re-design of 9<sup>th</sup> Street from Massachusetts to Delaware Streets.
- 2016 -The Citizens Advisory Committee passes a design concept, 11-2, and sends it to the City Commission.

Dennis Domer and David Evans, May 2016

\*The information for this timeline comes mostly from Lawrence newspapers, minutes from the city council or commission, minutes from organizations, and histories of Lawrence. We have borrowed liberally from all of these sources for this working document.