

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

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

1. Name of Property

historic name Grandview Residential Historic District

other name/site number N/A

2. Location

street & town 807-1111 Highgrove Rd., 13016-13020 and 13019 Grandview Rd., and 13006-13018 10th St. N/A not for publication

city or town Grandview N/A vicinity

state Missouri code MO county Jackson code 095 zip code 64030

3. State/Federal Agency Certification

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

Mark A. Miles 9/30/05
Signature of certifying official/Title Mark A. Miles/Deputy SHPO Date

Missouri Department of Natural Resources
State or Federal agency and bureau

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

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

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

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property
(check as many boxes as apply)

Category of Property
(check only one box)

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

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
28	9	buildings
		sites
		structures
		objects
28	9	Total

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

Number of contributing resources previously listed in the National Register

N/A

N/A

6. Function or Use

Historic Function
(Enter categories from instructions)

DOMESTIC: Single dwelling

TRANSPORTATION: Road-related

Current Function
(Enter categories from instructions)

DOMESTIC: Single dwelling

TRANSPORTATION: Road-related

7. Description

Architectural Classification
(Enter categories from instructions)

LATE VICTORIAN: Queen Anne

LATE 19TH AND 20TH CENTURY REVIVALS: Bungalow/Colonial Revival

LATE 19TH AND 20TH CENTURY REVIVALS: Bungalow/Tudor Revival

LATE 19TH AND 20TH CENTURY REVIVALS: Bungalow/Mission Revival

LATE 19TH AND 20TH CENTURY AMERICAN MOVEMENT: Craftsman/Bungalow

Materials
(Enter categories from instructions)

foundation STONE: Limestone

walls WOOD: Weatherboard

STUCCO

roof OTHER: Composition Shingle

other BRICK

Narrative Description

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

See continuation sheet(s) for Section No. 7

Grandview Residential Historic District
Name of Property

Jackson County, MO
County and State

8. Description

Applicable National Register Criteria

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

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

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

Areas of Significance

(enter categories from instructions)

COMMUNITY PLANNING AND DEVELOPMENT

ARCHITECTURE

Period of Significance

c.1905 – c.1935

Significant Dates

1912

1934

Significant Persons

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Powell, George E., Contractor

Powell, Vernon, Contractor

See continuation sheet(s) for Section No. 8

Primary location of additional data:

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

City of Grandview Community Development Department

See continuation sheet(s) for Section No. 9

10. Geographical Data

Acreeage of Property 10.8 acres

UTM References

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

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

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

3 1/5 3/6/6/9/6/9 4/3/0/5/4/0/5
Zone Easting Northing

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

Verbal Boundary Description

(Describe the boundaries of the property.)

The boundary of the Grandview Residential Historic District is indicated by the shaded area and the black line on the attached boundary map.

Property Tax No. N/A

Boundary Justification

(Explain why the boundaries were selected.)

The boundary encompasses the concentration of historic resources that retain integrity and have associations with the areas of significance outlined in the National Register nomination and correspond with the lot lines of the included properties, all of which are part of additions dating from the expansion of the Grandview City limits in 1912 and 1934. These resources define the historic setting, which is strengthened by the open space and intact historic street network. The properties adjacent to the boundary lack sufficient integrity and associations with patterns of history to be included in the District.

See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Sally F. Schwenk, Partner
organization Historic Preservation Services, LLC date May 10, 2005
street & number 323 West 8th Street, Suite 112 telephone 816-221-5133
city or town Kansas City state MO zip code 64105

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps A USGS map (7.5 or 15 minute series) indicating the property's location.
A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs: Representative black-and-white photographs of the property.

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

Property Owner

name/title _____
street & number _____ telephone _____
city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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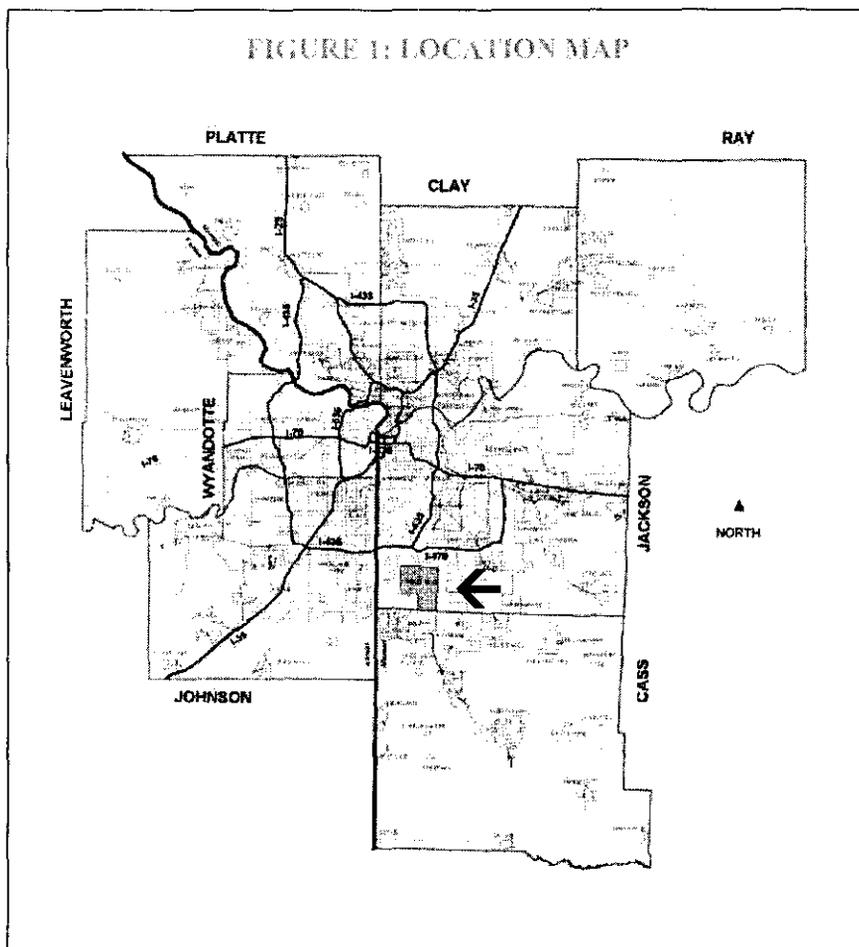
**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 1

**Grandview Residential Historic District
Jackson County, Missouri**

SUMMARY DESCRIPTION STATEMENT

The Grandview Residential Historic District is located in Grandview, Missouri, in southeastern Jackson County (Figure 1). This 10.8-acre irregularly shaped District is in an area south and east of Grandview's downtown historic commercial center and includes the properties on the south side of Highgrove Road from addresses numbering 807 to 1111; the properties on the west side of Grandview Road from addresses numbering 13016 to 13020; a property on the east side of Grandview Road numbering 13019; and the properties on the west side of 10th Street from addresses numbering 13006 to 13018 (Figure 2). There are thirty-seven buildings in the District, including twenty-three residences and fourteen outbuildings. All but one of the outbuildings are garages. All of the residences date from circa 1905 to circa 1935. The District contains twenty-eight contributing buildings, of which twenty-one are residences



and seven are outbuildings. There are nine non-contributing buildings, of which two are residences and seven are outbuildings. The residences range in size from small houses of six rooms or less to moderately large houses. The architectural styles of the contributing properties include examples of Queen Anne (one); Craftsman/Bungalow (six); Colonial Revival (three); Tudor Revival (five); and Mission Revival designs (one). National Folk House forms include the gable-front bungalow house plans (two); and one massed plan example. As a contiguous grouping of early twentieth century residences, they retain a high degree of

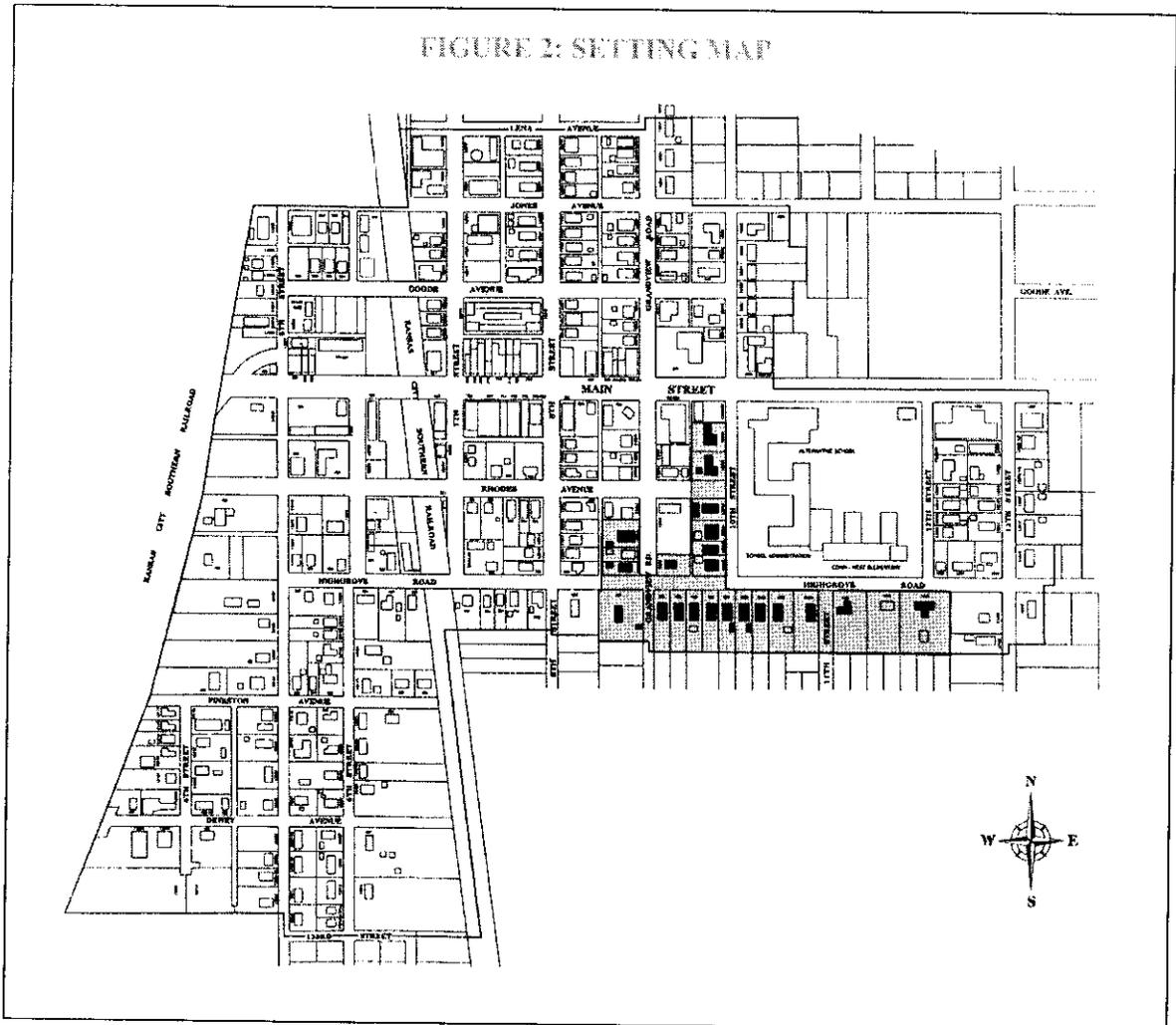
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**Grandview Residential Historic District
Jackson County, Missouri**

architectural integrity. They have structural systems reflecting their time of construction, including platform frame and load-bearing masonry walls, and feature a variety of traditional cladding materials, including brick, stone, stucco, and wood siding. A few have asbestos, aluminum, or vinyl siding covering the original cladding. All have a high degree of integrity of location and setting. All but two of the residences retain a high degree of their design features. Each contributing property successfully conveys its period of construction and its associations with the continuum of residential styles and plans popular in the early twentieth century.



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**Grandview Residential Historic District
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ELABORATION

Located along U.S. Highway 71, south of Kansas City near the Jackson County–Cass County border, Grandview is considered a part of suburban Kansas City. Watered by the Big Blue River, the diminishing farmland is rolling prairie with numerous streams and stands of timber along watercourses. The built environment surrounding the original town site is largely post-World War II suburban development.

The historic center of Grandview straddles the Kansas City Southern Railroad tracks and the original St. Louis and San Francisco Railroad tracks,¹ both of which run in a generally north-south direction. The town's layout follows the traditional north-south-east-west grid system based on section, township, and range of the surrounding countryside. Main Street, which runs east-west, is the main thoroughfare and connects at the east with U.S. Highway 71.

The District is on the east side of the original town plat and south of Main Street and includes an area platted in 1912 on 10th Street and in 1925 along Highgrove Road. All of the houses within the District face paved streets with concrete curbs, gutters, and sidewalks. The City's historic elementary and secondary school complex forms part of the District's east and north boundaries. Lot sizes along Highgrove Road are 60 feet wide and extend approximately 214 feet to the rear lot lines. The five residences at the east end of the District occupy double or triple lots. The residence at the southwest end of the District occupies three lots. The lots facing onto Grandview Road and onto 10th Street vary slightly in width, but are all 150 feet deep. All of the lots have their narrow end facing the street. North-south alleys run behind the residences that face onto Grandview Road and onto 10th Street. The setbacks on each streetscape remain relatively uniform, a treatment that contributes to the cohesiveness of the District. Driveways access each of the outbuildings, which are either at the rear lot line or behind the houses.

The District is definable from the surrounding residential areas due to the fact that the early twentieth century residences possess a high degree of integrity and their relationship remains substantially unchanged since their period of significance. Other than the addition of five garages on the rear portion of six lots, there has been no infill construction within the District (Figure 2). As a result, all of the buildings in the District retain a high degree of historic integrity of location and setting. The contributing buildings retain various levels of architectural integrity of materials, workmanship, and design, all of which are sufficient to convey feelings of their period of construction and their associations relating to their architectural style and property type. A significant number of the residences are examples of popular architectural styles adapted to small residences and reflect the influences of architectural pattern

¹ The right-of-way and tracks are now the property of the Kansas City Southern Railroad.

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**Grandview Residential Historic District
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books used by local builders. Other residences are simpler more vernacular versions of National Folk House forms adapted by local builders. This is especially important because there is no other neighborhood in Grandview dating from the early twentieth century that has such a concentration and variety of popular architectural styles dating to this time period. While examples of most of the styles and folk house property types found in the District are scattered throughout Grandview's oldest neighborhoods, what clearly distinguishes the District from the surrounding residential enclaves is that it is the only neighborhood in Grandview to contain such a large and diverse grouping of property types within such close proximity to one another.

In the "Town of Grand View," Missouri Cultural Resource Survey, the consultants ranked each building's historic architectural integrity based on the following criteria. These rankings are included in the information about each property within the District.

Those buildings designated as having "Excellent" integrity have a majority of the following characteristics.

- A high percentage of the building's openings are unaltered or are altered in a sensitive and appropriate manner, using similar materials, profiles, and sizes as the original building elements
- The exterior cladding material has not been altered
- Significant character-defining decorative elements remain intact and visible
- Design elements intrinsic to the building's style are intact
- The overall feeling or character of the building for the time period in which it was erected is intact. Changes over a period of time are sympathetic and compatible to the original design in color, size, scale, massing, and materials
- Character-defining elements from the time period in which the building had significant associations remain intact

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Those buildings designated as having "Good" integrity have various combinations of the following characteristics.

- Some alteration of a minority of the building's windows and/or doors has occurred using new materials and profiles, but not causing irreversible damage to the original openings
- A high percentage of the original exterior cladding remains intact
- A majority of the decorative elements remain intact
- Design elements intrinsic to the building's style are intact and visible
- Alterations to the building are reversible without damaging historic materials or features
- Additions are to secondary elevation and respect the size, scale, and character of the original building's design
- The overall feeling or character of the building for the time period in which it was erected is intact, but is slightly weakened by change or lack of maintenance

Those buildings designated as having "Fair" integrity have various combinations of the following characteristics.

- Some openings may have been altered in an inappropriate manner using new materials, profiles, and sizes
- The original exterior cladding material is not visible, however, upon visual inspection, there is some indication that if non-historic siding material is removed, enough of the original cladding material might remain that the property could be restored to its original appearance; and the architectural style's significant form, features, and detailing remain visible
- Additions were made on a secondary elevation in a manner respecting the materials, scale, and character of the original building design and, if removed, the essential form of the building remains intact.

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**Grandview Residential Historic District
Jackson County, Missouri**

- Although loss or alteration compromise the historic character of the building, the property continues to communicate its period of construction and associations with a particular architectural style or folk house property type.

The evaluation of integrity in relation to non-original siding as it relates to contributing and non-contributing properties within the District is in accordance with *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Bulletin 15 states, "If the historic exterior building material is covered by non-historic material (such as modern siding), the property can still be eligible if [NPS emphasis] the significant form, features, and detailing are not obscured."

Brief descriptions of both contributing and non-contributing resources follow. Unless noted, the architect/builder is unknown.

GRANDVIEW CONTRIBUTING PROPERTIES BY ADDRESS

1. 13016 Grandview Road

<i>Date of Construction:</i>	c.1910
<i>Architectural Style:</i>	Queen Anne
<i>Plan:</i>	Irregular
<i>Stories:</i>	1½
<i>Structural System:</i>	Platform Frame
<i>Wall Material:</i>	Asbestos Siding
<i>Roof Shape:</i>	Cross Gable
<i>Integrity:</i>	Fair – Good
<i>Photograph Number:</i>	5

Description:

This one-and-a-half-story Queen Anne cottage has a hipped roof with lower cross gables and an irregular footprint that is three asymmetrical bays wide and three bays deep. A recessed round-arched window opening containing a squared Palladian window distinguishes each gable. Tuscan columns support the full-width porch's hipped roof, which shelters the south end bay entrance and features a matchstick balustrade. One-over-one light double-hung sash windows with flat board trim and modest crown molding define the remaining bays. Additional character-defining features include a bay window on the south elevation, wide boxed eaves, and two brick chimneys.

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**Grandview Residential Historic District
Jackson County, Missouri**

Environment:

This building is within a residential district characterized by early twentieth century residences. Sidewalks and steep curbs flank the paved street. A paved driveway along the south end of the house leads to a carport. A small barn-like building sits at the rear of the lot.

2. 13016B Grandview Road

Photograph Number: 6

Description:

This small, one-and-a-half-story barn-like building with a gambrel front roof sits at the rear of the lot. The wood frame building has two ground-floor windows and a diamond-shaped window in the gambrel front. This building appears to date to the construction of the house and it is one of several of this design found in Grandview's older additions.

3. 13020 Grandview Road

Date of Construction: c.1910
Architectural Style: Bungalow/Craftsman
Plan: Irregular
Stories: 1½
Structural System: Platform Frame
Wall Material: Wood
Roof Shape: Intersecting Gable
Integrity: Excellent
Photograph Number: 8

Description:

This one-and-a-half-story, cross-gabled Craftsman style house has an irregular footprint that is three asymmetrical bays wide and five bays deep. Dominating the front façade are two nested front gables and a deep wrap-around porch with a hipped roof. Paired and triple square posts support the porch roof and rest on a solid brick balustrade capped with slabs of stone. In the south end bay, four-pane sidelights flank the primary entrance. Defining the remaining bays are the distinctive, original double-hung wood sash windows with diamond-patterned glazing in the upper sash and a single light in the lower sash. Window arrangements feature single units, pairs, and triple ensembles surrounded by flat board trim and modest crown molding. Additional character-defining features include knee

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bracing under wide eaves, wood shingles cladding the gable walls, and a brick exterior chimney at the south elevation.

Environment:

This building is within a residential district characterized by early twentieth century residences. Steep curbs, a narrow easement strip, and sidewalks flank the paved street. This house occupies a corner lot. The unpaved driveway along the north side of the house leads to an original barn.

4. 13020B Grandview Road

Photograph Number: 9

Description:

This two-bay barn has a gambrel-front roof and features a single-car garage bay and a pedestrian entrance bay on the front façade, exposed rafter tails, a window with diamond-patterned glazing in the gable peak, and wood clapboard siding.

5. 13019 Grandview Road

Date of Construction: 1929
Architectural Style: Mission Revival
Plan: Irregular
Stories: 2
Structural System: Platform Frame
Wall Material: Stucco
Roof Shape: Flat
Integrity: Excellent
Photograph Number: 10

Description:

This two-story, multi-level Spanish Eclectic style house has a flat roof. The irregular footprint forms a building that is three asymmetrical bays wide and three asymmetrical bays deep. Yellow stucco covers the exterior walls. Brick embellishes the square vents at the parapet walls. The asymmetrical enclosed entrance porch has a gable-front roof and features an arched entryway and exposed rafter tails. Filling the remaining bays are four-over-four light double-hung wood sash windows and eight-light casement sash windows, arranged singly and in pairs, with brick sills. Additional character-

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defining features include curvilinear stepped-up wing walls and a second-story patio on the roof of the first story. There are no apparent alterations to the original design or materials of this building.

Environment:

This building is within a residential district characterized by early twentieth century residences. Steep curbs, a narrow easement strip, and sidewalks flank the paved street. This house occupies a corner lot.

6. 13006 10th Street

<i>Date of Construction:</i>	c.1925
<i>Architectural Style:</i>	Tudor Revival
<i>Plan:</i>	Irregular
<i>Stories:</i>	1½
<i>Structural System:</i>	Platform Frame
<i>Wall Material:</i>	Stucco
<i>Roof Shape:</i>	Intersecting Gable
<i>Integrity:</i>	Good
<i>Photograph Number:</i>	16

Description:

This one-and-a-half-story Tudor Revival style house has an irregular footprint that is four bays wide and three bays deep. The main block has a classic steeply pitched, asymmetrical, projecting cross gable roof. The addition at the rear has a gable roof. The fenestration defines the bays and includes the stoop entrance at the second bay from the south end; the original triple windows with six-over-six light double-hung wood sashes have flat board trim; and a five-part display window system at the rear wing. Additional character-defining features include the historic stucco treatment on the exterior walls and the broad exterior brick chimney at the north elevation. Alterations include a small side garage addition at the rear of the north secondary elevation and a rear addition. These additions are subservient to the main historic building in size, scale, and massing, and if removed in the future, would not impact the historic character-defining elements of this Tudor Revival style house. The building clearly communicates its stylistic influences and period of construction.

Environment:

This house is within a residential district characterized by early twentieth century residences. Sidewalks and curbs flank the paved street.

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7. 13008 10th Street

<i>Date of Construction:</i>	1928
<i>Architectural Style:</i>	Colonial Revival
<i>Plan:</i>	Irregular
<i>Stories:</i>	2
<i>Structural System:</i>	Platform Frame
<i>Wall Material:</i>	Wood
<i>Roof Shape:</i>	Gable
<i>Integrity:</i>	Fair
<i>Photograph Number:</i>	15 and 15a

Description:

Situated on a corner lot, this two-story, side-gabled Colonial Revival style house has a modern one-story hyphen addition that connects to a modern one-and-a-half-story gable-front garage addition that faces onto a side street, Rhodes Avenue. The primary façade of the historic two-story residence has three bays. At the first story, an entrance flanked by paired windows defines the bays. The corresponding bays at the second story feature a narrow central window flanked by single windows. The hyphen addition has one bay formed by paired windows. The garage addition has two bays defined by single windows at the first story. A single window occupies the gable. Square wood columns with square bases and bead astragals support an entablature and a flat roof. The entablature has a flat architrave and frieze. The center portion of the entablature projects forward. Multi-pane sidelights flank the single-leaf door. Built into the sides of the cast concrete porch and flanking the entrance are small wood benches with low backs and rounded side wings. All of the window openings have six-over-one light double-hung wood sash windows and decorative shutters. Additional character-defining features include the wide wood clapboards and the wide window casings.

The integrity of the property is impacted by the size and scale of an addition that has two parts — a one-story hyphen and a one-and-a-half-story garage. The original residence retains a very high degree of architectural integrity. The addition attaches to a side elevation and becomes part of the primary elevation. The hyphen is appropriately recessed and is subservient in size and proportion to the historic residence. The garage addition significantly impacts the setting and to a lesser degree its design. However, an assessment of the seven areas of integrity in the National Register guidelines indicates that the residence retains sufficient integrity to contribute to the significance of the District

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**Grandview Residential Historic District
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by virtue of its retention of a high degree of its Colonial Revival style architectural features and original materials dating to its period of construction. The “essential architectural features of the style” remain and are “visible enough to convey their significance.”²

The residence is at its original **location**. The size of the addition impacts up to 50 percent of the **setting**, affecting the spatial relationship between buildings and other features. This is mitigated somewhat by the original one-car garage at the rear of the lot, which visually delineates the original spatial arrangement. Because of the **design** of the recessed one-story hyphen addition, which attaches to a secondary (side) elevation, the historic two-story residence physically and visually retains its original **form**. If the owners removed the hyphen, the original building would be intact. An investigation of the interior revealed that the wall area covered by the hyphen contains the original doorway and window (including its original sash). The interior retains its original **spaces** and **plan**. The original **structure** remains intact and unaffected by the addition to the side elevation. With the exception of roof material, the residence retains all of its **original exterior materials**, including siding, window frames and casing, window sashes, and decorative wood elements. With only minor exceptions, all of the original interior materials remain intact. The residence clearly expresses the **feelings** of the time of its construction. The residence’s **associations** with the architectural continuum of the District and are evident due to the retention of the residence’s integrity of design, materials, and workmanship. The use of a one-story hyphen addition provides a visual and distinguishable transition from the historic residence to the non-historic one-and-a-half-story garage.

Environment:

This house occupies a corner lot in a residential district characterized by early twentieth century residences. Sidewalks and curbs flank the paved street. A concrete driveway accessed from the cross street (Rhodes Avenue) leads to the original single-car garage.

² *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: U.S. Department of the Interior, National Park Service, Cultural Resources, National Register, History and Education, 1990; reprint 1997), 45 (page citations are to the reprint edition).

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**Grandview Residential Historic District
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8. 13008B 10th Street

Description:

This original single-car garage has a gable-front roof and features clapboard cladding that matches that of the residence, exposed rafter tails, a six-light hopper sash window in each side elevation, and a shed roof extension along the south elevation.

9. 13012 10th Street

Date of Construction: c.1915
Folk House Property Type: Bungalow/Bungaloid
Plan: Rectangle
Stories: 1
Structural System: Platform Frame
Wall Material: Wood
Roof Shape: Clipped Gable
Integrity: Excellent
Photograph Number: 14

Description:

This one-story Craftsman style bungalow forms a rectangular footprint that is three bays wide and three bays deep. The main roof features a clipped front gable and projects forward to form the full-width porch roof supported by the original square posts that rest on a solid porch balustrade. Fenestration defines the bays. Defining the primary façade's three bays are the center bay entrance and the flanking single and paired one-over-one light double-hung sash windows with flat board trim. Additional character-defining features include the wood clapboard exterior wall cladding, the wide eaves with exposed rafter tails, and the square bay window at the north elevation. The only integrity issue is the solid balustrade of the porch. The solid infill appears to replace the original handrail and balusters and is not typical of Craftsman style bungalow houses.

Environment:

This house is within in a residential district characterized by early twentieth century residences. Sidewalks and curbs flank the paved street. The original single-car garage/shed is at the rear of the lot.

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**Grandview Residential Historic District
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10. 13012B 10th Street

Photograph Number: 14

Description:

At the rear of the lot, the original single-car garage/shed has a flat roof and features a pedestrian entrance flanked by four-light wood casement sash windows with flat board trim and shiplap clapboards.

11. 13014 10th Street

Date of Construction: c.1912
Architectural Style: Bungalow/Craftsman
Plan: Rectangle
Stories: 1½
Structural System: Load-Bearing Stone
Wall Material: Stone
Roof Shape: Gable
Integrity: Excellent
Photograph Number: 13

Description:

This one-and-a-half-story, side-gabled Craftsman bungalow has a rectangular footprint that is three bays wide and four bays deep. Rough-cut, irregularly coursed stone is the dominant feature of this dwelling. The front roof slope extends forward to form the full-width porch roof supported by heavy square stone columns. Fenestration defines the bays and includes the center bay entrance flanked by single nine-over-one light double-hung wood sash windows with ashlar stone sills and rough-cut soldier course stone lintels. A very shallow shed dormer pierces the front roof slope and contains a horizontal three-light hopper sash. Additional character-defining features include very wide eaves with knee brackets; stone balusters and an ashlar rail surrounding the porch floor; wood shingle cladding the side gable areas; and a large exterior stone chimney at the south elevation.

Environment:

This house is within a residential district characterized by early twentieth century residences. Sidewalks and curbs flank the paved street. A concrete driveway along the south end of the house leads to a non-historic garage clad with asbestos shingles.

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12. 13016 10th Street

Date of Construction: c. 1915
Folk House Property Type: Bungalow/Bungaloid
Plan: L-Shape
Stories: 1
Structural System: Platform Frame
Wall Material: Wood
Roof Shape: Intersecting Gable
Integrity: Fair
Photograph Number: 12

Description:

This one-story house features an intersecting gable roof and has an L-shaped footprint that is three bays wide. Two nested gables dominate the primary façade, with the smaller of the two gables projecting to form an enclosed entrance porch at the south end bay. The original three-over-one light double-hung wood sash windows with flat board trim define the other bays. Additional character-defining features include the wide eaves with exposed rafter tails, the wide wood clapboards, and the exposed foundation parging. One alteration that appears to be more than fifty years in age is the enclosure of the porch's multi-light casement sashes and fixed transoms. They are in what would have been the original porch openings on the primary and secondary façades. Despite this alteration, which may have achieved significance in its own right, the building continues to reflect the typical features and materials of the generic bungalow folk house form and it successfully communicates its period of construction and its associations with the continuum of residential architectural styles and plans in Grandview.

Environment:

This house is within a residential district characterized by early twentieth century residences. Sidewalks and curbs flank the paved street.

13. 13018 10th Street

Date of Construction: c. 1915
Folk House Property Type: Bungalow/Bungaloid
Plan: Rectangle
Stories: 1½

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**Grandview Residential Historic District
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Structural System: Platform Frame
Wall Material: Masonite siding
Roof Shape: Gable
Integrity: Fair
Photograph Number: 11

Description:

This one-and-a-half-story, side-gabled bungalow reflects Colonial Revival stylistic treatments and forms a rectangular plan that is three symmetrical bays wide and two bays deep. The front roof slope extends forward to form the full-width porch roof, which is supported by Tuscan columns and shelters the center bay entrance. Forming the other bays are paired one-over-one light double-hung sash windows with flat board trim and modest crown molding. A shed dormer projects from the center of the front roof slope and contains two pairs of sash windows with one-over-one lights. Additional character-defining features include wide eaves. The wide clapboard siding and porch balustrade do not appear to be original. The non-historic cladding does not obscure the original bungalow form, features, and detailing, and the building successfully communicates its period of construction and folk house form.

Environment:

This house occupies a corner lot in a residential district characterized by early twentieth century residences. Sidewalks and curbs flank the paved street. An asphalt drive at the north end of the house leads to a side-gabled, two-bay garage of an undetermined age.

14. 807 Highgrove Road

Date of Construction: c. 1905
Folk House Property Type: Open Gable/Gambrel Front
Plan: Rectangle
Stories: 2½
Structural System: Wood Undetermined
Wall Material: Vinyl and wood
Roof Shape: Gable
Integrity: Fair
Photograph Number: 17

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**Grandview Residential Historic District
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Description:

This two-and-a-half-story gable-front house has a rectangular footprint that is two bays wide and five bays deep. An enclosed porch with a shed roof shelters the primary entrance in the east end bay. Paired one-over-one-light double-hung wood sash windows define the remaining bays of the primary façade. Projecting from each slope of the roof is a shed dormer featuring two pairs of wood windows with one-over-one lights. On the east (side) elevation, a gable-front roof covers a secondary entrance at a single-bay porch. Additional character-defining features include wide, slightly flared eaves; fishscale shingles in the gable peak; two brick chimneys piercing the ridgeline; and a tripartite bay window along the east (side) elevation. Despite the non-historic siding material, which covers the original wood siding material, the significant form, features, and detailing of this house remain.

Environment:

This house has a deep setback and occupies a corner lot in a residential district characterized by early to mid-twentieth century residences. Sidewalks and shallow curbs flank the paved street. The original single-car garage/workshop is at the southeast corner of the lot.

15. 807B Highgrove Road

Description:

Occupying the southeast corner of the lot is the original single-car garage/workshop with a gable-front roof. It features stucco cladding, wide eaves, a short brick chimney, a shed addition, and wood-framed window openings with flat board trim.

16. 901 Highgrove Road

<i>Date of Construction:</i>	1927
<i>Architectural Style:</i>	Massed Plan/Minimal Traditional
<i>Plan:</i>	Square
<i>Stories:</i>	1½
<i>Structural System:</i>	Load-Bearing Brick
<i>Wall Material:</i>	Brick
<i>Roof Shape:</i>	Gable
<i>Integrity:</i>	Excellent
<i>Photograph Number:</i>	18

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**Grandview Residential Historic District
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Description:

This small one-and-a-half-story brick house has a side-gabled roof and a rectangular footprint that is three symmetrical bays wide and two bays deep. A shallow, intersecting front gable over the two west end bays incorporates a stoop porch with a gable-front porch roof supported by knee brackets. This porch roof design includes exposed truss work and rafter tails. Defining the other bays are paired one-over-one light double-hung sash windows with soldier brick trim and header brick sills. Additional character-defining features include a soldier course of brick at the foundation line, the exposed rough-cut stone foundation, tight eaves, and a short brick chimney at the ridgeline.

Environment:

This house occupies a corner lot in a residential district characterized by early to mid-twentieth century residences. Sidewalks and shallow curbs flank the paved street. A non-original, wood-framed gazebo is at the rear of the lot. A three-foot-high chain-link fence surrounds the lot.

17. 903 Highgrove Road

<i>Date of Construction:</i>	c. 1927
<i>Architectural Style:</i>	Bungalow/Craftsman
<i>Plan:</i>	L-Shape
<i>Stories:</i>	1
<i>Structural System:</i>	Platform Frame
<i>Wall Material:</i>	Wood
<i>Roof Shape:</i>	Intersecting Gable
<i>Integrity:</i>	Excellent
<i>Photograph Number:</i>	19

Description:

This one-story gable-front bungalow has two nested front gables and a dominant intersecting porch with a side-gabled roof. This dwelling has an L-shaped footprint that is four bays wide. Tapered square wood columns resting on brick piers support the porch roof, which shelters entrances at the first and third bays from the west end. Defining the other bays are original, paired three-over-one light double-hung wood sash windows with flat board trim. Additional character-defining features include wide wood clapboards, wide eaves, and wide wood plank balusters.

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**Grandview Residential Historic District
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Environment:

This house is within a residential district characterized by early to mid-twentieth century residences. Sidewalks and shallow curbs flank the paved street.

18. 905 Highgrove Road

<i>Date of Construction:</i>	c. 1927
<i>Architectural Style:</i>	Colonial Revival
<i>Plan:</i>	Rectangle
<i>Stories:</i>	2
<i>Structural System:</i>	Wood Undetermined
<i>Wall Material:</i>	Shake Shingle
<i>Roof Shape:</i>	Gable
<i>Integrity:</i>	Excellent
<i>Photograph Number:</i>	20

Description:

This two-story, side-gabled Colonial Revival style house has a rectangular footprint that is three symmetrical bays wide and two bays deep. The main roof slope flares slightly and projects forward to form the full-width porch roof, which is supported by paired and triple square wood posts and shelters the center bay entrance. Defining the remaining bays of the primary façade are original six-over-one light double-hung windows with flat board trim. A full-width dormer extends from the roof ridge and dominates the second story of the primary façade. Additional character-defining features include the wood shingles cladding the exterior walls, the wide wood plank balusters, and the exterior brick chimney at the west elevation.

Environment:

This house is within a residential district characterized by early to mid-twentieth century residences. Sidewalks and shallow curbs flank the paved street. The concrete driveway at the west end of the house leads to a modern two-car garage.

19. 907 Highgrove Road

<i>Date of Construction:</i>	c. 1927
<i>Architectural Style:</i>	Bungalow/Craftsman
<i>Plan:</i>	L-Shape

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**Grandview Residential Historic District
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Stories: 1½
Structural System: Platform Frame
Wall Material: Stucco
Roof Shape: Intersecting Gable
Integrity: Excellent
Photograph Number: 21

Description:

This one-and-a-half-story gable-front bungalow has two nested front gables and an intersecting gable wing at the rear. This dwelling has an L-shaped plan that is three bays wide and five bays deep. A single-bay gable-front porch projects from the center bay where the front wall recesses and covers the perpendicular entrance. Paired square wood posts resting on brick piers support the porch roof. Paired one-over-one light double-hung sash windows with flat board trim form the two east bays. Defining the east end bay is a recessed single-car garage bay. Additional character-defining features include the wide eaves with knee brackets, exposed rafter tails, bracketed molding below paired windows in the east end bay, and the original wood frame carport that resembles a pergola.

Environment:

This house is within a residential district characterized by early to mid-twentieth century residences. Sidewalks and shallow curbs flank the paved street.

20. 909 Highgrove Road

Date of Construction: c. 1927
Architectural Style: Tudor Revival
Plan: L-Shape
Stories: 1½
Structural System: Platform Frame
Wall Material: Wood
Roof Shape: Gable
Integrity: Excellent
Photograph Number: 22

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**Grandview Residential Historic District
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Description:

This one-and-a-half-story gable-front house has two nested front gables and a lower cross-clipped gable at the east end. This dwelling has an L-shaped footprint that is three bays wide and three bays deep. A projecting gable at the west end bay forms the entrance stoop and enclosed entrance foyer. Defining the other bays of the primary façade are paired six-over-one light double-hung wood sash windows with flat board trim and, at the east end bay, a large round-arched, multi-light casement sash window. Additional character-defining features include the wide eaves, the round-arched entrance door, the wide wood clapboards, and the exposed rafter tails.

Environment:

This house is within a residential district characterized by early to mid-twentieth century residences. Sidewalks and shallow curbs flank the paved street. An asphalt driveway at the east end of the house leads to the original single-car garage.

21. 909B Highgrove Road

Photograph Number: 22

Description:

The original single-car garage features a gable-front roof, shiplap clapboards, and exposed rafter tails.

22. 1001 Highgrove Road

Date of Construction: c. 1925
Architectural Style: Tudor Revival
Plan: L-Shape
Stories: 1½
Structural System: Platform Frame
Wall Material: Stucco
Roof Shape: Gable
Integrity: Excellent
NR Eligibility: Individually eligible
Photograph Number: 23

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**Grandview Residential Historic District
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Description:

This one-and-a-half-story Tudor Revival style house has an L-shaped plan that is four bays wide and two bays deep. The design features three steeply pitched projecting cross gables of different heights. At the second bay from the west end, the tallest front gable projects slightly and features brick facing and rough-cut stone quoins, effectively distinguishing the primary entrance. The two shorter cross gables flank the tallest one and contain paired six-over-six light double-hung sash windows with flat board trim. A side-gabled extension of the front roof slope forms a faux porte-cochere with round-arched openings forming a secondary entrance porch. Additional character-defining features include stucco cladding on the remaining exterior walls, the keystone arch with soldier brick trim surrounding the entrance, wide eaves with exposed rafter tails, and a broad exterior brick chimney at the west elevation.

Environment:

This building is within a residential district characterized by early twentieth century residences. Sidewalks, a narrow easement strip, and steep curbs flank the paved street. A gravel driveway at the east end of the house leads to the original single-car garage.

23. 1001B Highgrove Road

Photograph Number: 23

Description:

The original single-car garage has a gable-front roof that features a wood overhead door and a wood-framed window opening.

24. 1003 Highgrove Road

Date of Construction: c. 1925
Architectural Style: Tudor Revival
Plan: T-Shape
Stories: 1½
Structural System: Platform Frame
Wall Material: Stucco
Roof Shape: Gable
Integrity: Excellent
Photograph Number: 24

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**Grandview Residential Historic District
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Description:

This small, one-and-a-half-story Tudor Revival house has a side-gabled roof and features a T-shaped footprint that is three bays wide and two bays deep. A lower projecting gable forms the stoop entrance in the center bay. Paired six-over-six light double-hung wood sash windows with flat board trim and pent roofs define the other two bays of the primary façade. Piercing the front roof slope are two recessed flared front-gabled dormers, each containing a single sash window with six-over-six lights. Additional character-defining features include stucco cladding, sloped wing walls on the enclosed porch, the round-arched entrance, and the stucco-clad exterior chimney at the west elevation. While sympathetic to the design of the house, the porch rail and balusters do not appear to be original.

Environment:

This building is within a residential district characterized by early twentieth century residences. Sidewalks, a narrow easement strip, and steep curbs flank the paved street.

25. 1005 Highgrove Road

<i>Date of Construction:</i>	c. 1925
<i>Architectural Style:</i>	Bungalow/Craftsman
<i>Plan:</i>	Rectangle
<i>Stories:</i>	1½
<i>Structural System:</i>	Platform Frame
<i>Wall Material:</i>	Wood
<i>Roof Shape:</i>	Gable
<i>Integrity:</i>	Good
<i>Photograph Number:</i>	25

Description:

This one-and-a-half-story side-gabled bungalow has a rectangular footprint that is three symmetrical bays wide and three bays deep. The front roof slope extends to form the full-width porch's roof, which is supported by slender, non-original square wood posts and shelters the center bay entrance. Defining the other bays are original, paired three-over-one light double-hung wood sash windows with flat board trim. A large gable-front dormer projects from the front roof slope and contains two pairs of small three-over-one light double-hung wood sash windows. Additional character-defining features include wide eaves with exposed rafter tails, wide wood clapboards, and a tripartite bay window with a gable roof on the east elevation.

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Environment:

This building is within a residential district characterized by early twentieth century residences. Sidewalks, a narrow easement strip, and steep curbs flank the paved street. A paved driveway leads to a garage with three vehicular bays at the rear of the lot.

26. 1009 Highgrove Road

<i>Date of Construction:</i>	1925
<i>Architectural Style:</i>	Bungalow/Craftsman
<i>Plan:</i>	Rectangle
<i>Stories:</i>	1½
<i>Structural System:</i>	Platform Frame
<i>Wall Material:</i>	Wood
<i>Roof Shape:</i>	Clipped Gable
<i>Integrity:</i>	Excellent
<i>Photograph Number:</i>	26

Description:

This one-and-a-half-story bungalow has a front-facing clipped gable roof. This dwelling has a rectangular footprint that is three bays wide and four bays deep. The primary façade features a pent roof, effectively connecting two smaller front gables — one distinguishing the entrance porch at the east end bay and one over the west end bay. Defining the other bays are original paired and triple six-over-one-light double-hung wood sash windows with flat board trim. Additional character-defining features include wide eaves, wide wood clapboards, a lower cross gable at the west elevation, an interior brick chimney piercing the west roof slope, and the original square wood porch posts and matchstick balustrade.

Environment:

This building is within a residential district characterized by early twentieth century residences. Sidewalks, a narrow easement strip, and steep curbs flank the paved street. A three-foot-high chain-link fence surrounds the entire lot.

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**Grandview Residential Historic District
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27. 1101 Highgrove Road

Date of Construction: c. 1925
Architectural Style: Tudor Revival
Plan: L-Shape
Stories: 1½
Structural System: Platform Frame
Wall Material: Brick
Roof Shape: Intersecting Gable
Integrity: Good
Photograph Number: 27

Description:

This one-and-a-half-story Tudor Revival style house has a steeply pitched intersecting gable roof. This dwelling has a ~~E~~-shaped footprint that is four bays wide and three bays deep. Distinguishing the arched entrance at the second bay from the west end is a shorter steeply pitched cross gable. Stucco walls now enclose the original faux porte-cochere, which has peaked arch openings at the east bay and contains a secondary entrance. Defining the remaining bays of the primary façade are single and paired three-over-one light double-hung sash windows and a tripartite bay window. Character-defining features include false half-timbering in each gable peak; brick cladding with rough-cut stone accents; the exposed rough-cut stone foundation; an exterior brick chimney adjacent to the entrance with rough-cut stone accents; the original wood entrance door, flared eaves; and sloping wing walls.

Environment:

This building is within a residential district characterized by early twentieth century residences. Sidewalks, a narrow easement strip, and sidewalks flank the paved street.

28. 1111 Highgrove Road

Date of Construction: c. 1925
Architectural Style: Colonial Revival
Plan: T-Shape
Stories: 2
Structural System: Platform Frame
Wall Material: Vinyl

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**Grandview Residential Historic District
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Roof Shape: Intersecting Gable

Integrity: Fair

Photograph Number: 29

Description:

This two-story Colonial Revival style house has a side-gambrel roof. This dwelling has two one-story projections with side gable roofs and a rear kitchen ell with a gable roof, resulting in a T-shaped footprint that is five bays wide and three bays deep. Sheltering the center bay entrance is a projecting gable-front porch roof supported by paired square wood posts and featuring boxed cornice returns. Flanking the entrance bay are wide single windows. In the corresponding bays above, wide single windows flank a small central window. A non-historic side-gabled porte-cochere extends to define the east end bay. Paired windows define the westernmost bay, which is a one-story wing that was once a porch. The original windows remain intact and are six-over-one light double-hung wood sash units. The decorative shutters are not original. The gambrel roof extends down the side of the primary façade and terminates as a shallow pent roof dividing the first and second stories. This creates a shed roof dormer that spans the width of the façade on the second story. The application of vinyl siding compromises the integrity of this building, but because it does not obscure the character-defining gambrel roof form or other distinctive architectural features, the building retains sufficient integrity to communicate its architectural style, period of construction, and associations with the architectural continuum of the neighborhood.

Environment:

This building is within a residential district characterized by early twentieth century residences. Sidewalks, a narrow grassy easement strip, and shallow curbs flank the paved street. A concrete driveway at the east end of the house leads through the porte-cochere to a gable-front two-car garage with two bays at the rear of the lot.

NON-CONTRIBUTING PROPERTIES

29. 13018 Grandview Road

Date of Construction: c.1905

Folk House Property Types: Gabled Ell

Plan: L-Shape

Stories: One

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**Grandview Residential Historic District
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Structural System: Platform Frame
Wall Material: Asbestos and Wood Board-and-Batten
Roof Shape: Intersecting Gable
Integrity: Poor
Photograph Number: 7

Description:

This one-story gable-front-and-wing house has an L-shaped footprint that is three bays wide and three bays deep. A combination of asbestos shingles and board-and-batten siding covers the exterior walls. Paired square posts with non-historic decorative brackets support the porch's flat roof, which wraps around to the inside of the forward gable projection. Non-historic flat balusters form the perimeter of the porch. The entrance is in the center bay at the projecting gable junction. Defining the remaining bays are one-over-one light double-hung wood sash windows, arranged singly and in pairs. The introduction of non-historic porch elements combined with the application of non-historic wall cladding and roof materials compromise the integrity of this building.

Environment:

This building is within a residential district characterized by early twentieth century residences. Sidewalks, a narrow easement strip, and steep curbs flank the paved street. A paved driveway along the north end of the house leads to a wood frame, single-car garage with a gable-front roof.

30. 13018B Grandview Road

Photograph Number: 6

Description:

A one-story, single-car garage with Masonite siding sits at the end of the driveway. The original door is missing.

31. 13014B 10th Street

Photograph Number: 13

Description:

A non-historic gable-front, two-bay, two-car garage clad with asbestos shingles sits at the rear lot line.

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**Grandview Residential Historic District
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32. 13018B 10th Street

Photograph Number: 11

Description:

A one-story end-gable garage with two bays sits at the rear of the property line.

33. 905B Highgrove Road

Photograph Number: 20

Description:

A modern two-car garage with a gable-front roof is at the rear lot line.

34. 1005B Highgrove Road

Photograph Number: 25

Description:

This remodeled side-gabled garage, which has three single-car bays, features a gable-front dormer with two louvered window openings, wide eaves, and exposed rafter tails.

35. 1107 Highgrove Road

Date of Construction: c. 1935
Architectural Style: Minimal Traditional
Plan: Irregular
Stories: 1½
Structural System: Platform Frame
Wall Material: Vinyl Siding
Roof Shape: Intersecting Gable
Integrity: Poor
Photograph Number: 28

Description:

This one-and-a-half-story Minimal Traditional style house has a side-gabled roof. It features a lower cross gable, a single-car garage with a gable-front roof in the east end bay, and a three-bay connecting wing. This dwelling has an irregular footprint that is seven asymmetrical bays wide and two bays deep. A slight projection of the front eaves shelters the stoop entrance at the second bay from the

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west end. A secondary entrance is located in the connecting wing at the third bay from the east end. Defining the remaining bays are paired one-over-one light double-hung sash windows and a tripartite picture window. Additional character-defining features include this dwelling's tight eaves. The application of vinyl siding and the hyphen and garage additions compromise the integrity of this building. Although the form and detailing remain, it is difficult to identify the original stylistic elements. The hyphen appears to be a later addition connecting to a single-car garage. It is not clear if this garage is original. Another single car garage behind the house appears to be historic. Thus, it is difficult in viewing the lot to ascertain what was the original appearance of the lot and how it changed over the years. To accurately date this building to the period before or after World War II will require an examination of its original siding.

36. 1111B Highgrove Road

Photograph Number: 29

Description:

This one-story two-car garage, which features a gable-front roof and has vinyl siding, is at the rear lot line.

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STATEMENT OF SIGNIFICANCE

The Grandview Historic Residential District is locally significant under National Register Criterion A for the area of COMMUNITY PLANNING AND DEVELOPMENT and under Criterion C for the area of ARCHITECTURE. The District, located around the intersection of Grandview Road, 10th Street, and Highgrove Road contains a significant continuum of single-family residential architectural styles popular during the first decades of the twentieth century. As a group, their setting, design, materials, and workmanship convey feelings of a distinct period of time and communicate their important associations with the City's residential past as it evolved from an obscure crossroads to an agrarian railroad market town. The District is locally significant for the area of Community Planning and Development under Criterion A for its association with the early twentieth century development patterns that contributed to the historic physical structure of Grandview; in particular, the eastward pattern of residential development that occurred in the early twentieth century away from the town's rail lines and commercial center in response to population growth and the growing network of paved local, county, and state roads. All of the residences share a common construction period contemporaneous with this development. The District is locally significant for the area of Architecture under Criterion C as the only remaining contiguous group of residences in Grandview dating from the early twentieth century that retain sufficient historical/architectural integrity to meet National Register criteria. They reflect both the rare use in Grandview of highly articulated popular styles of their period of construction and vernacular folk house pattern book adaptations. As such, the District's residences reflect the particular circumstances of their location and associations. As individual units of a particular style, they represent variations on a common stylistic theme as executed in Grandview. As a collection of styles erected in a finite time period, they demonstrate the evolution of middle-class residential styles in the City in the early twentieth century. Where once they shared the same distinctive characteristics of their time with other dwellings in the community; today, some of these buildings are important as lone survivors of their stylistic family. Whether expressing conservative design traditions or the latest architectural fashion of the time, a high degree of historic architectural integrity distinguishes the vast majority of the buildings. The District contains thirty-seven buildings, including twenty-three residences, dating from circa 1905 to circa 1935, of which all but two retain their historic architectural integrity. The District also includes fourteen outbuildings, half of which retain their historic architectural integrity. The District's period of significance begins with the construction of the earliest extant dwelling in circa 1905 and continues to circa 1935, the estimated date of construction of the last property.

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ELABORATION

In addition to contextual information relating to the historic resources themselves, an understanding of the significance of the historic architectural resources found in the Grandview Residential Historic District and their significant associations with community development requires knowledge of the relationship of the resources to the larger thematic and temporal historic contexts associated with the development of the City of Grandview, Missouri. In particular, information relating to the historic contexts “The Development of the Town of Grandview as a Rural Railroad Market Center” and “Late Nineteenth and Early Twentieth Century Residential Development Patterns and Architecture” is important to understand the District’s importance in the history of Grandview.

THE DEVELOPMENT OF THE TOWN OF GRANDVIEW AS A RURAL RAILROAD MARKET CENTER

Grandview, Missouri, located within Washington Township in the southwest corner of Jackson County, Missouri, owes its beginnings to the establishment of the railroad station in 1889 and a growing agricultural market economy in the surrounding area. In the late nineteenth century, the land around present-day Grandview was ideal for grain crops and pasturing, as it consisted mostly of prairie interrupted by small timber-lined streams feeding both the Big Blue and Little Blue Rivers.³ However, before the advent of the railroad in this part of the county, only a meager system of roads and fords allowed farmers to market their surplus crops and livestock. Horse-drawn wagons brought in most freight from Lee’s Summit or Westport, both of which were over eight miles away and the trip required crossing at least one large stream.

The expansion of rail lines in the area served as an important catalyst for economic growth at this time. While much of the area’s early railroad development occurred in and around Kansas City, railroad building drastically altered the surrounding area as well, “Creating towns where none had been and reorienting older hamlets.”⁴ Grandview was one such community.

By the 1870s, two rail lines traveled across Jackson County, linking Kansas City, Independence, and Lee’s Summit with distant market centers. During the depression of 1873, the Kansas City, Memphis and Mobile Railroad Company proposed the construction of a third rail line across the previously neglected

³ *An Illustrated Historical Atlas Map of Jackson County, Missouri* (Philadelphia: Brink, McDonough & Co., 1877), 18.

⁴ *Ibid.*, 42.

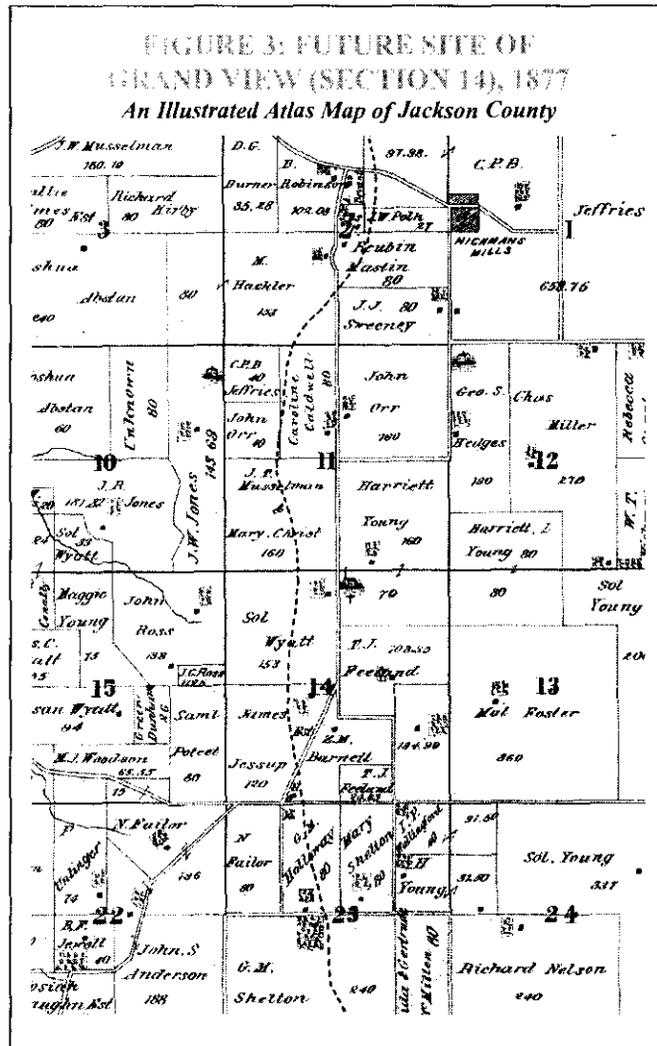
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southern and western sections of the county. A company agent traveled through Washington Township and purchased “rights of way” across farms in the path of the proposed line.⁵



In 1873, the Kansas City, Memphis and Mobile Railroad Company purchased “rights of way” across farms in the path of the proposed line in the southwest part of the county.⁶ The Kansas City and Southern Railway Company purchased this right-of-way and by the mid-1880s established stations and erected depots, switching tracks, and employee housing along the line. By April 1889, a small depot stood alongside the tracks in Section 14, Township 47, Range 33 of what is now Grandview.⁷

James G. Feland and James W. Jones, local farm owners, formed a partnership to plat a new town on their land near the Kansas City and Southern Railway Company depot. The survey and subdivision of their land was underway in May 1889 and continued through the summer.⁸ John Anderson, a local farmer, completed post office application papers in May 1889. In his response to the application forwarded to him by the United States Postal Service, Anderson indicated the name of the post office station was to be “Grand View.”⁹ In October 1889, John Anderson received notification of the approved application.¹⁰

⁵ Grandview Historical Society, Inc., *History of Grandview, Missouri* (Marceline, MO: Walsworth Publishing Company, 1995) 7.

⁶ *Ibid.*

⁷ *Ibid.*, 10.

⁸ *Ibid.*, 96, 103.

⁹ *Ibid.*, 85.

¹⁰ *Ibid.*, 11.

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In December of that year, Feland and Jones filed the completed plat of the new Town of Grandview,¹¹ which featured a total of sixteen grid blocks flanking the new railroad tracks. After securing a post office for Grandview, John Anderson built the first commercial structure in town, which was open for business by early 1890. The town's post office operated within Anderson's general merchandise store. The components of a new town in place — a new railroad station, a stockyard, a postmaster, a general store, a thriving rural community, and town lots for sale — Grandview stood poised for a surge in growth. Its future as a railroad market center quickly solidified with the proposal and subsequent introduction of a second rail line through the town the next year.

In 1890, railroad company agents of the Kansas City, Nevada and Ft. Smith Railroad Company¹² purchased "rights of way" and work began on the second rail line through Grandview. In order to save on construction costs, Stillwell arranged to lease access to the eleven miles of track between Kansas City and Grandview recently completed by the Kansas City and Southern Railway Company. From Grandview, the company then constructed a "Y" intersection with the leased tracks for their new tracks headed south.

As the north terminal of the busy Kansas City, Pittsburgh and Gulf Railroad line, the company constructed a new station depot in Grandview by May 1897.¹³ The company planned a new repair shop and constructed two houses south of Main Street to accommodate some of the large number of rail men that remained in Grandview. Railroad workmen filled the town, working the switching yards and constructing stock pens to hold cattle, horses, and hogs for shipment to markets in Kansas City or points south. They constructed a semi-circular turnaround from Rhodes Street across Main Street at 5th Street to the southbound tracks.¹⁴ With two railroads running through Grandview and meeting at the "Y" junction of the tracks, the new terminal was known as "Grandview Junction."¹⁵

Despite the economic depression that swept across the nation in 1893, the last decade of the nineteenth century was a time of expansion in Grandview. Upon the founding of the Town of Grandview and concurrent with the construction of the new Kansas City, Pittsburgh and Gulf Railroad tracks, landowners and entrepreneurs rapidly set about subdividing their land into sellable lots. Each of these subdivisions reflected the original grid plat pattern, the most efficient and inexpensive way to subdivide and sell land

¹¹ Although the postal application spells the town name "Grand View," the original town plat spells it, "Grandview." The majority of subsequent references spell the town name "Grandview."

¹² The Kansas City, Nevada and Ft. Smith Railroad Company later became known as the Kansas City, Pittsburgh and Gulf Railroad.

¹³ Grandview Historical Society, Inc., 15.

¹⁴ This alignment is still visible, arcing southwest from 5th Street behind the radio antenna at 400 Main Street.

¹⁵ Grandview Historical Society, Inc., 15.

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in small lots.¹⁶ In 1890, Larkin D. Connelly, a local farmer and landowner, and his wife, Caroline, purchased five acres adjacent to the newly platted Town of Grandview and the as-yet-unfinished Kansas City, Pittsburgh and Gulf rail line. The following year he subdivided the land into three blocks and filed a plat for Connelly's Addition, the first addition to the new Town of Grandview. Within three years, thirty-four of the forty-two lots had sold.

Town Development: 1897-1930

Upon completion of the new Kansas City, Pittsburgh and Gulf Railroad tracks in 1897, Robert Wyatt subdivided his land into thirteen blocks located between the two railroad lines and adjacent to the St. Louis and San Francisco tracks. In 1898, he filed the plat for Robert Wyatt's Addition to Grandview, the second addition to the new town.

Rapid commercial and residential development marked the first decades of the twentieth century in Grandview. By 1910, the town boasted a drug store, a lumberyard, a hardware store, a dentist, a doctor, a newspaper, a pool hall, two barber shops, a confectionary, a lunch room, telephone service, and at least four general merchandise/dry goods stores. The Vest Hotel opened for business in 1906, catering to rail-related traffic. In 1908, E. D. Wyrich began offering baggage and freight delivery from the rail lines in response to the growing number of railroad crewman, travelers, and visitors. At this time, a definite hierarchy of working- and middle-class residents appeared and their dwellings reflected this socio-economic status.

The numerous town lots for sale rapidly filled with dwellings and business houses. Two prominent businesses established in 1905 that benefited from the rapid growth of Grandview were J. C. Jones Lumber Company and Clements Hardware Store. These enterprises quickly became a principle fixture in town as farmers, carpenters, and residents patronized the store, purchasing everything from nails to lanterns to windmills. Clements also offered construction services.¹⁷

¹⁶ David L. Ames and Linda Flint McClelland, *National Register Bulletin: Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places* (Washington, DC: U.S. Department of the Interior, National Park Service, National Register, History and Education, 2002) [publication online] available at http://www.cr.nps.gov/nr/publications/bulletins/suburbs/suburbs_start.htm; Internet; accessed 1 May 2005.

Interestingly, new additions to Grandview continued to reflect the grid plat pattern, even through the mid-twentieth century when curvilinear streets and lots became the model for new subdivisions.

¹⁷ Grandview Historical Society, Inc., 17.

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By the end of the first decade of the twentieth century, Grandview was a thriving village of four hundred residents.¹⁸ The first edition of *The Grand View Times* newspaper, published on April 9, 1909, ran the headline, "GRAND VIEW, MO. — The Coming City of Southwest Jackson County — Will Double in Population in the Next Three Years."¹⁹ At this time, the booming town of Grandview boasted thirty-one businesses, two churches, a newspaper, and a two-room schoolhouse. Residential development surged. With numerous lots for sale and access to affordable building materials, houses went up fast. *The Grand View Times* mentions at least five houses under construction at time of publication.

Initial commercial and residential development straddled the rail lines. Dyer's Addition, filed in November 1910, included 22 lots adjacent to the east of the Kansas City Southern railroad tracks. Feland's Addition, filed in April 1912, shortly after the town's incorporation, added 70 narrow, 25-by-130-foot lots to the north of the original Town of Grand View plat and adjacent to the east of the St. Louis and San Francisco railroad tracks. That same month, Davidson's Addition, which included 86 lots, became the first eastward extension of the original town. Within two years, a total of 178 town lots became available for sale. Reflecting this expansion, the town incorporated in 1912.

The residential and commercial growth of Grandview did not go unnoticed by neighboring communities. In 1922, the *Lee's Summit Journal*, in an article titled "Grandview Coming to the Front: Homes are Being Built and the Merchants are All Alert and Wide-Awake," described Grandview as a "thriving little city."²⁰ The newspaper reported, "The first thing that one notices in driving to Grandview on the oiled road is the many attractive little homes."²¹

Improvements in public facilities and services marked the period leading up to the Great Depression. The Missouri Public Service Company brought electricity to Grandview in 1917. The Grandview Fire Department organized in the mid-1920s. Around this time, the town paved Main Street. In 1929, Grandview's population reached seven hundred and it became a fourth class city.

¹⁸ Ibid., 26.

¹⁹ Ibid., 26.

²⁰ "Grandview Coming to the Front," *Lee's Summit Journal*, 5 October 1922, Grandview, Missouri Vertical File, Archives, Truman Presidential Museum and Library, Kansas City, Missouri.

²¹ Ibid.

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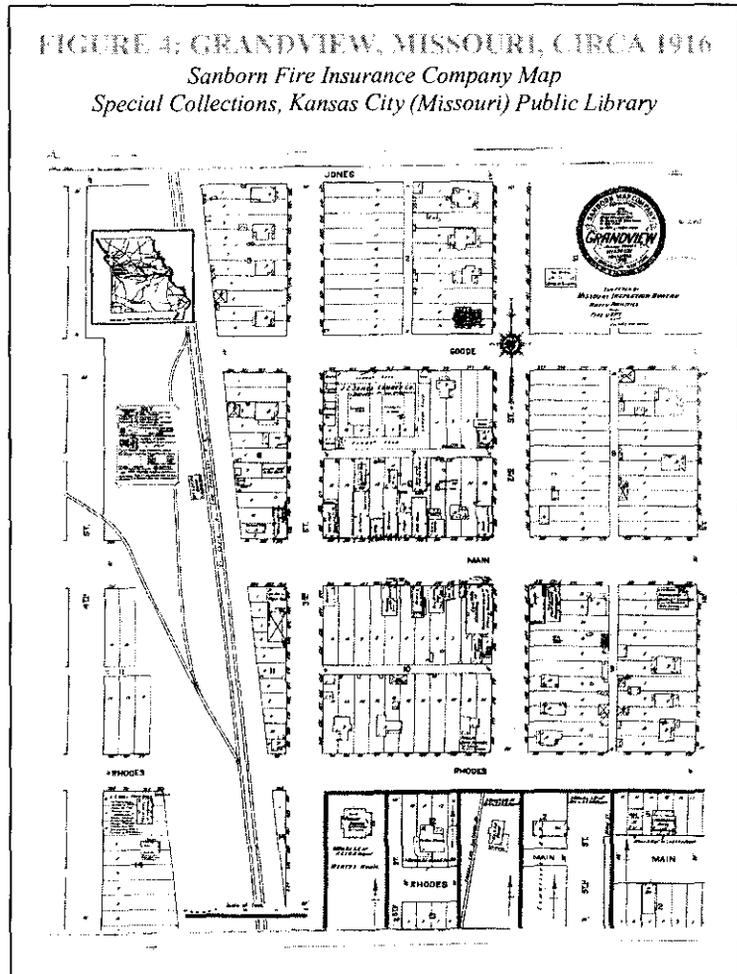
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By the end of World War I, paved roads became important priorities for local and county governments. During the early to mid-1920s, local, state, and federal highway projects responded to the growing demand for all-weather roads. Such projects profoundly affected small towns like Grandview. The routing of highways through, around, or past communities created growth patterns that changed the town's physical orientation and stimulated development away from the traditional town center.

During this period, Grandview experienced the beginning of a physical shift to the east of its commercial center. While the railroad provided market transportation early in Grandview's history; by 1923, the Missouri State Highway Department initiated purchases of rights of way for what would become the new

commercial lifeline for the town. New U.S. Highway 71 replaced the unpaved State Highway 1 that ran north-south less than a mile east of downtown Grandview. By 1925, the new highway served Grandview and in 1927, it reached Butler, Missouri. This improved transportation corridor became a virtual thoroughfare for traffic leading to and from Kansas City. In Grandview, a number of new gas stations, restaurants, and motels sprang up near the highway. Thereafter, new commercial development in Grandview tended to spread east along Main Street toward the new commercial lifeline. Residential development flanked the commercial corridor.

Reflecting this eastward shift and the need for convenient access to paved county and state roads, in 1920, the consolidated school district began building a brick structure to house both elementary and high school students near 10th Street and Highgrove Road. Owners of land near the eastern city limits, particularly



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near the land owned by the school district, anticipated the potential commercial and residential growth east of the town center and subdivided their land and filed new additions. In 1927, Frank G. Robinson's addition, Grandview Gardens, added eighty-four relatively large home lots.²² Three years later, William and Virginia Baker filed Baker's Subdivision, which included forty-nine lots. John E. Shelton, a lifelong resident of Grandview, filed Shelton's 1st Addition in 1930, adding twenty-one large lots with an average size of 122 feet by 306 feet.

Depression and War, 1931-1945

Already hit by agricultural recessions in the 1920s, the Great Depression hit Grandview, Missouri full force. Compounding the national economy's downturn, a drought from 1935 to 1937 added to the austere conditions for farm families and dimmed any hopes of immediate recovery. Grandview lost almost 16 percent of its population during this period.

FIGURE 5: GRANDVIEW POPULATION, 1910-1960²³

1890	1910	1920	1930	1940	1950	1960
~300	400	410	707	596	1,551	10,116

During this period, little residential construction occurred. The disruption of private construction that resulted from the Great Depression continued after the United States entered World War II. As the nation refitted for wartime production, public works efforts also ceased. However, one significant event occurred during this relatively stagnant period that reflected past growth patterns and affected future growth and patterns of development: Grandview's first annexation.

The 1934 annexation reflects both railroad-related commercial/industrial development as well as residential development in Grandview. The large portion of annexed land encompassing the railroad junction north of town was ideal for expanding commercial and industrial development in this area adjacent to critical railroad lines. The annexation also included a small two-block area bounded by Highgrove Road to the north, Pinkston Avenue to the south, Grandview Road to the west, and 13th Street to the east. The annexation reflected the residential development already underway at this location, which was part of the 1925 Grandview Gardens Addition and includes the Grandview Residential Historic District.

²² The average size of these lots was 60 feet by 200 feet.

²³ Grandview Historical Society, Inc., 39.

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THE DEVELOPMENT OF RESIDENTIAL ARCHITECTURE IN THE CITY OF GRANDVIEW

The first houses in southern Jackson County were log buildings. Some served as temporary shelter while larger hewn buildings served as residences for a generation or more. As railroad lines expanded across the continent during the last half of the nineteenth century, new towns like Grandview emerged and vernacular housing erected in the communities of the "West" changed. In locations removed from major river transport areas, builders no longer relied exclusively on indigenous materials. Wooden dwellings constructed with light balloon or braced framing covered by wood sheathing replaced folk houses of log, sod, or heavy hewn frame construction.²⁴

Due to Kansas City, Missouri's position as a rail hub for the lumber industry in the late nineteenth century, wooden building material was a comparatively cheap and available commodity in the region and frame houses built on stone or brick foundations were quite common. Another factor contributing to the popularity of frame construction in the region was the availability of paints and varnishes direct from local manufacturers.

With the exception of important civic buildings, master carpenters and masons contracted by property owners designed the buildings in Grandview. Both the residential and commercial buildings erected in Grandview in the late nineteenth and early twentieth centuries reflect the presence of competent tradesman and were strictly "builders' vernacular," most often based on plan book designs and the local carpenter's preferences.

Several local builders were important in the design of residences in Grandview. Master carpenter Frank Idol and brick mason "Curly" Overbee erected a considerable number of the town's residences. The work of the Powell Brothers is evident on nearly every street in the Old Town area of Grandview.²⁵

Vernon and George Powell arrived in Grandview from Gardner, Kansas in 1907 and 1909, respectively. With a few years of carpentry experience, they immediately contracted construction work in the fast-growing Grandview. Their younger brother, Rodney, joined them in 1917. Offering services in carpentry, cement and stone work, and interior finish cabinetry, the three brothers constructed over twenty homes within the Old Town area of Grandview, sixteen of which survive today. According to Lavann Powell Fletcher, George Powell's daughter, the Powell Brothers relied on the use of pattern books in the design and construction of both speculative and contracted residential work.

²⁴ Virginia and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1985), 90.

²⁵ Grandview Historical Society, Inc., 17.

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Like other local builders, the Powell Brothers engaged in small-scale speculative development as well as contract work. Their work crew consisted of local men, including Vernon Pugh, Arthur Bailey, John Price, and "Slim" Weddle. John Meador sub-contracted the electrical work for these homes. The Powell Brothers, Frank Idol, and other carpenters/contractors often purchased a lot or two at a time for residential development, often moving their family into one of the new homes between sales. Between 1911 and 1929, one or another of the Powell Brothers built and lived in ten homes in Grandview.

Vernacular and National Folk House Forms

Most of the residences erected in Grandview before the Great Depression were simple folk houses — gable-front houses with massed plans that included the gable-front-and-wing, hall-and-parlor, and I-house shapes.²⁶ Traditional folk house forms continued to be built after the Depression, but with new construction methods and different techniques. A fast-growing town, the vast majority of Grandview's residences at the turn of the twentieth century were of wood-frame construction. House builders erected the full gamut of National Folk House forms, including the open gable/gambrel front, gable-front-and-wing, hall-and-parlor, saddlebag, I-house, stack house, massed plan/side gable, pyramid square, shotgun, composite, bungalow, and American foursquare designs. Some reflected Free Classical and Craftsman stylistic influences. Variations of the folk house styles continued to be erected in Grandview well into the 1930s. The bungalow design that emerged as part of the Craftsman movement at the beginning of the twentieth century continued in popularity into the 1930s. During this period, Colonial Revival, Craftsman, Prairie School, and Free Classical stylistic elements adorned the bungalow form. Today, over 650 folk house designs remain scattered throughout the pre-1941 historic core of Grandview.

Popular Architectural Styles

In the late nineteenth and early twentieth century, a few homeowners in Grandview and the surrounding countryside erected residences in popular architectural styles. The Queen Anne cottage and the Italianate farmhouse were the most prevalent and constituted a distinct minority in local residential design preferences that embraced folk house property types in large numbers.

However, in the early twentieth century, Grandview's builders and property owners began to adopt stylistic interpretations of older Euro-American period houses, a practice that gained national popularity in the late nineteenth century.²⁷ This movement began when European-trained architects began designing

²⁶ Ibid.

²⁷ Ibid., 319.

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houses for wealthy clients in the United States based on relatively pure copies of earlier styles. The architecture of the Colombian Exposition of 1893 further accelerated the movement. By the first decades of the twentieth century, Colonial and Classical Revival styles, as well as adaptations of Mediterranean and French styles enjoyed increasing popularity. From 1900 through the onset of World War II, Grandview residents erected modest homes in Late Nineteenth and Early Twentieth Century Revival styles including Colonial Revival, Tudor Revival, and Mission Revival designs. At the same time, the distinctly American Prairie and Craftsman styles of the Late Nineteenth and Early Twentieth Century American Movements also took hold, overshadowing the eclectic movement until after World War I, when revival styles once again gained favor. In part, the post-war shift back to revival styles was due to new inexpensive methods for adding thin masonry veneer to balloon and platform frame houses, allowing even modest homes to replicate the stone and brick construction of bygone eras.²⁸ In Grandview today, examples of local historical preferences for popular architectural styles of the early twentieth century number less than sixty.

Modest plan book stock designs and pre-fabricated bungalows were very popular with developers interested in quick production of small detached houses. The larger, custom designed bungalow, however, was not as popular with builders. The higher cost associated with the spread out nature of the design on one floor (i.e., foundation, exterior wall, and roof surface), made them financially accessible only to about half the City's population. For modest houses, developer/builders preferred smaller two-story houses in the Tudor Revival and Mission Revival style with three main rooms (a living room, dining room, and kitchen) on the ground floor and, sometimes, a screened porch at one end. For middle-class housing, homebuilders chose the two-story broad front houses with a symmetrical façade that hinted at the Georgian houses of the Colonial era.

After 1935, design changes in residences reflected increased dependence upon electrical innovation in appliances and greater attention to the mechanical aspects of housing. House design by this time reflected transitions such as the Minimal Traditional style house, which was more a precursor for the limited styles of post-World War II suburban subdivisions than a reflection of the more spacious houses of the 1900-1920s. The growing use of the car by the middle class made the detached garage a status symbol as well as a standard outbuilding by the 1920s. The advent of city water lines and sewage systems during the 1930s also changed the appearance of neighborhoods. As barns, wells, sheds, and cisterns disappeared with the advent of city water lines and sewage systems, the backyard began to replace the front porch as a family and neighborhood gathering place.

²⁸ Ibid.

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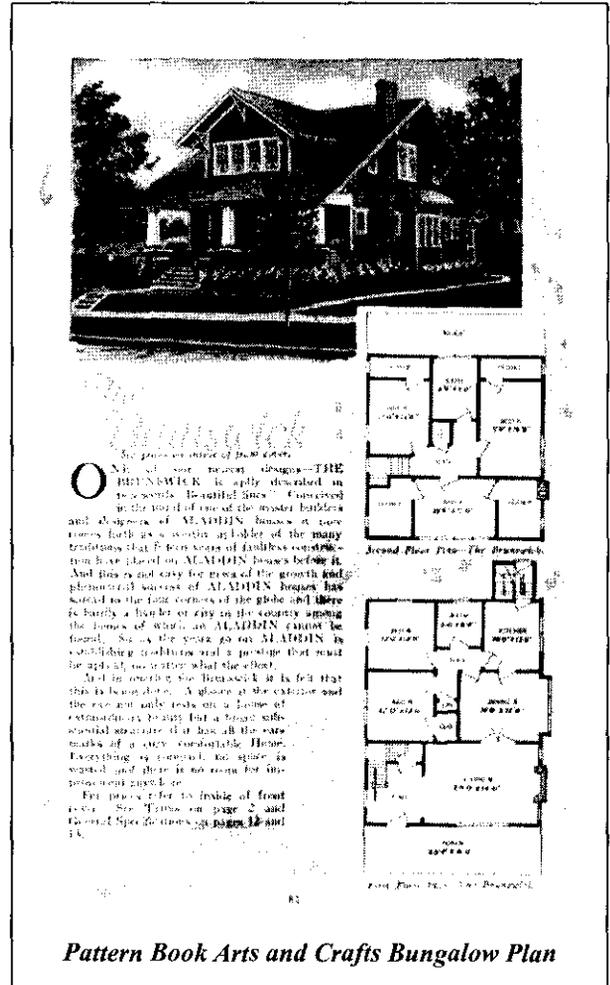
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Influence of Pattern Book Designs

Beginning in the 1890s, a fundamental change occurred in the perception of the ideal family and its housing needs. In a reaction to the formal assembly of rooms of the nineteenth century and because of technological innovations, new ideals of simplicity and efficiency led to a more informal hierarchy of rooms and reflected the desire for a more relaxed lifestyle. At the same time, the introduction of central heating, gas hot water heaters, indoor plumbing, and electricity increased the cost of construction. One result was the reduction of floor space and the use of standardized plans to offset the rising cost of home construction and put home ownership within reach of the middle class. These standardized plans became entrenched in American residential building practices through the use of pattern books.

Architectural pattern books came into common use in the United States during the transition from settlement to established town or city in the late eighteenth and early nineteenth centuries. Advertised in newspapers and other periodicals and available at the local library by the late nineteenth century, pattern books were widely accessible to prospective homebuilders, architects, carpenters, contractors, and developers. In villages and small towns like Grandview, Missouri, the publications became basic resources for carpenters and builders with varying levels of expertise. Through the use of published designs adapting popular architectural styles, builders and clients were able to choose from a variety of plans, styles, and individual motifs. The attractively designed books combined realistic drawings of houses along with floor plans and diagrams of important ornamental details. Featuring variations on different styles, they provided a variety of choices of floor plans and arrangements of architectural elements. At the same time, many American homes reflected patterns developed by Sears and Roebuck and other manufacturers for ready-to-assemble mail-order kits.



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Several styles gained great popularity as a result of architectural pattern books in the early twentieth century. Of particular note was the Craftsman/Bungalow house, introduced in the early 1900s by popular house and garden magazines and architectural pattern books, the Bungalow house enjoyed widespread popularity from about 1905 to 1930.

Pattern books produced after World War I reflected a growing emphasis on homes for the middle classes. This reflected the focus of architects, real estate developers, builders, social reformers, manufacturers, and public officials to encourage home ownership and to develop standardized home building practices. One trend that emerged was that of architect-designed plans and specifications for use by contractors in building small houses with as few as six rooms. In addition to plan books, newspapers and magazines featured plans for the modest home. Popular magazines such as *McCall's*, *Better Homes and Gardens*, and *American Home* appealed directly to a growing consumer base for small homes by featuring articles on new house designs, interior decoration, and gardening.

The modest pattern book houses that emerged in the 1920s utilized established forms such as the bungalow and revival styles drawing from the English Tudor Revival and American Colonial idioms using Dutch, English, and Spanish precedents. The result was a great diversity of architectural styles and types nationwide, as well as within communities that reflected the interest of an increasingly educated middle-class audience of prospective homeowners.²⁹

Automobile Garages

After World War I, garages became common in Grandview, particularly in new neighborhoods benefiting from paved surfaces, gutters, curbs, and sidewalks. Property owners erected the earliest garages behind the house at the end of a driveway. Again, pattern books provided instructions on how to build a garage. After 1910, manufacturers of pre-fabricated houses offered a variety of mail-order garages, often matching the materials and styles of the company's popular mail-order house designs. All of the early twentieth century garages found in the District reflect this pattern. Although attached garages began to appear in stock plans for small houses by the end of the 1920s, they did not appear in Grandview until the 1940s.

²⁹ Ames and McClelland, *National Register Bulletin, Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places* [publication online] available at <http://www.cr.nps.gov.nr/publications/bulletins/suburbs/part3.html>; Internet; accessed 1 May 2005.

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Analysis of Significance in Community Development

The Grandview Residential Historic District has significant associations with the patterns of growth in Grandview in the early twentieth century. Because of its high level of integrity of location, setting, design, and materials dating from circa 1905 to circa 1935, the District visually communicates development patterns away from the railroad tracks that occurred in the first decade of the twentieth century and in the 1920s in response to the development of U.S. Highway 71 to the east.

Grandview's growth initially spread out from the two parallel railroad tracks, with the first subdivisions platted adjacent to the tracks. Main Street became the main commercial corridor bisecting the tracks. By



**Corner of Grandview Road and Highgrove Road, circa 1925
Northwest Camera View
*Jackson County Missouri: Its Opportunities and Resources***

1910, residential growth extended north of Main Street and east to 8th Street. Until 1912, when Grandview officially incorporated, the unofficial eastern boundary delineated by the original Town plan of 1889 was Grandview Road. The southern boundary was Highgrove Road. The intersection of these streets forms the western boundary of the District.

On February 2, 1912, the City's voters approved annexing an area east to 10th Street. Two months later, the

landowner subdivided the land and platted Davidson Addition, which included lots facing onto Grandview Road and 10th Street. Thus, the District includes residences along Grandview Road (the eastern edge of the original town boundaries) and houses in a new "suburban" subdivision platted after the establishment of Grandview's first legal boundaries as a municipality, which included 10th Street as well.

The residences in the District also reflect another shift in development patterns to the east, which occurred after World War I, and was, in part, a response to local and state road programs. In 1923, the Missouri State Highway Department began purchasing rights of way for widening paving and extending the unpaved State Highway 1, which ran north-south less than a mile east of downtown Grandview.

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Renamed U.S. Highway 71, the new road attracted development east of Grandview's rail freight center. During this period, Grandview Road became one of three city streets to be paved.

Earlier, in 1922, the City created a school compound between the newly paved Main Street and Highgrove Road and bounded by 10th and 12th Streets on the eastern edge of the City's development. Proximity to paved streets and roads was an important consideration in locating facilities for a consolidated school district serving a rural population.

Residential development in the immediate vicinity of the school complex occurred as a result. In addition to new construction on Grandview Road and 10th Street, Frank G. Robinson platted Grandview Gardens in 1927 and continued to subdivide in the immediate vicinity for the next few years. The lots in the District on the south side of Highgrove Road were part of the first platting of Robinson's land. As a result, in addition to the residences erected in the first two decades of the twentieth century on Grandview Road and 10th Street new housing occurred in the 1920s along Grandview Road and 10th Street in response to the eastward shift in development and the paving of Grandview Road.

The City's first annexation in 1934 reflects preexisting railroad-related as well as later automobile-related development patterns. The large portion of annexed land encompassed the railroad junction north of town. The 1934 expansion of the town's boundaries also included the small two-block area along Highgrove Road to the east of Grandview Road. This was an existing residential development, which was part of the 1927 Grandview Gardens Addition developed in response to improvements in the early 1920s to U.S. Highway 71, the paving of Grandview Road and Main Street, and the construction of the school compound.

Because the residences facing onto Grandview Road, 10th Street, and Highgrove Road roughly between 12th Street and Grandview Road retain a high degree of integrity of location, setting, design, and materials, they clearly communicate the period in which these development patterns occurred and have significant associations with these development patterns.

ANALYSIS FOR ARCHITECTURAL SIGNIFICANCE

The residences within the District are carefully crafted houses in a variety of architectural styles and stylistic adaptations. Windows, doors, roof forms, and porches often follow complex and sophisticated design principles and patterns. Although modest in size, the presence of such sophistication in a small semi-rural community such as Grandview in the early twentieth century is not unusual. They reflect a

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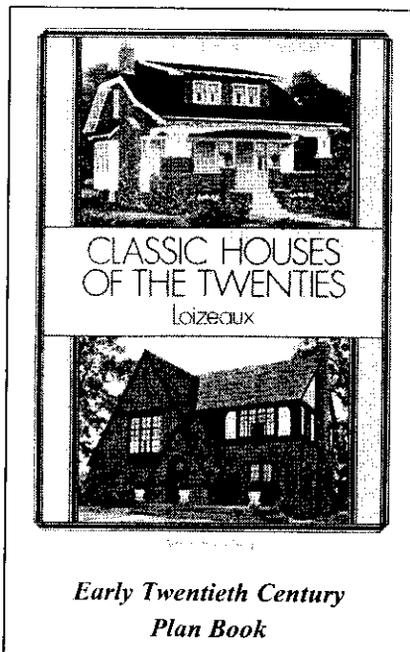
**Grandview Residential Historic District
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sophisticated level of design maintained across the United States in the nineteenth and early twentieth century as a result of the distribution of architectural pattern books featuring the work of architects. These publications circulated throughout the country and popularized the adaptation of certain architectural styles to modest houses. The District contains representative examples adapted by local builders of popular styles found in these publications.

Late Victorian Styles: The Queen Anne Cottage

- **13016 Grandview Road, circa 1910 (Photograph Number 5).** This building appears in a 1926 streetscape photograph. This lot is part of the Original Town of Grandview, platted in December 1889. It is a rare example of the Free Classical Queen Anne style cottage design in Grandview. It is the only surviving example of the Queen Anne style found in a survey of the original town plat of Grandview. A small, one-and-a-half-story barn with a gambrel front roof sits at the rear of the lot and is one of several of this design found within the original town plat and the 1912 boundaries of Grandview. Its presence contributes to the historical integrity of the property.

**Late Nineteenth and Early Twentieth Century American Movement and
Late Nineteenth and Early Twentieth Century Revival Styles**



Two designs that enjoyed great popularity the first three decades between 1910 and 1930 — the Craftsman Bungalow and the Tudor Revival styles — occur in the District in significant numbers and reflects the immense national popularity of these designs from about 1910 to the early 1930s. These residences reflect the two most popular styles found in pattern books, newspapers, and magazines that featured plans for the modest home at this time. And their adaptation to both small and medium-size residences reflects a trend that emerged during this period of using the stylistic characteristics of popular plans in the design of small houses for the working classes, as well as for the homes built for the community's upper-middle and professional classes.

Bungalow Houses

The bungalow houses found in the District reflect the influences of

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the California Arts and Crafts movement, the Prairie School movement of the Midwest, and vernacular housing practices unique to the region and Grandview builders. First appearing in the 1890s, the bungalow provided an affordable single-family house plan for households without servants and a decade later was one of the most popular middle-class house designs. Typically a one- or one-and-half-story house with a wide shallow-pitched roof with broad overhanging eaves, bungalow houses featured an open floor plan for family activities at the front of the house and private bedrooms at the back of the house or upstairs. A distinctive feature of these houses was a wide-open front porch that not only provided a transition between the outdoors and the house's interior, but also functioned as another room during hot summer months. Developed and refined by California architects Charles Sumner Greene and his brother Henry Mather Greene, the large craftsman bungalow can reflect high style influences of the English Arts and Crafts movement and oriental building techniques, or it can appear as a modest one-story vernacular adaptation with only minimal reference to these influences, but featuring the traditional floor plan, size, scale, and massing of the property type.

The bungalow style houses found within the District reflect a variety of design treatments and use of materials. All are significant for their associations with the architectural development of Grandview. The following bungalows reflect high style Craftsman design influences as depicted in popular pattern books of the period.

- **13020 Grandview Road, circa 1910 (Photograph Number 8).** This building remains essentially unchanged since a 1926 streetscape photograph. This was originally the Carr residence. Mr. Carr owned a lumberyard in Grandview during the 1930s and 1940s. At the rear property line, there is a two-bay gambrel-front barn (Photograph No. 9) that is similar to the barn at 13016 Grandview Road. The barn's presence contributes to the historical integrity of the property. This lot is part of the Original Town of Grandview, platted in December 1889.
- **903 Highgrove Road, circa 1925 (Photograph Number 19).** This lot is part of the Grandview Gardens addition, platted in 1927, which later became part of the April 1934 annexation area.
- **907 Highgrove Road, circa 1927 (Photograph Number 21).** Built by George H. Powell in the early 1920s for Mr. and Mrs. Wortham, this residence was later the home of the Smithey family. This lot is part of the Grandview Gardens addition, platted in 1927, which later became part of the April 1934 annexation area.

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- **1005 Highgrove Road, circa 1925 (Photograph Number 25).** During the 1930s and 1940s, this was the residence of the Russell May family of May Milling on Main Street. Sources suggest it may have also been the residence of Vernon Pugh at some point during the 1930s. This lot is part of the Grandview Gardens addition, platted in 1927, which later became part of the April 1934 annexation area.
- **1009 Highgrove Road, circa 1927 (Photograph Number 26).** Frank Idol, a local carpenter, constructed this unique frame Craftsman house during the mid-1920s. Sources indicate this was the house of the Grandview school principal during the 1930s and 1940s. This lot is part of the 1927 Grandview Gardens Addition, which later became part of the April 1934 annexation area.
- **13014 10th Street, circa 1912 (Photograph Number 13).** From the 1920s through the 1940s, this unique stone Craftsman house was the Makin family residence. The family owned the Makin Motors firm on Main Street. This lot is part of the town limits established in the Town of Grandview incorporation area of February 1912 and Davidson's Addition, platted in April 1912.

The following residences demonstrate transitional designs incorporating the Folk House Gable-Front property type in the bungalow form and retain minimal ornamentation that includes Craftsman and/or Free Classical Colonial Revival ornamentation. These buildings clearly express the character-defining features of the bungalow form, which was the popular choice of working- and middle-class families in Grandview in the early twentieth century.

- **13012 10th Street, circa 1915 (Photograph Number 14).** This simple residence with a clipped gable front was the Brian T. Fred family residence prior to the 1930s. Fred was a mechanic at Makin Motors on Main Street and later opened his own electrical business. The presence of the original single-car garage/shed building with a flat roof at the rear of the lot adds to the integrity of this property. This lot is part of the Town of Grandview incorporation area of February 1912 and Davidson's Addition, platted in April 1912.
- **13016 10th Street, circa 1915 (Photograph Number 12).** This simple gable-front folk house has a bungalow plan. With the exception of the vertical muntins in the windows referencing Craftsman influences, this residence does not reference any particular style. This lot is part of the City limits established in the Town of Grandview incorporation area of February 1912 and Davidson's Addition, platted in April 1912.

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- **13018 10th Street, circa 1915 (Photograph Number 11).** This frame bungalow plan has Free Classical Colonial Revival influences in the design of the supports and balustrade for the wide front porch. This lot is within the City limits established in the Town of Grandview incorporation area of February 1912 and Davidson's Addition, platted in April 1912.

Tudor Revival Houses

The Powell Brothers erected all of the Tudor Revival houses within the District and they reflect a wide variety of interpretations of the same stylistic motif, both for small and large houses. This diversity is significant in its own right for the information it conveys about variations of a popular residential style. The fact that the same homebuilder erected all of the Tudor Revival houses further supports their local significance for the information they communicate about the design choices of the local homebuyer and the range of work of the Powell Brothers. The design of these simple residences has loose associations with late Medieval English prototypes as adapted by American architects and contractors. As a result of their evolution in American building patterns, they incorporate endless variations of character-defining elements. However, they are united by the common use of several distinctive characteristics that include steeply pitched front-facing gables, the use of stucco and masonry and combinations thereof on the walls, the presence of a massive exterior chimney. First erected for the upper- and upper-middle classes from 1900 through the 1920s, the style exploded in popularity during the 1920s and 1930s, in part, because of the advent of masonry veneering techniques that mimicked closely the brick and stone treatments of English prototypes. The style quickly went out of fashion in the late 1930s.

- **13006 10th Street, circa 1925 (Photograph Number 16).** Rodney T. Powell built this one-and-a-half-story stucco house and resided at this address in 1928. Alan George, co-owner of the George Funeral Home, lived here during the 1930s. This house's distinguishing characteristics include the ribbon windows, side chimney, and steep intersecting gable roof. This lot is part of the Town of Grandview incorporation area of February 1912 and Davidson's Addition, platted in April 1912.
- **909 Highgrove Road, circa 1927 (Photograph Number 22).** George H. Powell built the house in the early 1920s for the Tom McMillan family. McMillan was the Grandview mail carrier. During the late 1920s and early 1930s, it became the residence of Ms. Butcher and Ms. Green, who were first-grade teachers. The unusual combination of two front gables and a side-clipped gable roof over the side porch is very unique, as is the use of wood cladding. The arched entrance, sun porch windows, and overlapping gable-front roofs are typical treatments.

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Contributing to the property's historical significance is the presence of the original single-car garage, which has a gable-front roof and features shiplap clapboards and exposed rafter tails. This lot dates to the platting of the Grandview Gardens Addition in 1927 and it became part of the City in the April 1934 annexation.

- **1001 Highgrove Road, circa 1927 (Photograph Number 23).** George H. Powell built this one-and-a-half-story stucco house for barber, Jesse Clark and his wife Pearl Short Clark, a schoolteacher. Clark paid a portion of the cost of the house by providing lifetime barber services for the Powell family. The arrangement of three steeply pitched gable-front roofs, the tall side chimney, stone quoining, and extended side porch are all typical of the style. The original single-car garage, which has a gable-front roof and features a wood overhead door and a wood-framed window opening, enhances the integrity of this property. This lot is part of the 1927 Grandview Gardens Addition, which became part of the April 1934 annexation area.
- **1003 Highgrove Road, circa 1927 (Photograph Number 24).** George H. Powell erected this small stucco-clad house during the mid-1920s for Dr. Saper. In 1940, Martha Truman and Mary Jane Truman, Harry S. Truman's mother and sister respectively, moved into this house when the loan on the Truman family farm was foreclosed. They stayed until 1945, when they moved to 602 Highgrove Road. Of note is the centrally located enclosed gable-front vestibule with a side wall and the steep gable-front dormers. This lot is part of the Grandview Gardens Addition, platted in 1927, which became part of the April 1934 annexation area.
- **1101 Highgrove Road, c. 1927 (Photograph Number 27).** Sources suggest that the Powell brothers constructed this house. This is the largest Tudor Revival house within the District and is the only example of the use of typical half-timbering. This lot is part of the Grandview Gardens Addition, platted in 1927, which became part of the April 1934 annexation area.

Colonial Revival Houses

The largest houses found within the District are two-story Colonial Revival style houses. Two of these houses are excellent representative examples of the Dutch Colonial side-gable sub-type and one reflects the classic side-gable plan. Two are the work of the Powell Brothers, further contributing to the significance of the District for the presence of yet another approach to popular design treatments by these contractors. All have symmetrical fenestration reflecting a center hall plan. This style was the dominant style for domestic buildings throughout the country during the first half of the twentieth century. The

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gambrel roof Dutch Colonial sub-type enjoyed great popularity between 1910 and 1930, while the classic side gable plan enjoyed popular use from 1900 through the 1950s.

- **13008 10th Street, 1928 (Photograph Number 15 and 15a).** The Powell Brothers built this house for Dr. Robert Haire and his wife Maude. Mr. and Mrs. Robert Dean Barry resided here from 1948 to 1979. Barry was mayor of Grandview from 1961 to 1963. The construction of the one-story hyphen addition and the one-and-a-half-story, two-car garage occurred in 1988. This house is the only extant example in Grandview of a pre-Depression side-gabled Colonial Revival style house. The 1988 hyphen and garage addition are over scale and impact the integrity of setting and, to a much lesser extent, the design. The house itself enjoys a high degree of integrity and the retention of the original front-gabled one-car garage somewhat mitigates the impact of the one-story hyphen and one-and-a-half-story garage additions. The house retains sufficient integrity of its visible stylistic characteristics to communicate the period of its construction and its associations with other contemporaneous buildings in the District. A review of the designs of Colonial Revival side-gabled houses in two unabridged reprints of popular pattern books documents the retention of all of the house's original exterior features, including the small benches on the entrance porch, all of which were common pattern book features found in Colonial Revival style houses.³⁰ The house clearly communicates its associations with the evolution of pattern book adaptations of popular residential architectural styles in the District and in Grandview. This lot is in the City limits established in the Town of Grandview incorporation area of February 1912 and Davidson's Addition, platted in April 1912 clearly communicating its associations with the growth patterns on the eastern side of the original town.
- **905 Highgrove Road, circa 1927 (Photograph Number 20).** Built by the Powell Brothers in the mid-1920s for John Majors and his family, this shingled Dutch Colonial residence features an unusual one-story, full-width front porch. Majors was the president of the Farmers Bank in Grandview. This lot is part of the Grandview Gardens Addition, platted in 1927, which became part of the April 1934 annexation area.

³⁰ *Classic Houses of the Twenties Loizeaux* (New York: The Athenaeum of Philadelphia and Dover Publications, Inc., 1992), 22; and *Bennett's Small House Catalog, 1920 Ray H. Bennett Lumber Co., Inc.* (New York: Dover Publications, Inc., 1993), 44.

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- **1111 Highgrove Road, circa 1927 (Photograph Number 29).** This was formerly the home of Ruby Jane Hall, a personal friend of Mary Jane Truman and the Truman family. The residence is a classic example of the Dutch Colonial sub-type. This lot is part of the Grandview Gardens Addition, platted in 1927, which became part of the April 1934 annexation area.

Mission Revival House

- **13019 Grandview Road, 1929 (Photograph Number 10).** Constructed in 1929 by Grandview resident and homebuilder George H. Powell, this house is known locally as "The Spanish House." This is one of a number of small stucco Mission Revival houses erected by Powell in Grandview. It provides additional insight into the spectrum of plan book styles and treatments the Powell Brothers built in Grandview. The Mayor of Grandview lived here during the 1950s. This lot is within the Town of Grandview incorporation area of February 1912 and Davidson's Addition, platted in April 1912.

There are also two National Folk House plans that reflect the influences of popular residential architecture in the District.

- **807 Highgrove Road, circa 1905 (Photograph Number 17).** This Gable-Front Folk House form is one of the earliest and largest residences erected in the District. This lot was never platted and the placement of the house at the center of the parcel with a garage accessing Grandview Road reflects the rural nature at the eastern city limits at the time of the building's construction and provides information as to the community's development patterns. During the 1930s and 1940s, this was the home of J. D. Clements, who owned Clements Hardware on Main Street. At the southeast corner of the lot is the original single-car garage/workshop. Its presence contributes to the historical integrity of the property. This property was outside the original town site plan and sits at the boundary of the southern and eastern city limits established with the incorporation of the City in 1912.
- **901 Highgrove Road, 1927 (Photograph Number 18).** "Curly" Overbee constructed this Massed Plan folk house form as his personal residence. Overbee was a brick mason and custodian at Grandview School during the mid-1930s. The design he chose includes a shallow gable-front roof that spans the width of the entrance and paired windows. This gable-front roof and the overlapping gable-front projecting porch roof with its stickwork, mark this as a variation on the Tudor Revival style motifs. This small house clearly expresses the preference of its

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working-class homeowner for vernacular adaptations of popular high style architectural designs. The building also showcases the craftsmanship of its owner/builder, a brick mason. This lot is part of the Grandview Gardens Addition, platted in 1927, which became part of the April 1934 annexation area.

ARGUMENT FOR SIGNIFICANCE

The Grandview Residential Historic District meets National Register Criterion A for its associations with the National Register category Community Planning and Development in the early twentieth century. It has significant associations with Grandview's residential development patterns, which are associated with the establishment of corporate boundaries in 1912; the first suburban development outside corporate boundaries; and the 1934 annexation, which was in response to eastward development away from the City's railroad dominated commercial and residential core due to population growth and the emergence of a local, county, and state network of paved all-weather roads in the 1920s. The high degree of architectural integrity in the District dates to the period of significance, which begins in circa 1905 and ends in circa 1935, and conveys associations with these patterns of early twentieth century development.

The District is significant under National Register Criterion C due to its embodiment of distinctive characteristics of a period, types, and methods of construction. As a result, it is a significant and distinguishable entity. Its distinctive appearance reflects features common to residential resources erected in the first decades of the twentieth century, particularly the adaptation of designs influenced by architectural pattern books and promoted by the house and garden movement. It is significant in the variety of examples of popular architectural treatments adapted to modest residences and for variations of the same style. It reflects the architectural development of the community, providing an understanding of the evolution of design of small middle-class houses from folk house forms and popular architectural styles beginning around 1910 and continuing through the 1920s. As a whole, the District is an important local example of middle-class residential building practices in Grandview in the early twentieth century during an important period in the City's growth.

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GEOGRAPHICAL DATA

UTM REFERENCES (Continued)

- | | |
|----------------------|----------------------|
| 5. 15/367198/4305319 | 6. 15/366809/4305349 |
| 7. 15/366809/4305484 | 8. 15/366898/4305479 |

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**Grandview Residential Historic District
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PHOTOGRAPH LOG

Photographer: Brad Finch
F-Stop Photography
Kansas City, Missouri 64116

Date of Photographs: May 2005

Location of Negatives: Historic Preservation Services, LLC
323 W 8th Street, Suite 112
Kansas City, Missouri 64105

Photograph Number	Description	Camera View
1.	Highgrove and Grandview Roads	Northwest
2.	10 th Street and Highgrove Road	Northwest
3.	807 Highgrove Road	Southwest
4.	10 th and Highgrove Road	Southeast
5.	13016 Grandview Road	Northwest
6.	Garages at 10316 and 13018 Grandview Road	West
7.	13018 Grandview Road	Northwest
8.	13020 Grandview Road	Northwest
9.	Garage at 13020 Grandview Road	West
10.	13019 Grandview Road	Northeast
11.	13018 10 th Street	West
12.	13016 10 th Street	Northwest
13.	13014 10 th Street	Northwest
14.	13012 10 th Street	Northwest
15.	13008 10 th Street	West
15a	13008 10 th Street, Porch Detail	West
16.	13006 10 th Street	Northwest

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Photograph Number	Description	Camera View
17.	807 Highgrove Road	Southwest
18.	901 Highgrove Road	South
19.	903 Highgrove Road	South
20.	905 Highgrove Road	Southeast
21.	907 Highgrove Road	Southeast
22.	909 Highgrove Road	Southeast
23.	1001 Highgrove Road	Southeast
24.	1003 Highgrove Road	South
25.	1005 Highgrove Road	Southeast
26.	1009 Highgrove Road	Southeast
27.	1101 Highgrove Road	Southeast
28.	1107 Highgrove Road	Southeast
29.	1111 Highgrove Road	Southeast

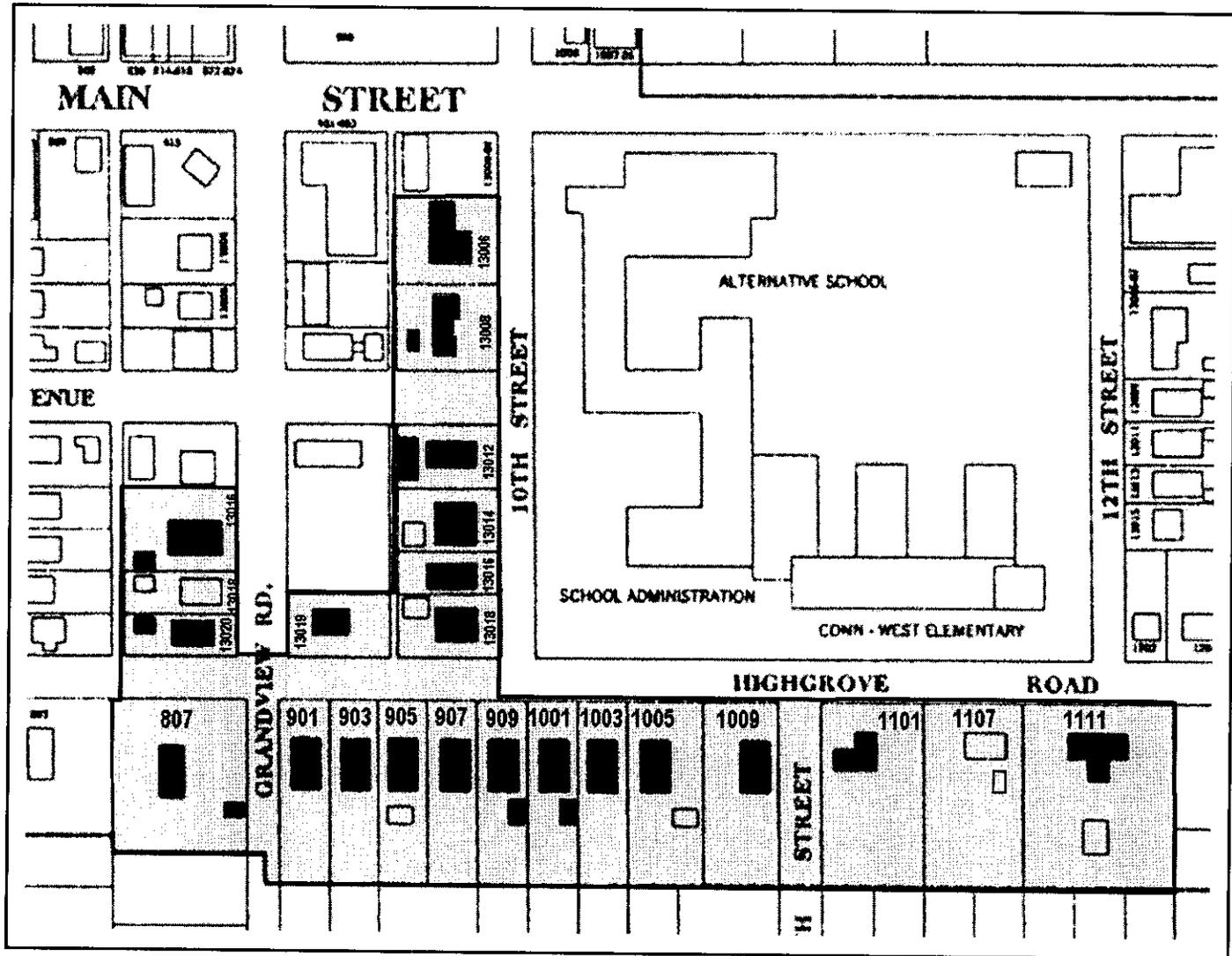
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**Grandview Residential Historic District
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GRANDVIEW RESIDENTIAL HISTORIC DISTRICT BOUNDARY MAP



Scale Approximately 1 Inch = 150 feet

-  Grandview Residential Historic District
-  Contributing Building
-  Non-Contributing Building


North

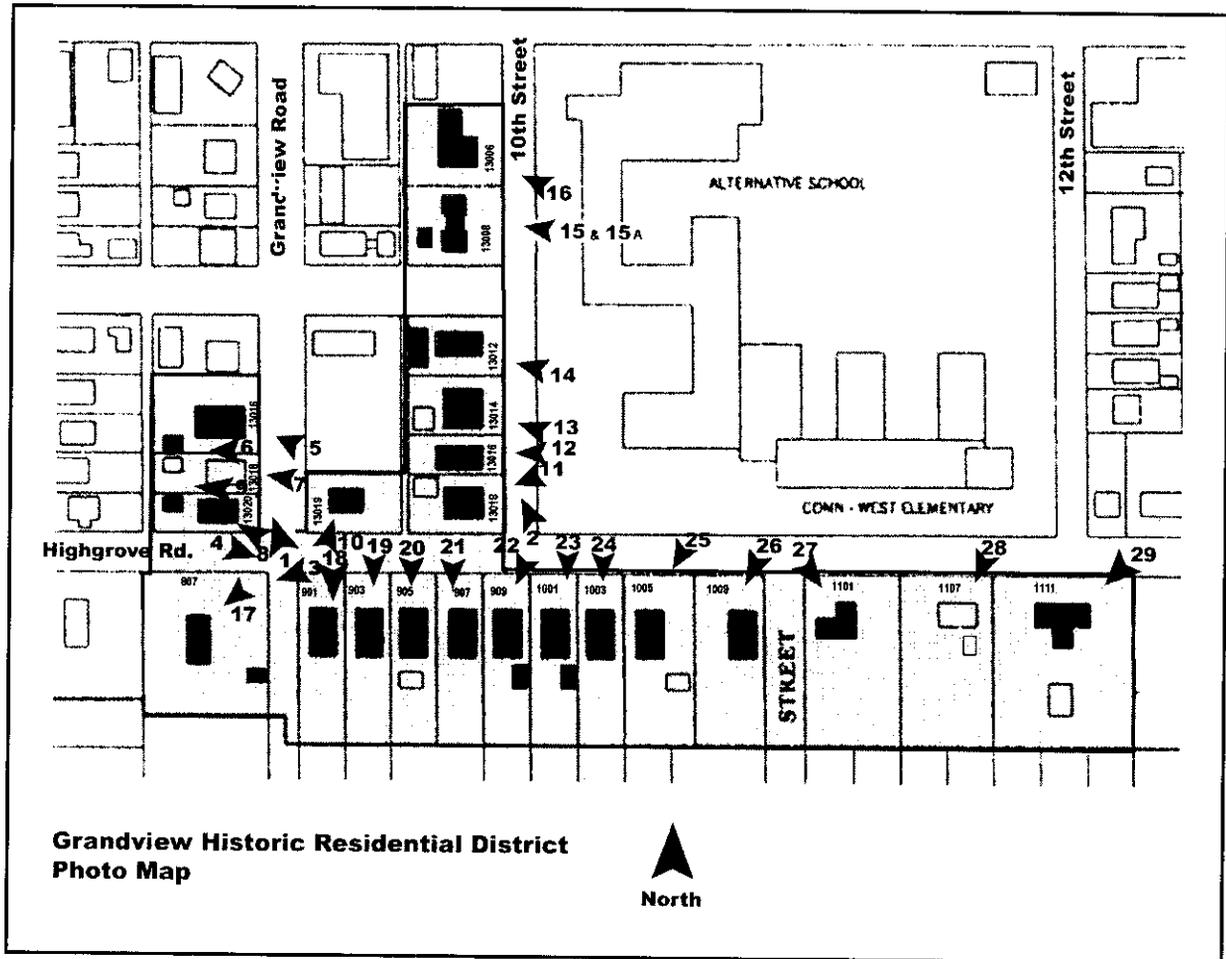
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**Grandview Residential Historic District
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**GRANDVIEW RESIDENTIAL HISTORIC DISTRICT
PHOTOGRAPH LOCATION MAP**





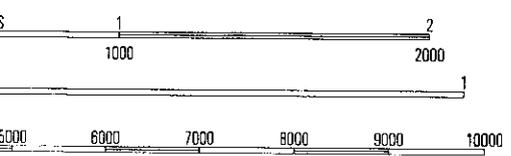
407
406
67 500 METERS (KS NORTH)

Grandview Historic Residential District
405^mN Jackson County, MO

UTM Reference:
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4 000
165 166 32'30" 167 168 000E 702 500 METERS (KS NORTH) 94°30'

INTERIOR - GEOLOGICAL SURVEY, RESTON, VIRGINIA - 2002



QUADRANGLE LOCATION

ROAD CLASSIFICATION

- Primary highway hard surface
- Secondary highway hard surface
- Light-duty road, hard or improved surface
- Unimproved road
- Interstate Route
- U.S. Route
- State Route

SCALE 10 FEET
VERTICAL DATUM OF 1929
DISTANCES, MULTIPLY BY 0.3048

MAP ACCURACY STANDARDS
FEDERAL BOX 25286, DENVER, COLORADO 80225
NATIONAL LAND SURVEY
SOURCES, ROLLA, MISSOURI 65401
LAWRENCE, KANSAS 66044

1	2	3	1 Shawnee
			2 Kansas City
			3 Independence
4	5		4 Lenexa
			5 Lees Summit
			6 Stihwell
6	7	8	7 Belton
			8 Raymore

GRANDVIEW, MO-KS

1996











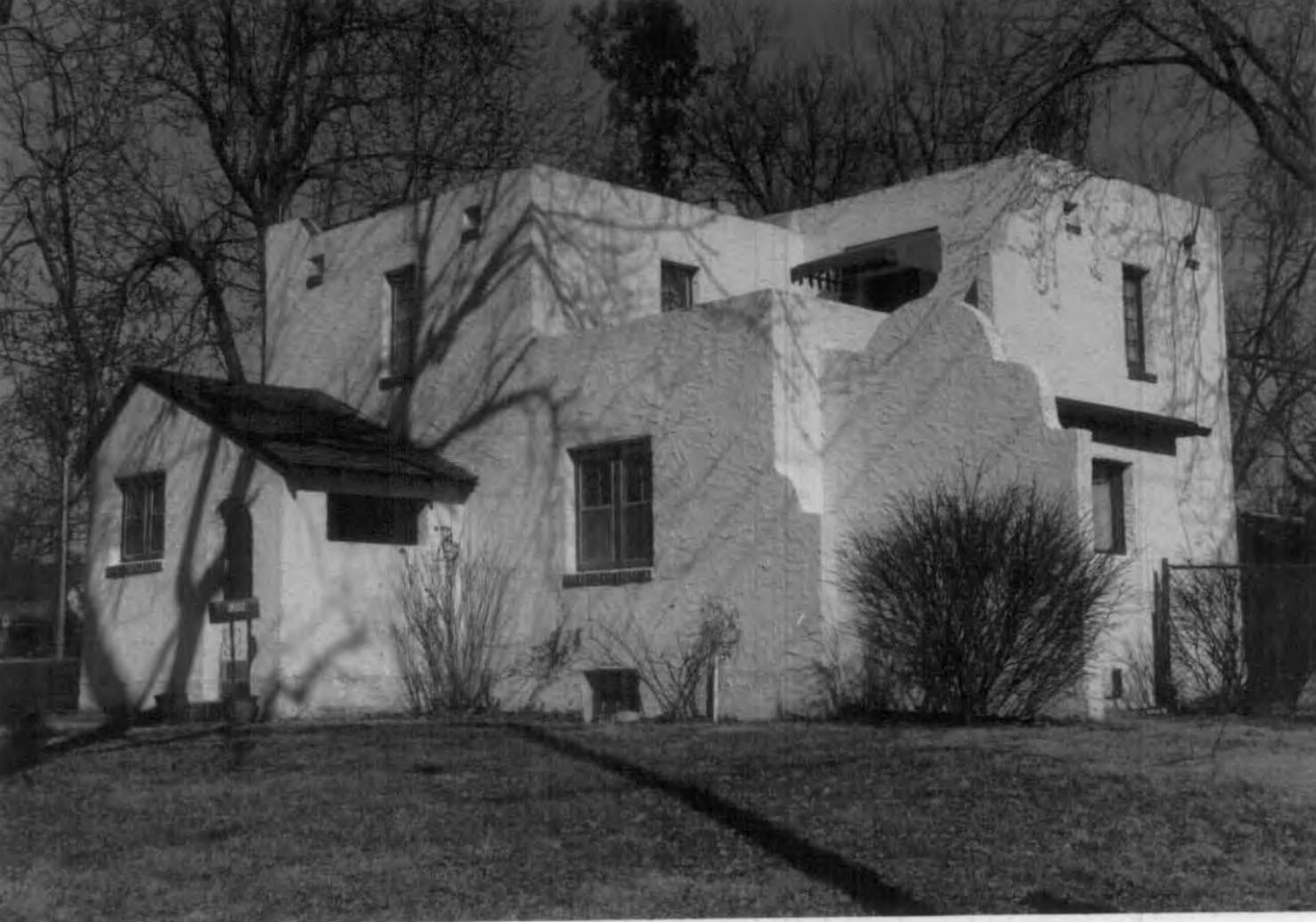
































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