

United States Department of the Interior
National Park Service

124 - 812

National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Documentation Form (National Register Bulletin 16B.)* Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a).

New Submission Amended Submission

A. Name of Multiple Property Listing

Historic Resources of Kirkwood, Missouri

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

I. The Creation of Kirkwood, a Planned Railroad Suburb--1851-1864

II. The Town of Kirkwood: Late Nineteenth Century Suburban Growth--1865-1898

III The City of Kirkwood: Transition to An Automobile Suburb--1899-1952

C. Form Prepared by

name/title See attached continuation sheet

organization City of Kirkwood Dept. of Planning and Devel. date June, 2002

street & number 139 South Kirkwood Road telephone 314-822-5808

city or town Kirkwood state Missouri zip code 63122-4303

D. Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this documentation form meets the standards and sets forth the requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. [] See continuation sheet for additional comments.)

Signature of certifying official/Title Claire F. Blackwell/Deputy SHPO

82 Aug 2002 Date

Missouri Department of Natural Resources

State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

10/3/2002

for Signature of the Keeper

Date of Action

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
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Section E Page i

**Historic and Architectural Resources of Kirkwood, Missouri
St. Louis County, Missouri**

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Historic and Architectural Resources of Kirkwood, Missouri
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Introduction

Kirkwood is located in south-central St. Louis County, near the City of St. Louis. It is one of the larger suburbs of St. Louis, covering roughly 57,000 acres and hosting a population of about 28,000. The commercial and governmental center, which is in the oldest part of the community, is located around the intersection of Kirkwood Road and the railroad right-of-way now utilized by Amtrak. The historic Kirkwood depot, which was listed in the National Register in 1985, still serves as an Amtrak station. The commercial center and the adjacent neighborhoods contain a large concentration of historic resources; more recent suburban development can be found in the outlying parts of the community.

Although by today's standards, Kirkwood is relatively close to the city, it was a distant satellite community when it was created in the mid-1850s. Kirkwood has the distinction of being the first planned railroad suburb in Missouri, and may have been the first such development anywhere west of the Mississippi.

The original town of Kirkwood was developed to take advantage of the establishment of Missouri's first railroad corridor. It was designed to serve city dwellers who wished to live in the country and commute to the City via the new train system. Kirkwood was envisioned by its creators as a largely residential community, and it remained so for much of its early history. As a result, a large majority of the historic resources found there are residences.

The City of Kirkwood has long recognized the value of its historic resources. The city became a certified local government in August of 1986; it was the first community in Missouri to gain that distinction. The city has had an active historic preservation commission since that time. Locally designated historic landmarks in the city include more than eighty individual buildings, and two districts. National Register designations include the Missouri Pacific Depot and five other individual buildings.

Systematic identification of Kirkwood's historic resources began in 1986, with a multi-phase architectural and historical survey. That project, which included three phases and documented 1,394 buildings altogether, was concluded in 1988. Preparation of this cover document was initiated soon after the conclusion of the survey project, and has been based upon data collected during that survey. (Technical issues associated with the first version of this nomination delayed the nomination process until 2002; see Section G for more information.)

The survey documented all of the intact historic resources found within the oldest part of town. Survey boundaries encompassed almost all of the area included in the 1865 city limits, as well as a small area adjacent to the early eastern boundary which also saw early related residential development. (See Figure One.) The survey area has continued to function as the center of the community, and today contains the highest concentration of intact historic resources found within the current city limits.

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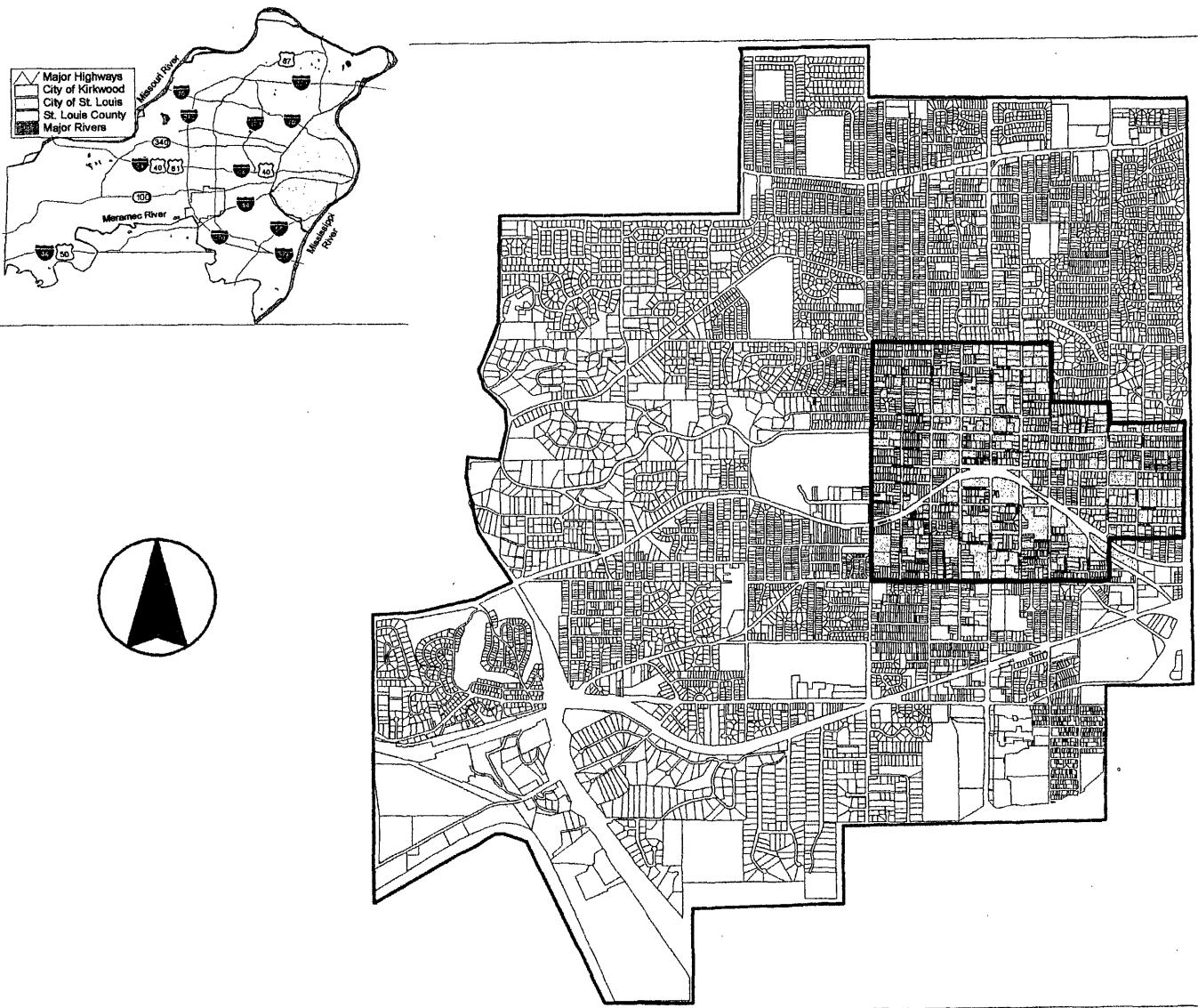
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**Historic and Architectural Resources of Kirkwood, Missouri
St. Louis County, Missouri**

Figure One. Location Maps.

**Inset: St. Louis County Large Map: Current City Limits of Kirkwood, with Survey Area.
Maps prepared by SLU GIS Lab, 2001.**



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This cover document has been organized around residential development in the area covered by the three phases of the survey project, which is hereafter referred to as the survey area. It also includes general historic contexts for Kirkwood, beginning with its inception in 1851, and ending in 1952, the standard fifty year cut-off point. Kirkwood saw steady growth throughout that period of significance, and it is expected that future survey work will identify additional resources, many of which will be eligible under the general contexts set forth in this document. The contexts used here concentrate upon local and national patterns of architectural and suburban development, and cover the entire period of significance.

They are as follows:

I. Planned Railroad Suburb: 1851-1864. In 1853, the first passenger train of the brand new Pacific Railroad Line ran from its point of origin, St. Louis, to Kirkwood. The beginnings of Kirkwood can be traced to a meeting of St. Louis businessmen which took place two years earlier, in January of 1851. It was at that meeting that the group officially formed the Kirkwood Association, which had the stated purpose of purchasing a tract of land "on the Pacific Railroad, for the location and improvement of a villa, within suitable distance of the City of St. Louis."¹ The Pacific Railroad continued to be the only mass-transit option for City-bound commuters throughout this period. Activities of the Kirkwood Association dominated area development from 1851 until the early 1860s, and the physical layout of the original Town of Kirkwood, with broad tree-lined avenues, and a grid pattern of streets, is still a defining characteristic of the survey area today. The dwellings which survive from this period range from modest vernacular houses to large styled residences; many of the more elaborate dwellings originally occupied generous tracts of land.

II. The Town of Kirkwood: 1865-1898. By 1865, the town was well established, and on February 20th of that year, the Missouri legislature chartered the Town of Kirkwood, at the request of its residents. Having platted all of the land it had purchased for the creation of the community, the Kirkwood Association disbanded. The railroad continued to be the most common form of transportation to the city, and a public streetcar line was also established during this period.² Residential development during this period was extensive, and city leaders continued to promote residential uses over commercial or industrial endeavors. Patterns of residential development generally took one of two forms. Some of the large original lots laid out by the Kirkwood

¹ Minutes of the Kirkwood Association, in June Wilkinson Dahl, A History of Kirkwood: 1851-1965, (Kirkwood, Missouri: Kirkwood Historical Society, 1965) p. 11.

² Dahl. p. 81.

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Association were developed for the first time, with large homes surrounded by generous lawns. In other cases, those early large lots were subdivided to make way for more concentrated development. Houses built during this period generally utilized nationally dominant styles. Most of those new houses were large, high-style examples, although more modest dwellings were also built, especially during the later part of the century.

III The City of Kirkwood: 1899-1952. In 1899 Kirkwood voters choose to take advantage of revised state statutes which allowed them to have the city reclassified as a 4th Class City. The new century also saw the establishment of public utilities and other municipal services, and a vast expansion in area transportation systems. A second streetcar line was authorized in 1897, and the automobile gradually replaced the railroad as the favored means of transportation.³ Although the community retained its residential focus, this period saw an increase in commercial growth as well, with an emphasis on retail and service oriented establishments rather than industry. Subdivision of those large original lots continued, often in areas which had seen no significant development to date. Most of the residential development during this period was in the form of homogenous subdivisions which were characterized by evenly sized lots, uniform set backs, and groups of houses of very similar sizes and styles. Some new development also occurred in areas which were largely built up, and several blocks within the survey area today contain lots and houses of varying sizes, along with collections of residential styles and types which offer a representative cross section of the community's long history of development. Most new dwellings reflected national housing trends; high style houses, especially after the 1920s, were much less common.

The core of Kirkwood continues to reflect those three periods of development. The vast majority of the lots in the survey area today still contain buildings which were built before 1950. (See Figure Two.) The streets around the business district contain an impressive collection of intact historic resources, the majority of which are residential. This cover document has been developed to facilitate National Register designation for many of those early houses and residential neighborhoods, and fifteen individual nominations have been prepared in association with it. Possibilities for future designation under this document include additional individual dwellings, as well as residential districts. □

³ The second street car line was the St. Louis and Meramec River Road; see Dahl, p. 79.

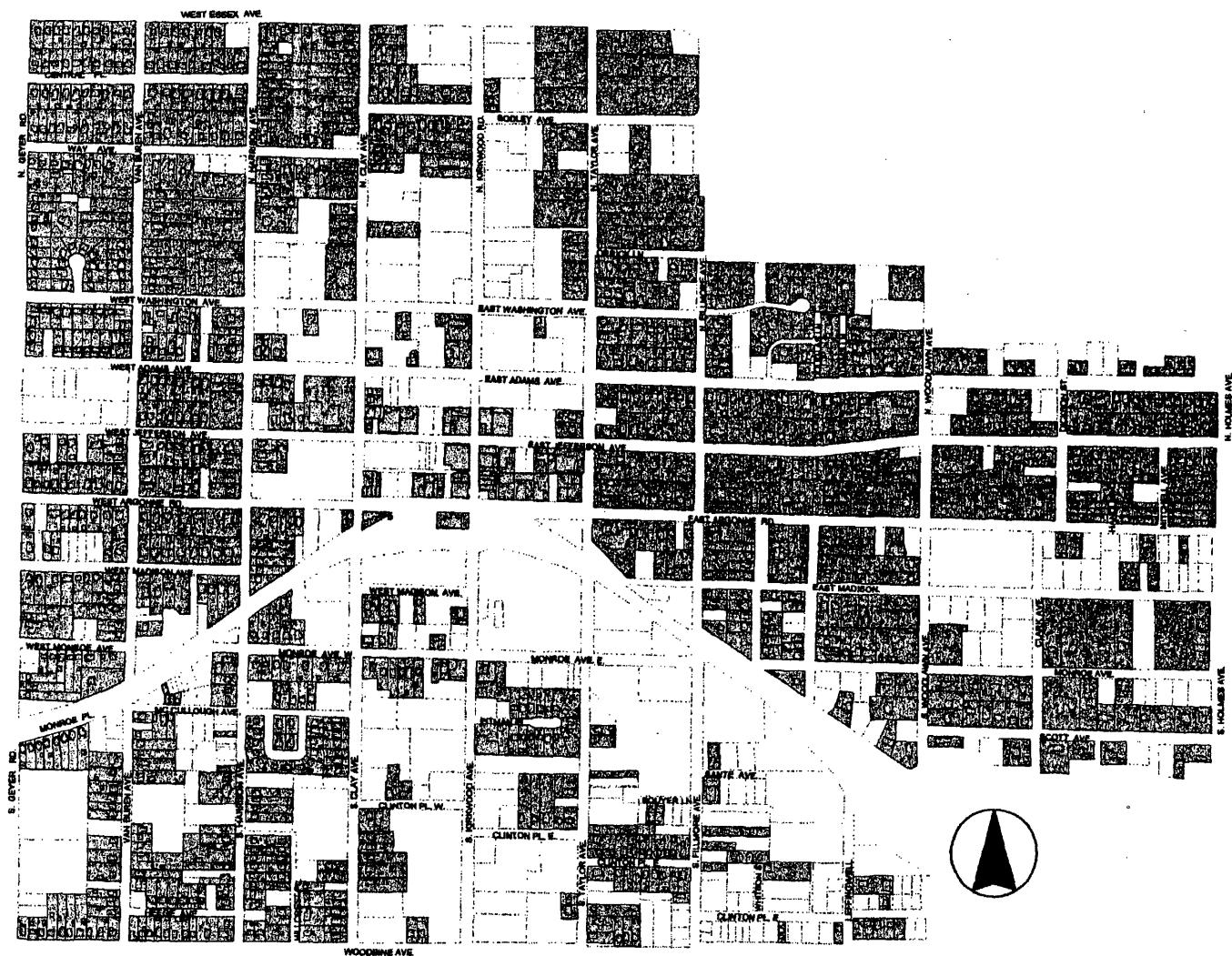
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Figure Two. Survey Area: Surviving Resources Built Before 1950.
Maps prepared by SLU GIS Lab, 2001.



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I. The Creation of Kirkwood: A Planned Railroad Suburb--1851-1864

Kirkwood was the first planned railroad suburb in Missouri. It differed from the residential areas which had been developing on the edge of the ever-expanding city of St. Louis, in that, when new, it was truly sub-urban. It was clearly separated from the city, by distance as well as general community design features. Kirkwood began as a distinct satellite community, connected to St. Louis only by the railroad line and a few public roads. Like many of the earliest commuter suburbs in America, it was planned as an exclusive residential community which incorporated natural elements into a designed landscape, and encouraged the construction of free-standing residences surrounded by gardens and generous lawns.

The creation of Kirkwood was directly related to the development of Missouri's first statewide railroad, which originated in St. Louis in the mid-1800s. The first plat for Kirkwood was filed in 1853, only four years after the Pacific Railroad was first given a Missouri Charter. Interest in the building of railroads in Missouri had begun in the late 1840s, with the widespread desire to establish rail service from St. Louis to the Pacific Ocean. Missourians recognized that the path of such an east-west railroad through the state would do two things: (1) provide desirable and convenient transportation, and (2) enable them to exploit the natural resources of iron, coal, lead, copper and other minerals found in Missouri. The Missouri Legislature granted a charter to the Pacific Railroad on March 12, 1849. On April 22, 1850 this company appointed James Pugh Kirkwood of the New York and Erie Railroad as chief engineer of the Pacific Railroad. Field work began on May 24, 1850, with the surveying of 3 proposed routes. The final route through Missouri was selected on June 18, 1851, and the ground-breaking for the new road took place on July 4, 1851, amid great celebration and festivity.⁴

That early survey work included the selection of the rural farming community of Gravois, which is now Kirkwood, as a stop on the Pacific Railroad. The high elevation of the site apparently made the route more difficult, but nonetheless added to the community's desirability. Kirkwood residents later recalled the sound of the train straining up Kirkwood hill even with the assistance of booster engines added specifically for that purpose. However, the selection of Gravois as a major stop reflects common preferences for the location of railroad suburbs—relatively high elevation at a substantial distance from a large industrial city.

Gravois' transformation from a quiet rural community to a planned railroad suburb was the brainchild of St. Louis real estate speculators Hiram W. Leffingwell and Richard S. Elliott. Leffingwell and Elliot recognized the immense potential brought about by the introduction of rail service to the area, and on October 20, 1851, they assembled a group of St. Louis businessmen to explore development opportunities. The meeting apparently went well, as three months later the

⁴ Dahl, pp. 2-3.

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group set up a system of government for an organization which was to have the stated purpose of buying "a tract of land on the Pacific Railroad" to develop into a "villa".⁵ The group also chose the name of "Kirkwood" for their association and the new community, in honor of James Pugh Kirkwood, chief engineer of the Pacific Railroad.⁶

Elliot and Leffingwell, who were business partners from 1848-1855, were well qualified to lead the development effort. Hiram Leffingwell had become the deputy surveyor in St. Louis County in 1843, as well as a deputy United States Marshal. He was associated with the Stoddard Addition in St. Louis, as well as the sale of the Daniel D. Page property.⁷ Leffingwell and Elliott established a real estate firm in 1848. By 1850, Leffingwell had become an authority on matters relating to real property. He was the first person in St. Louis to collect plats of additions to the city, as well as other data regarding the location and boundaries of property. In 1852, he laid out the plan for Grand Avenue as a suburban drive around St. Louis. He also established Forest Park.

Elliott was a printer, lawyer and newspaperman. He published a Real Estate Register to designate the parcels of real estate for sale, to give reasons why these parcels should be bought, and to point out the facts likely to affect the future growth of the country and city. He claimed that his register was the first publication of the kind ever issued anywhere in the world.⁸ The partners belief in the future of Kirkwood is evidenced by the fact that both moved their families there not long after it was established.

The Kirkwood Association worked quickly. Minutes from their meetings show that they asked each member to pay his share of the initial investment immediately in order to raise money with which to purchase land for development.⁹ Early in 1852, a matter of weeks after that first organizational meeting, the Association purchased 3 parcels of rural farmland near the new right-of-way in the Gravois area. Eighty acres were purchased from Thomas and Rachel Walsh for \$6,000, and 40 acres were purchased from Abram S. Mitchell, secretary for the Pacific Railroad, and his wife, for \$3,200.¹⁰ One hundred twenty acres were purchased from Owen and Catherine

⁵ Minutes of the Kirkwood Association, quoted in Dahl, p. 6.

⁶ Dahl, pp. 11-12.

⁷ Dahl, pp. 7-8.

⁸ Dahl, pp. 8-9.

⁹ Dahl, p. 12.

¹⁰ Dahl, p. 13.

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Collins for \$10,000. The deed for the land purchased from the Collins shows that plans had already been made for the exact location of the new depot. The Collins had already granted the Missouri Pacific Railroad right-of-way for the tracks, and land for a depot.¹¹

The Kirkwood Association prospered as rail service was established. On February 9, 1853 the Kirkwood Association was officially incorporated by the state legislature. A local history of Kirkwood noted that the charter approved by the legislature gave the Association the power to purchase and dispose of "not more than 500 acres in the establishment of a town on the Pacific Railroad in St. Louis County."¹² Shortly thereafter, they filed the plat for the new town of Kirkwood; the plat was officially recorded in the office of the Recorder of Deeds on May 3, 1853. Eight days later, the first train with passengers aboard made the trip from St. Louis to Kirkwood, and the turntable in Kirkwood was used for the first time.

The railroad provided the essential service of convenient access to and from St. Louis. Although Kirkwood was located substantially beyond the core of the city, it nevertheless depended on the city economically for the jobs that supported its residents. Like other suburbs, it was culturally dependent on the city as well. Hence, downtown St. Louis was a daily destination for men and a frequent destination for women, and almost all of them traveled there via the railroad.

The combination of a remote location and strong dependence upon the city had a significant effect upon the early socio-economic profile of the community. The relatively high cost of rail service, as well as the time required to commute, in effect made Kirkwood and other railroad suburbs in the country inaccessible to a large percentage of the urban population. Insulated from a lower-class "invasion", those suburbs became bourgeois utopias, offering not only a physical separation from the city, but tree shaded streets, broad open lawns, and substantial and detached houses set back from the roads--the perfect setting for the up and coming middle-class.¹³ In addition, Kirkwood, like other commuter villages during this period, offered an image of

¹¹ St. Louis County Deed Records, quoted in Dahl, p. 14.

¹² Dahl, p. 16.

¹³ Peter O. Muller in Contemporary Suburban America, (Edgewood Cliffs, N.J.: Prentice-Hall, 1981), pp.24-25. "Bourgeois" here refers to a person of the middle-class, such as a merchant or professional person, traditionally thought of as having a higher social position than a wage earner or farm worker and lower than an aristocrat or person of great wealth.

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prosperity, family life and union with nature; all ingredients of the "good" life much desired and now available to the bourgeois middle-class.¹⁴

That pastoral image contrasted with conditions in St. Louis at the time. Several factors combined at mid-century to make the city a more crowded and less desirable place in which to live. Increased immigration resulted in significant population growth; the population jumped from 63,471 in 1848 to 100,000 in 1853, a change which resulted in a severe housing shortage.¹⁵ A citywide cholera epidemic of 1849 was blamed in part upon overcrowding and the city's low-lying location, and subsequent less extensive outbreaks of the disease continued into the 1860s.¹⁶ The advent of rail service out of the city therefore came at a time when many upper middle class residents were seeking improved living conditions.

An editorial in a St. Louis paper, the Daily Missouri Republican, reflected general sentiments, prevalent locally as well as nationwide, regarding living a distance from the city core and the possibility of doing so because of the railroad:

One of the many blessings attendant upon railroads to the denizens of a large and crowded city, is the facility which they afford for escaping its heat, sickness, expense and the thousand ills which flesh is heir to, and the partaking of true health, beauty and economy of a country residence...The effect is to place a vast extent of country, hitherto remote, at the disposal of our citizens, and to bring within the means of

¹⁴ In an essay by Jeffrey K. Hadden and Josef J. Barton, "An Image that will not Die: Thoughts on the History of Anti-Urban Ideology" [New Towns and the Suburban Dream: Ideology and Utopia in Planning and Development, ed. Irving Lewis Allen. (Port Washington, New York: Kennikat Press, 1977.)] the authors cite Andrew Jackson Downing's emphasis on such philosophies:

Within the circle of bourgeois family life, as Andrew Jackson Downing noticed, the love of country was linked to the love of home. Whatever led a man to assemble the comforts of rural life in his household also strengthened the family...The family hearth must symbolize "the dearest affections and enjoyments of social life...result in making a little world of the family home, where truthfulness, beauty and order have the largest dominion" [written by Jackson in 1850]...The suburban home was a refuge where the ambitious American could "keep alive his love for nature, till the time shall come when he shall have wrung out of the nervous hand of commerce enough means to enable him to realize his ideal of the retired life of an American landed proprietor." [written by Jackson in 1853] (pp.45-46)

Downing was espousing this philosophy concurrent with the planning and development of Kirkwood--the early 1850s

¹⁵ Walter B. Stephens, Centennial History of Missouri, (Vol II, Chicago-St. Louis, the S.J. Clarke Publishing Co., 1921), p. 245, and Richard Smith Elliot, Notes Taken in Sixty Years, (St. Louis, 1883) p. 258.

¹⁶ J. Thomas Scharf, History of St. Louis City and County, (Vol. II, Philadelphia: Louis H. Everts and Company, 1883), p. 1579.

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nearly everyone, the opportunity for acquiring some sweet little spot of his own, where his vines may twine, his flowers bloom, and his fruit mature, without an enormous tax in the shape of lease or corporation tribute.... We would advise our citizens to pay some attention to this new movement, and take advantage of the developments which the progress of the times is spreading before them.¹⁷

The original plat for Kirkwood included forty blocks, all set in a regular grid pattern. Many of the streets were named after past presidents, and all were a generous 60 feet wide. Almost all of the blocks were divided into two to four equal lots, which ranged in size from 1.12 acres to 2.37 acres. All of those appear to have been intended for residential use. Only four blocks close to the depot site were divided into the types of smaller, narrow lots used by commercial enterprises, and sold by the number of feet fronting on the streets. The right-of-way for the railroad and the depot were also indicated. (See Figure Three.)

The fact that most of the lots in the original town of Kirkwood were laid out for residential use reflects the founders' desire that the community develop with a residential emphasis. An article in the Daily Missouri Republican which was published just after the plat was filed proclaimed that "for residences, [Kirkwood] will be one of the most desirable places in the west as it will command by the railroad ready access to the city..."¹⁸ On May 23, 1853, the same paper announced the forthcoming sale of lots in Kirkwood and reported that the lots were of sufficient size to allow the development of gardens and lawns--distinctive features of the suburban residence: "The object seems to be to offer no ground for residence in parcels too small for the gardens and lawns which the fancy of the purchaser may suggest."

The same article noted that purchasers also had the option of buying an entire block, thus enjoying as much as 5 acres for a homesite--and many did just that. The article stressed Kirkwood's high elevation, health advantages and desirable location for family life:

That it is desirable for the purpose in view--to make a pleasant town near the city--no one will question. The grounds are elevated, and in every respect suited for a town; and the neighborhood is said to have the rather singular advantage of being free of mosquitoes. Such a place--250 feet higher than the average level of St. Louis--cannot but be healthy and pleasant for the residents.

¹⁷ Daily Missouri Republican, June 28, 1852.

¹⁸ Daily Missouri Republican, May 17, 1853, quoted in Dahl.

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The Kirkwood Association had definite ideas as to how the development of their city should take place. The recorded deeds from this early period note an interesting restriction which is indicative of what they had in mind:

Provided that the said grantee nor any party or person claiming under him shall not any time here-after until the expiration of 10 years from the first day of July, 1853 erect or establish on said premises any butchering establishment, slaughter house, soap factory, gambling house, dram shop, or house for the retail of spirituous vinous or malt liquors nor any establishment for dancing or other amusement or acting on Sundays or any other nuisance.¹⁹

On May 26, 1853, Leffingwell himself auctioned lots in the new village. The general consensus, as reported in the May 28, 1853 Daily Missouri Republican, was that most of the lots went to people who intended to live in Kirkwood, rather than for simple speculation. The article noted that "One fact we noticed, and that is, most of the purchasers bought with a view to improvement, and not speculation. We may expect to see Kirkwood in a short time a thriving little village."²⁰

Kirkwood was promoted not only as an ideal location for year-round family residences, but as a healthful and pleasant resort as well. An article in the Daily Missouri Republican on May 30, 1853 exemplifies this:

If our citizens must absent themselves in the summer season, why not concentrate in a lovely spot like Kirkwood, where pleasant society can be enjoyed, with the advantage of immediate proximity to the city?...We have no desire to urge anyone to leave the city. All our interests are here. But as there will be persons who will absent themselves especially during the summer, we feel disposed to favor any movement tending to retain the wealth of the community in our own neighborhood. Kirkwood is the place for this. It can be built up for residence and education. Thus it may be made one of the most charming retreats in the Union.²¹

¹⁹ St. Louis County Deed Records.

²⁰ Daily Missouri Republican, May 28, 1853, quoted in Dahl, p. 22.

²¹ Daily Missouri Republican, May 30, 1852.

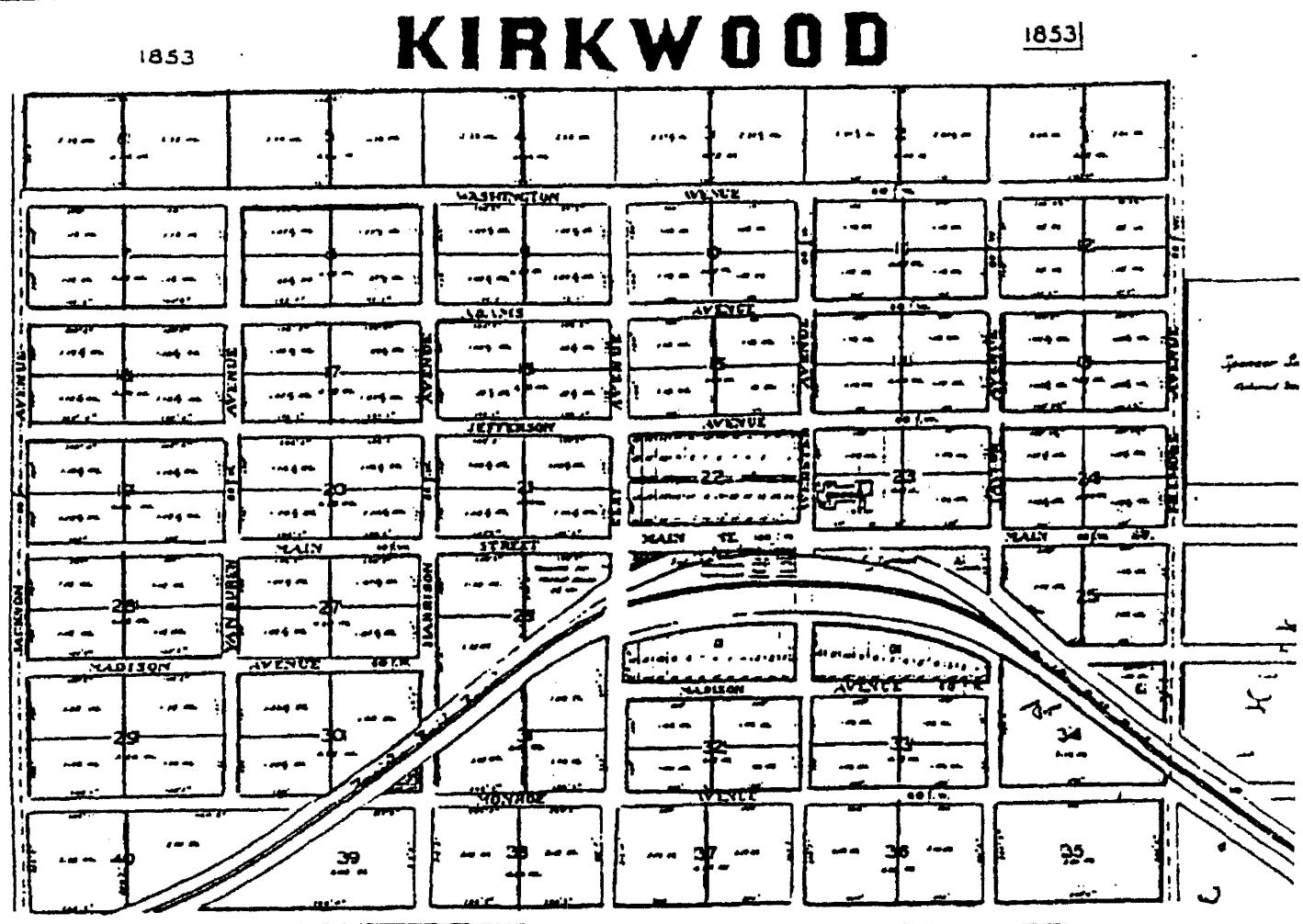
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Figure Three. Early Plat of Kirkwood. From the City of Kirkwood Map Department.



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To accommodate those interested in a well-placed resort, the Kirkwood Association also decided to erect a hotel. This was a typical practice in railroad suburbs during this period, as a resort atmosphere was commonly promoted, along with the benefits of suburban living. Plans were drawn up by architect, Joseph C. Edgar. The hotel (no longer extant), constructed at a cost of \$14,000, opened on August 17, 1853.²²

The development of Kirkwood as a planned suburban community reflects the general history of suburbia in the United States. The mid to late 1900s saw a growing desire to put some distance between bourgeois suburbs and the expanding industrial city, a movement which resulted in the creation of railroad suburbs close to many major American cities. Kirkwood was being developed about the same time as prominent eastern suburbs, such as Philadelphia's Germantown (1850s), Llewellyn Park near Newark, New Jersey (1853), Riverside, which is southwest of Chicago (1868), and Garden City, on New York's Long Island (early 1870s). Like Kirkwood, most or all of those were discrete, compact settlements planned according to high standards and limited to upper middle-class and wealthy buyers.²³

All of them also depended upon the railroad for rapid access to the central city. In Boston, for example, successful merchants, professionals and other nouveau riche came to dominate rail commuter flows. In 1848 no fewer than 118 daily suburban trains were serving passenger demand in the Boston area.²⁴

It should be noted here that "suburb" was not a term commonly used at that time. John R. Stilgoe in Borderland: Origins of the American Suburb, 1820-1939, explored the way Americans thought, wrote and talked about the suburb within period contexts. He points out that by the mid-19th century the term "country" did not suggest a rural place dependent on farming. The word meant the region designated as "borderlands" or "environs" by such mid-19th century writers as Alice Cary, Susan Cooper and Nathaniel Parker Willis, "who scrutinized a zone between rural space and urban residential rings. Contemporaneous writers now and then used 'suburban' to designate places near towns...but they usually chose that term as the best name for the scruffy, new, often poorly built zone of mixed residence and manufacturing that hung about the edges of

²² Dahl, p. 19.

²³ Robert Fishman in Bourgeois Utopia: The Rise and Fall of Suburbia, (New York: Basic Books, 1987), and Muller, p. 43.

²⁴ Muller, p. 28.

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large cities..."²⁵ Clearly, uniform and consistent jargon for what we now call "suburbia" did not exist, because the concept, as we have come to understand it, was in the embryonic stage of development.

One study of such early suburbs, Bourgeois Utopia: The Rise and Fall of Suburbia, shows that the development of Kirkwood paralleled that of the Philadelphia suburb of Germantown.²⁶ By the mid-1800s, it was noted,

the expansion of Philadelphia was no longer the advance of a solid city into the countryside....early attempts to forge a rail connection between Philadelphia and the eastern Philadelphia coal fields had by the 1840s led to several lines that ran north from the city through a hilly area called Germantown. Settled by German religious refugees in William Penn's time, Germantown was at that time still a quiet agricultural village only 5 miles from Independence Hall. Although its picturesque heights had already attracted a number of bourgeois villas, it was the railroad connection which provided the spur that turned it into a true commuter suburb.²⁷

By the 1860s, Germantown, like Kirkwood, had become home to many who worked in the central city and could afford the cost and time of daily commuting.

A local awareness of those eastern predecessors is reflected in an article which appeared in the Daily Missouri Republican on June 28, 1852:

In the Atlantic cities the advantages thus offered are perfectly appreciated, and many of the most active businessmen of those commercial places have their villas far in the country. Anticipating such a result here, we notice that the proprietors of picturesque and well adapted tracts of land to these purposes on the line of the Pacific Railroad, and adjacent thereby, are laying them off with this view, and offering them for sale on terms most reasonable. One beautiful site has received the name of Kirkwood. . . Kirkwood lies immediately around one of the railroad depots, about 13 miles from the city and will be reached in one-half hour affording those who cannot spare more time, a pleasant rural locality.²⁸

²⁵ John R. Stilgoe, Borderland: Origins of the American Suburb, 1820-1939, (New Haven: Yale University Press, 1988), pp. 9-10.

²⁶ Stilgoe. P. 11.

²⁷ Fishman, pp. 140-141.

²⁸ Daily Missouri Republican, June 28, 1852.

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Social life during these early years of the railroad Village of Kirkwood seemed satisfying, as evidenced by diary entries and newspaper clippings.²⁹ The large homes of many of the town's financially well-off easily accommodated visitors. Lengthy visits were typical, especially if the visitor had come a great distance. Short term visiting was also popular. The Kirkwood Hotel was the scene of more elaborate social events. Kirkwood residents proudly described their town during this period as one in which there was no business or industry. The few shops that existed were there for the convenience of the residents. Typical of suburban existence, home and work/business had become separate. Medical care was available in Kirkwood through Dr. Cary N. Howes, Dr. John T. Douglas and Dr. John Pitman.

There were no public utilities to speak of. Water supply and sewage disposal was handled by individual property owners. The streets alternated between mud and dust, and wood plank sidewalks, when laid, were done so at the discretion of property owners.

At least a few residents showed an interest in horticultural activities during this period, thus beginning the long process of transforming farmland into well-tended suburban lawns and gardens. Hiram Leffingwell's home, which, not surprisingly, occupied a full block of the original plat, was surrounded by an extensive garden. Development of that garden was assisted by one St. Louis' best known horticulturists, Henry Shaw. June Dahl noted in 1965 that

The Hiram Leffingwell property...reportedly had a rambling garden of assorted plants and shrubs...one of the frequent guests at the home of the Leffingwell family during the years before 1858 was Henry Shaw, founder of the world famous Missouri Botanical Garden...A ginko tree which has remained many years after the Leffingwell residence disappeared from the landscape, was reportedly a gift to the Leffingwells from Mr. Shaw.³⁰

Like many early suburbs, the original plat for Kirkwood set aside lots for the depot, hotel, and at least one church.³¹ Local confidence in the development of the community was both fostered and reflected in the organization and growth of a variety of church denominations. At least one congregation had been active in the area before the Kirkwood Association came along; a roman Catholic parish had been in existence in Gravois since the 1830s. In 1833, the Roman

²⁹ Dahl, pp. 39-45. In these pages Dahl references several diary entries and newspaper articles.

³⁰ Dahl, pp. 146-147.

³¹ Stilgoe, in Borderland, notes that all three of these things were commonly included in the plats of railroad suburbs. (pp. 145-146.)

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Catholics purchased eighty acres and erected a small stone church west of present Geyer (formerly Jackson) Road between Argonne (formerly Main) and Woodbine Avenues, in what was then the rural farming community of Gravois. Once the Association's Village of Kirkwood began to develop, a full time pastor was arranged for St. Peter's. Prior to that, services were held only when a priest could come from St. Louis or a Jesuit came from Carondelet or Florissant.³²

During this period other denominations were also increasing their numbers and organizing. The First Presbyterian Church of Kirkwood was organized in 1854. Money was raised to erect a church, and on January 13, 1857, the Kirkwood Association donated land on the southeast corner of Adams and Webster (now Kirkwood Road).

In 1854 the Episcopalians organized, calling themselves Grace Episcopal Church. On April 21, 1859, Articles of Association were signed and a parish was officially organized. By May of that same year, the parish was admitted into union with the Diocesan Convention. The cornerstone for a church in Kirkwood was laid on August 7, 1859, and the church was consecrated on Whitsunday, May 27, 1860. Built of native stone and acclaimed to be in the pure Early English Gothic style the building cost \$12,000. Robert S. Mitchell, the architect, was well known because of his association with the construction of the Old Courthouse in St. Louis. The completion of this structure was considered momentous enough to warrant the scheduling of a special train for the day of the church's consecration. The church was clearly visible to everyone aboard the passing Pacific Railroad trains, and in the early days it was a landmark telling passengers they were 13 miles from St. Louis. The Grace Episcopal Church was individually listed on the National Register of Historic Places in 1982.

Local church records also show that even though the new village was touted as an exclusive, and by implication, racially restricted, suburb, there were enough African-American residents living in the area to establish an AME church as early as 1853. Rev. Jordan Winston organized the Olive Chapel of the African Methodist Episcopal (AME) Church in 1853.³³ The members of the Olive Church came not only from the Village of Kirkwood, but also from Meacham Park, Clayton, St. Louis and Oakland. The membership was served in the early years by a circuit rider, who also served AME Churches in Carondelet and Labadie. The fact that the African Methodist Episcopal Church remained in existence for at least a century indicates that

³² Dahl, p. 29.

³³ Dahl, p. 29.

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Kirkwood had an active African-American community throughout its early period of development.³⁴

Although some of those early African-American residents were slaves, there were also many "free colored persons"—the 1860 Census recorded 1,865 such persons living in St. Louis County at that time, compared to 4,346 slaves. Some of Kirkwood's early residents are known to have had slaves, while others had domestic servants of color who were described by Dahl as "free persons who were paid for their services."³⁵ Ms. Dahl notes that the prominent Bodley family for example, had paid servants, as they did not believe in slavery. Whatever their pre-Civil War status, many African-Americans chose to remain in the community after the war. June Dahl wrote that following the Civil War, many African-Americans "whether previously slave or free—remained in the Kirkwood area and formed the nucleus of a community near the town. Others settled within the town limits where their descendants today remain as an integral part of Kirkwood life."³⁶

As throughout the rest of the country, the Civil War brought nearly all development in Kirkwood to a standstill. By that time, the Kirkwood Association had concluded their development efforts. Although additional land in the area had been purchased in 1854 through the firm of Leffingwell and Elliott, it was not until May 5, 1859, that the Kirkwood Association held another public auction. By December 30, 1863, all of the property owned by the Association had been sold, and proceeds collected. The Association was thus terminated. Little information has been recorded about Kirkwood during the 14 months after the termination of the Association, probably because of the Civil War. During that time Kirkwood was an unincorporated village in St. Louis County, with no local government.³⁷

The basic identity of Kirkwood as a commuter village had, however, been well-established by the eve of the War. Because of the increasing population of St. Louis, the outbreaks of contagious diseases and fires, and the discomforts of heat, dust and dirt in the city, country living outside of St. Louis appeared very attractive. The advent of the railroad, with its fast, regular transportation, enabled those interested and financially able to escape the undesirable parts of city living and yet remain within commuting distance of its business district and cultural activities. All

³⁴ A centennial program for the Olive Chapel was found in the collections of the Grace Episcopal Church of Kirkwood by June Dahl in the 1960s. She quotes in on p. 29 of A History of Kirkwood.

³⁵ Dahl, p. 46.

³⁶ Dahl, p. 49.

³⁷ Dahl, p. 51.

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of these advantages, combined with the promotional work of Leffingwell and Elliott, gave Kirkwood a positive start in its development. The Kirkwood Association had successfully transformed a rural farming district into a commuter village, and by the time they disbanded, upper middle class homes were beginning to grace the broad streets they had platted a decade earlier.

Residential Architecture in Kirkwood in Period I.

The area known as Gravois was a sparsely settled rural tract before Kirkwood was founded. The work of the Kirkwood Association ensured the development of a new community, which featured a grid of broad, evenly spaced streets, a generous amount of green space, and an emphasis on residential development. All of those characteristics still apply to Kirkwood. The work of the Kirkwood Association had an immense impact upon the development and later appearance of the community—an impact still visible in the street and lot patterns. Nevertheless, few built historic resources survive from the time the Association was active. Although some of the original residential lots in town were developed right away, most did not see new houses until after the Civil War. Also, as is often the case, many of the earliest houses in the community have since been torn down and/or replaced.

The farm settlements which pre-dated the railroad were for the most part simple agricultural operations, and the few houses which survive from that period are **vernacular dwellings** of stone or log.³⁸ Some of those early settlers sold portions of their property to the Kirkwood Association, and while no pre-railroad resources survive within the original 40 blocks of the 1853 Village of Kirkwood, there are still a few within the present day city limits. Most of the intact survivors have been recognized as local landmarks.

The few extant ante-bellum houses and associated resources within the survey area feature architectural styles and types commonly built before the War. The most common residential property types are **Greek Revival Houses**, and **Italianate Houses**. Both of those property types continued to be built after 1864 as well, especially the Italianate House, which continued to be popular in Kirkwood through the 1870s. Although it is extremely likely that **Nineteenth Century Vernacular** houses were also being built during that early period, no pre-1864 examples have been identified; that property type will therefore be discussed in association with Period II.

By the time Kirkwood was founded, the **Greek Revival** style had been nationally popular for roughly a quarter of a century, and Greek Revival houses could be found throughout the eastern United States, including all parts of Missouri. Greek Revival architecture was fashionable

³⁸ Linda Stockman, "Certified Local Government Program Historic Building Inventory Kirkwood, Missouri 1986-1988 Final Report." 1988, pp.10-12.

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in the United States from the early 1800s until around the time of the Civil War.³⁹ The first Greek Revival building in the United States was designed by Benjamin Latrobe in 1798, and Greek Revival soon became the style of choice for commercial and monumental public buildings.⁴⁰ Although residential architecture lagged somewhat behind, the style was eventually adopted for houses as well, and by the 1830s was used as commonly for residential architecture as for commercial buildings. One scholar noted that the “dwelling was the last to yield to the ruling Greek mania, but yield it did, and the triumph of the classical was universal.”⁴¹

Surviving Greek Revival houses in Kirkwood often exhibit refined detailing, which reflects both the widespread popularity of the style, and the sophistication of Kirkwood’s new residents and their builders. Kirkwood examples follow national trends in that they have symmetrical facades, moderately pitched hip or gable roofs, straight or pedimented lintels over windows and doors, and at least minimal elements of classical detailing. Square or rounded columns were sometimes used, and at least one house, the ca. 1867 Fishback House, at 440 E. Argonne, features monumentally scaled columns and a large pedimented front porch. That house is being nominated individually along with this cover document. Most of the Greek Revival houses in the survey area have side-facing gable roofs, and prominent flat lintels above symmetrically arranged windows. The front doors are very often surrounded by sidelights and a transom, and the entire entranceway is often surrounded by distinctive trim work.⁴² The ca. 1865 Way house, at 605 N. Harrison, for example, has several of those features, including an immediately recognizable Greek Revival style entranceway with sidelights and a transom.

If the Greek Revival was an example of a well-known tradition in architecture, the earliest **Italianate Houses** in the community represented cutting-edge styling for domestic architecture. Although Italianate houses were built in the United States as early as the 1830s, it was not until about the time that Kirkwood was being platted that the Italianate came into its own for residential design. As one history of North American houses put it: “Most surviving examples date from

³⁹ McAlester, Lee and Virginia, A Field Guide to American Houses, (New York: Alfred A. Knopf, 1986). pp. 179-187.

⁴⁰ Marcus Whiffen, American Architecture Since 1780: A Guide to the Styles, (Cambridge: the M.I.T. Press, 1969), p. 38.

⁴¹ Fiske Kimball, American Architecture, (Indianapolis and New York: Bobbs-Merril Co.) p. 102.

⁴² McAlester, pp. 179-187.

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1855-1880; earlier examples are rare.⁴³ The Italianate style became extremely popular in Kirkwood, and surviving houses in the style there range from near text-book examples to simpler vernacular forms ornamented with Italianate features. Several of the most impressive high-style examples in the community are being nominated individually under this cover document. They include the Bayley House, at 419 E. Argonne, the McLagan House, at 549 E. Argonne, and the Unsell House, at 615 E. Monroe.

Italianate features include wide roof overhangs accented by scrolled brackets, and a generally lighter scale of ornamentation than that used on Greek Revival houses. Arched windows and ornamental window hoods are also common. Front porches are prominent, and often ornamented with slender columns and ornamental brackets. Floorplans and rooflines are often irregular.

As is true of the vast majority of Italianate houses in the United States, most, if not all, of Kirkwood's examples are two stories high. The building material of choice for this property type in Kirkwood was wood, with stone or brick foundations. Contractors went to some lengths, however, to give Italianate houses in Kirkwood the appearance of all-masonry construction. Many of the most highly styled examples, such as the James H. Comfort House at 235 E. Jefferson, are clad in wide, shiplap wood siding, which creates a flat wall surface enlivened by horizontal grooves. Prominent quoins, which are also constructed of wood, combine with the wall treatments to emulate more costly masonry construction. Almost all of the Italianate houses in Kirkwood have an irregular plan, and many have off-center square towers, which were modeled after early Italian villas.

At least one house in the survey area combines elements of the two dominant housing styles from this period. The design of the David Keith house, at 116 North Woodlawn, which is being nominated individually under this cover document, reflects changing tastes in architectural styles, with elements of both the Greek Revival and Italianate movements. Greek Revival features include a symmetrical facade and generally heavy massing, as well as straight topped windows surrounded by "eared" trim. Italianate features include a bracketed cornice, slender front porch columns and the same distinctive shiplap siding with corner quoins seen on Italianate houses in the community.

While typical of contemporary residential buildings constructed throughout the country at this time, these new styled houses were a departure from the simple farmhouses and other buildings found in Gravois before the railroad came through. As was the case all over the country, railroad access made it easy to ship in lumber, weatherboards, and architectural detailing milled at a distance from the construction site. Increased communication with the city, combined with the

⁴³ McAlester, p. 214.

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more sophisticated population of the new suburb, also meant more area residents and builders were familiar with common trends in architectural design. Houses became less representative of local building practices and available building materials, and more a reflection of the socio-economic standing and tastes of their owners. As such, they also reflected national trends in architecture. □

II. The Town of Kirkwood: Late Nineteenth Century Suburban Growth--1865-1898

On February 20, 1865, the Missouri Legislature acted upon the request of the residents, and issued a charter to Kirkwood. The town was to be governed by a group of 6 trustees to be elected by qualified voters. The Chairman of the Board of Trustees was the chief official, but he was not the mayor. The first tax was levied in 1866--1/4 of one percent on all taxable property, both real and personal.⁴⁴ By 1870, the population of Kirkwood was 1,200. When the City of St. Louis was separated from St. Louis County in 1876, the people of Kirkwood tried to have their town made the county seat, since it was centrally located and on the railroad. However, much to their dismay, the smaller community of Clayton was the winner of this distinction in the election on December 4, 1877.⁴⁵

The division of city and county made Kirkwood one of the largest towns in St. Louis County. The 1878 county atlas map shows that it was rivaled only by the community of Florissant in size, which meant it was the largest community on a rail line.⁴⁶ Of the eleven communities for which plats were included in the atlas, only five were on a railroad line, and of those, Kirkwood was the largest.

The pace of development in St. Louis County increased markedly over the next two decades. Where the 1878 Atlas included just 11 town plats or detail maps for communities in the county, the one published in 1893 featured 144 separate plats, often with multiple plats for the same town, including Kirkwood. Although the village laid out by the Kirkwood Association was

⁴⁴ Dahl, p. 51.

⁴⁵ Dahl, p. 76.

⁴⁶ Pitzman, Atlas of St. Louis City and County, 1878. The atlas also shows that least four rail lines ran through the county at that time: the Missouri Pacific to the west, the Northern and the St. Louis, Kansas and Northern, both of which headed north, and the Iron Mountain, which led to mineral rich areas south of the city.

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no longer one of the only communities in the county, it continued to play a prominent role in the area's economy.

After the Civil War, the United States began a period of robust and rapid urban expansion. By the 1880s, this urban growth was especially prevalent, and it continued into the twentieth century. The effect of this urbanization on the socio-economic makeup of the United States was significant. Increased numbers of sales people, clerical workers, factory supervisors, and salaried personnel such as accountants, teachers and office workers greatly expanded the middle class. Correspondingly, there was expansion of managerial positions--all resulting in the substantial growth of real wages after 1877. Despite the boom-and-bust economy that produced the depressions of 1873 and 1893, wages for all non-farm workers increased almost 25 percent, and real wages, measured in terms of buying power, rose by more than 20 percent.⁴⁷

It has been estimated that about 10% of the residents of the major North American cities reached this level of comfort by the 1880s, whether as senior upper-level executives in large companies, as plant managers; as owners of small businesses which shared in the general economic boom, or as lawyers, physicians and other professionals serving the complicated requirements of an expanding urban population.⁴⁸ A look at population census schedules, Kirkwood City Directories, and other sources for this period shows that the majority of the people living in Kirkwood in the last quarter of the 19th century were involved in such occupations. Also, the transformation from rural community to full-blown suburb is evidenced by the scarcity of farmers or farm laborers in those census records.⁴⁹

That general increase of wealth, along with the specific growth of the middle-class, resulted in an increase in the rate of home ownership throughout the country, and many of those new homeowners chose to live in suburbs. The number of families sufficiently well off to own their own homes and to have at least one domestic servant expanded enormously during this period, and the general standard of living rose across the board. The growth of building and loan associations also stimulated the expansion of suburban housing. Those organizations made money available to be lent out as mortgages, supplied building plans, and provided detailed financial sheets for houses actually built (i.e., cost of mortgage, insurance, taxes, and the cost of commuting).

⁴⁷ Clifford Edward Clark, Jr., The American Family Home, 1800-1960, (North Carolina: The University of North Carolina Press), pp. 103-104.

⁴⁸ Kenneth T. Jackson, Crabgrass Frontier: The Suburbanization of the United States, (New York: Oxford University Press, 1985), p.89.

⁴⁹ Sources consulted include the 1870, 1880 and 1900 Census Schedules, and city directories, as well as the ownership histories for several of the houses individually nominated with this cover document.

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Suburbs continued to be the locale of choice for those who could afford to build there. An 1874 description of Chicago's railroad suburbs, for example, noted that the homeowners there were "professional men, clerks, and others of moderate income but whose tastes rise above rows of cheap cottages."⁵⁰ In the St. Louis area, Kirkwood continued to be a favored location; a local newspaper in 1895 called it "that highly aristocratic suburb."⁵¹

As a satellite suburb of a large metropolis during this period, Kirkwood was typical of railroad suburbs and their development after the Civil war. It was still primarily a residential community, but catered to a broader range of middle-class families than the previous period. Most of its heads of households still commuted to St. Louis each day to conduct their business. Others were affluent enough to not need to be involved in working a daily job outside the home, or had service jobs within the community.

That increase in socio-economic diversity was typical of late nineteenth century railroad suburbs. Unlike mid-nineteenth century suburbs (such as New York's Llewellyn Park and Chicago's Riverside, which were intended for the wealthy) and post-World War II suburbs (which were often relatively homogeneous, although for a variety of socio-economic groups), the typical railroad suburb by this time was not restricted to a single economic class. It was the choice of a broadening middle-class, which ranged from the affluent to those of middle-income. It also was home to persons who provided gardening, domestic and other services for the wealthier class. In most railroad suburbs of the late nineteenth century, 30 percent to 50 percent of heads of households were affluent businessmen who traveled at least 5 miles to work and whose families pursued culture and recreation in the company of social equals.⁵²

Improvements and changes in the physical structure of the town reflect the expansion and increasing stability of Kirkwood during this period. The tree-lined streets which are now a defining characteristic of the community were developed throughout this period. Programs for the protection, planting and replacement of trees were implemented, and the streets themselves received much attention. In 1869, \$10,000 was borrowed to macadamize parts of Main street (now Argonne) and Webster Avenue (now Kirkwood Road), the business district. James Way was the superintendent of this project.⁵³ Later a street in Kirkwood was named for him. A house built by or for Way at 305 North Harrison in the 1860s is being nominated individually with this cover

⁵⁰ Everett Chamberlin, Chicago and Its Suburbs, quoted in Stilgoe, pp. 145-146.

⁵¹ Suburban Leader, December 28, 1895, quoted in Dahl, p. 176.

⁵² Jackson, p.99.

⁵³ Dahl, p. 59.

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document. In June of 1890, the residents approved the borrowing of \$10,000 to macadamize parts of Clay, Monroe, Taylor, Washington and Main (now Argonne) streets. These new streets needed to be maintained. So in 1889, L. W. Wright was employed on a full time basis to maintain the streets.⁵⁴

Increasing street use also called for a way to cross the railroad tracks when they were occupied, and the development of a generally more pedestrian-friendly central city. In 1870, the town built a small wooden overpass-bridge across the railroad tracks at Clay Avenue. The railroad demanded the removal of the bridge in 1873, but reconstructed it in 1875. The railroad is spanned by a bridge at that location yet today. A town ordinance also called for the installation of "granitoid" sidewalks for the central part of town in 1885. In 1879, two coal oil street lamps were installed near the depot, followed by a few additional lamps some months later. In January of 1896, a contract was let with Suburban Electric Light and Power Company to supply 100 twenty candle-power electric lights for \$1,500 per year for 5 years. These were turned on for the first time on September 26, 1896.⁵⁵

In 1893, the Richardson Romanesque train depot replaced a frame depot built in 1863. The new facility, which was designed by Douglas Donovan, was listed individually on the National Register of Historic Places, in July of 1985. In 1895, the Kirkwood Improvement Association, which was instrumental in inaugurating flower shows in Kirkwood, cooperated in the beautification of the depot.⁵⁶ Alternate public transportation to the city was added in 1896, with the completion of an electric streetcar system between St. Louis and Kirkwood.⁵⁷ Although the community continued to be an upper-middle class enclave, the addition of streetcar service made it more accessible to those of limited means.

Kirkwood's residents were further able to maintain the pastoral ambiance of suburban living by demanding the restriction of commerce, and the continued exclusion of industry. The business profile of the community during this period reflected area residents' preference for a semi-rural ambiance in the community. Most of the businesses in operation at that time were there to provide services to area residents, rather than to attract new commercial activity. Kirkwood businesses of the 1870s included three drug stores, four general stores, two tailors, a jeweler, a bakery and two shoe stores. The 1876 State Gazetteer entry for the community noted that the town

⁵⁴ Dahl, p. 70.

⁵⁵ Dahl, pp. 72-73.

⁵⁶ Dahl, pp. 58-74.

⁵⁷ Dahl, p. 81.

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was known as "a place of residence for St. Louis Business men....little manufacturing is carried on."⁵⁸

Religion and educational organizations also saw great growth during this period. The four churches founded in Kirkwood before its incorporation as a town in 1865 continued to develop and grow during this period. In addition, in April of 1869, a Methodist Congregation formally organized. A local Lutheran congregation was also organized during this period. The first organization meeting of the Lutherans occurred on April 12, 1874, and in 1885, the congregation became a member of the Missouri Synod.

There was also a notable increase in Baptist congregations. In 1870, the First Baptist Church of Kirkwood, Missouri, was organized. That church was founded for white Baptists; three other Baptist churches were established during that period by African-American Baptists. The Rose Hill Baptist Church began in 1870, and the Second Baptist Church was organized in 1878. Later in the century, the Harrison Avenue Baptist Church was established.⁵⁹

The presence of educational institutions were also important to the family-oriented community; both private and public schools flourished during this period. Up until the early 1860s, most of Kirkwood's children were educated in their homes. In 1861, a small private school for girls was opened by Miss Anna E. Sneed. At first she held classes in a cottage near what is now Harrison avenue and Main (now Argonne), called the Kirkwood Seminary. As Miss Sneed's enrollment increased, she was joined by her sisters. Miss Mary E. Sneed started first, and by 1866, Miss Hattie E. Sneed joined the faculty. The cottage was no longer adequate. In 1868, an entirely new two-story school building, was built. The new facility contained an auditorium, classrooms and music rooms. As each year saw an increasing number of young women registering from outside the Kirkwood area, it was necessary to purchase and construct additional buildings, none of which exist today. In 1889, the school was relocated to Oakland Avenue in St. Louis, and renamed Forest Park University. In the meantime, other private schools had opened in Kirkwood. Father Van der Sanden of St. Peter's Catholic Church had opened a parochial school in 1863. Various structures were used as school rooms, including the rectory and the town hall, until a little two room frame school building was constructed on the site of the present St. Peter's grade school.⁶⁰

⁵⁸ Polk, R. L. and Co., Missouri State Gazetteer and Business Directory 1876-77, (St. Louis: R. L. Polk and Co., 1877) p. 277.

⁵⁹ Dahl, pp. 106-112.

⁶⁰ Dahl, pp. 119-126.

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By the end of the Civil War, most children in the Kirkwood area did not attend either private or parochial schools. A charter granted to the Kirkwood School District on February 17, 1865, stipulated that education must be made available to all children, regardless of color, and public schools were available from that time on. And, although nearly 100 years would lapse before children in Kirkwood would be educated at the nearest public school, regardless of color, it should be noted that the Kirkwood School Board was one of the first in the area to plan for the education of African-American children.⁶¹ The first public school in Kirkwood was situated on the lot bounded on the east by Clay, on the south by Jefferson and on the north by Adams. It opened September 24, 1866 for white students only. Classes for black children were held in a rented church in 1867. Shortly after 1869, the first public school for African-American children, named for Booker T. Washington, was located in the block bounded by Van Buren, Adams, Jackson (now Geyer) and Jefferson.

Neither of the two public schools had been designed for permanent occupancy. In 1869, a permanent school patterned after the Compton School in St. Louis was constructed. In 1877, a two story addition to the brick school was completed to relieve overcrowding. In 1880, another room was added to the overcrowded African-American school. That school accommodated young African-Americans between the ages of five years and twenty-one years of age during the day and African-American adults at night.⁶²

At first, high school classes were held in two rooms on the second floor of the school for the white students. In 1888, a two room brick building containing a hall was erected near the public grade school building. It was built to face Adams Avenue, distinguishing it from the grade school, which was built to face Jefferson Avenue. An addition was made in 1895, and a wing was built in 1897. A four year program, rather than the previously offered two years, was begun in 1896. It was the first high school in St. Louis County. It accommodated students inside as well as outside the Kirkwood School District-- students from Maplewood, Webster Groves, Clayton, Ferguson and Valley Park.

Other private schools came and went during this period. One of the more prominent ones was known as the Kirkwood Military Academy. It had been established in Glendale in 1882 as the Glendale Boy's School by Col. Edward Haight, who served in the Civil War. Col. Haight relocated the school to Kirkwood in 1885, occupying the Kitchen family property on Harrison Avenue. When fire destroyed the building the following year, Col. Haight moved the academy to temporary quarters until arrangements could be worked out for occupancy of the Hiram W.

⁶¹ Dahl. p. 127.

⁶² Dahl, p. 132.

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Leffingwell property at Main (now Argonne) and Taylor. In 1888, Col. Haight purchased property on the corner of Washington and Fillmore Avenues. The school closed in the early 1900s, and its building was destroyed by fire in 1910.⁶³

Few communities the size of Kirkwood could boast the wide range of educational facilities offered there by the late 1800s.⁶⁴ The history of expansion in each school reflects the rapid increase in population in Kirkwood during this period. These were people who believed in and benefitted from a system of capitalism whereby the "self-made man" was a possible goal. Education had an importation role in the nature of the community they were forming. This, coupled with its fresh air, play space, gardens and individual homes, reflected some of the values of its middle-class residents.

One contemporary description of railroad suburbs in Chicago shows that the prominent role of religious and educational facilities in Kirkwood during this period was typical of other areas as well. In 1873, The Chicago Times published a lengthy supplement entitled "Our Suburbs: A Resume of Their Origins." That work describes one suburb after another, and the descriptions eventually grow formulaic. The mention of Lake View, for example, might describe any number of railroad-reached suburbs, including Kirkwood: "Church, academy and large brick school house - an energetic, thriving neighborhood -- just the place for parents looking for a healthy and accessible suburban locality wherein to rear and educate their children."⁶⁵

Cultural and recreational activities in Kirkwood during this period included commercial entertainment provided by traveling shows and circuses, the cultivation of gracious hospitality, choral groups, and recreational activities at the Meramec Highlands, a resort established southwest of town in the early 1890s. Self-betterment was provided by lecture series on a variety of topics, literary discussion groups, and organizations such as the Women's Christian Temperance Union.

The period also saw an increased interest in horticultural activities. By the late 1890s, the Kirkwood Improvement Association, which had inaugurated flower shows in Kirkwood, was also offering prizes to residents for beautiful lawns and flower gardens.⁶⁶ June Dahl's history of the community noted that "the town's ample homes, built before 1900, were frequently surrounded by

⁶³ Dahl, pp. 144-145.

⁶⁴ While most of these institutions continued to grow after the turn of the century, few, if any, of their buildings from this period have survived.

⁶⁵ Stilgoe, Borderland, pp. 145-146.

⁶⁶ Dahl, pp. 58-74.

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lovely gardens—sometimes simple in design and content, sometimes quite formal.”⁶⁷ Another source later noted that as early as the 1880s, Kirkwood was “noted for its gardens, lawns and fine shade trees.”⁶⁸

By the end of the 19th century, the population had grown to include almost 3,000 residents, and Kirkwood was a solidly established community, socially and economically. The train continued to serve as the primary means of public transportation, with supplemental service provided by the new public streetcar line. Although the population was more diverse than it had been in the very early years, Kirkwood was still a largely upper middle-class suburb. The houses built between the Civil War era and the dawn of the new century ranged from simple worker housing, to large, high style estates, and most reflected national trends in design and construction.

Residential Architecture in Kirkwood in Period II.

The built environment of Kirkwood in this period was dominated by detached houses on substantial lots, most with generous front and side yards. Although Kirkwood clung to its original rectilinear grid pattern, which was typical of fully urban settings, many of its residential lots were landscaped in a naturalistic manner. Residential neighborhoods in Kirkwood during Period II were characterized by great variety. Surviving houses from this period range from tiny frame dwellings to very large high style houses.

Patterns of residential development also varied. Lot sizes varied widely; some were as large as five acres, while others were as small as fifty by two hundred feet. Large lots dominated, and many of the generous lots laid out by the Kirkwood association were developed for the first time during this period. The 1876 Atlas map of Kirkwood shows that many of the houses in town at that time occupied lots which ranged from just over one acre (a quarter of a block) to just under 5 acres (a full block). A few larger estates on the edge of town (not part of the survey area) contained as much as 80 acres of land.

Not every new house occupied a huge lot, however; there was also a growing market for more affordable housing. By 1876, several of the original 4-lot blocks in town had been subdivided into smaller parcels.⁶⁹ Smaller new lots were created through two different processes. Some were formed through piecemeal subdivision of the original large lots, while others were created as part

⁶⁷ Dahl, pp. 156-157.

⁶⁸ Kirkwood Trust Company, You Ought to Know Kirkwood, "The Flower City of Missouri." (Kirkwood: Kirkwood Monitor, ca. 1933 booklet in the collections of the State Historical Society of Missouri, Columbia.)

⁶⁹ Julius Pitzman, Atlas of St. Louis City and County, 1878, (Philadelphia: A. B. Holcombe and Co., 1878), p. 49.

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of a planned "subdivision." The 1893 Atlas shows at least 11 official subdivisions within the city limits at that time, and many of those contained quite modest lots.⁷⁰ The map also shows that approximately half of the residential blocks within the survey area by that time contained more than four lots. Large lots were still a prominent feature, however; at least nine of the original blocks still contained but one large lot.

The survey area today boasts a good number of houses built during the second period of development; 172 properties from that time period were identified during the survey process. Of that group, 157 are residential properties. The surviving houses from Period II reflect a wide range of architectural styles and types. Property types first seen in Period I include the Greek Revival and Italianate; there are a very few Greek Revival houses from the late 1860s, as well as several highly styled examples of the Italianate House property type, most of which were built in the 1870s. As the century progressed, the **Victorian** movement in domestic architecture dominated new house construction in Kirkwood, with the **Queen Anne** house being the most popular of the styled dwelling types. Vernacular residences of this period include several different **Nineteenth Century Vernacular** house types, including the **Hall and Parlor**, the **I-house**, and the **Gabled Ell**.

⁷⁰ Berkeley E. Johnson, Atlas of St. Louis County, (Clayton, MO: C. B. Black, 1893), pp. 28-35. Of the eleven subdivision on that map, at least three are within the survey area.

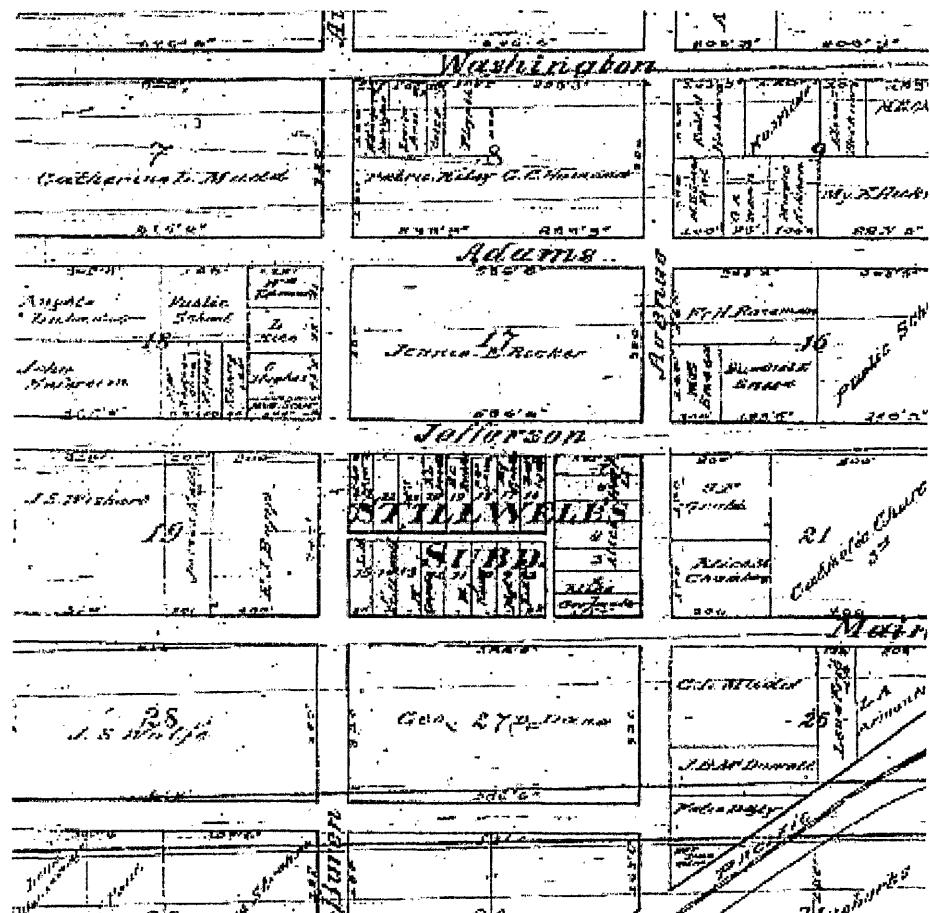
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Figure Four. Detail from the Atlas Map of 1893, with representative patterns of lot development.



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The Victorian movement dominated North American residential design from the late 1860s until around 1910, and can be found on survey properties in Kirkwood built between ca. 1870 and ca. 1905. Most of the Victorian houses in the group utilize the Queen Anne style, which was the most popular residential style in the country at the time. Most of the Queen Anne houses in the survey group were built before the turn of the century, and most are of frame construction. The predominance of frame construction in the Queen Anne dwellings of Kirkwood follows national patterns; one source estimates that only 5% of the Queen Anne houses in the country were built of brick or stone.⁷¹ Common Queen Anne characteristics, nationally and in Kirkwood, include steeply pitched roofs with irregular rooflines, asymmetrical plans, and cut away and polygonal bays. Patterned wall surfaces, decorative shinglework, and other elaborate exterior woodwork are very common.⁷² Most of the Queen Anne style houses in Kirkwood are large dwellings, built for relatively well-to-do families.

The increased socio-economic diversity of Kirkwood's population in the latter part of the century is reflected by the presence of more modest dwellings, which utilized common housing forms and a much lower level of architectural ornamentation, if any. Vernacular in their form and detailing, the surviving Nineteenth Century Vernacular houses utilized floor plans and building methods which were common to modest housing in many parts of the country. Some also utilized minimal elements of architectural ornamentation popular at the time. The Nineteenth Century Vernacular property type in Kirkwood, therefore, contains residences which vary in form or ornamental features, but which have in common their modest size and association with Kirkwood's working class residents.

"Varied" may be the most descriptive word to use for the residential neighborhoods of Kirkwood during Period II. Surviving examples range from tiny, two-room cottages with little architectural embellishment, to immense high style houses in the latest architectural trends of their day. Lot sizes and settings were diverse as well, with individual properties ranging from less than twenty thousand square feet to nearly five acres. Gardens were sometimes wild and natural, and sometimes quite formal in both design and plant material. The properties share a classic suburban association however, and, as a group, they represent the continued development of the suburb of Kirkwood. □

⁷¹ McAlester, p 264.

⁷² Poppeliers, John C. et. al. (What Style Is It?. Washington, D.C.: Preservation Press, 1984) pp. 57-59, and McAlester, pp.262-268.

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III. The City of Kirkwood: Transition to An Automobile Suburb--1899-1952

By the turn of the new century, the population of Kirkwood had grown to nearly 3,000, and the socio-economic profile of the community was continuing to diversify. In 1899, Kirkwood voters choose to take advantage of revised state statutes which allowed them to have the town reclassified as a 4th Class City, which created an aldermanic form of government. The new century also saw the establishment of public utilities and other municipal services, and a vast expansion in area transportation systems. A second streetcar line was added in 1900, a bus system was added later, and the automobile gradually replaced the railroad as the favored means of transportation. Kirkwood saw a great increase in geographical area during this period as well, although the survey area continued to function as the heart of the community.

In the early decades of the twentieth century, the United States shifted from a largely rural to a predominantly urban nation. Accompanying this period of rapid urban development was growth in the suburbs of the United States, which developed not only in all sections of the country, but for all classes of citizens.⁷³ New transportation and utility systems spurred the development of new suburbs, and increased the population of, and accessibility to, those suburbs which were already in place. That period also saw a marked increase in the number of building and loan associations as well as increased availability of standardized building materials.

Those developments opened North American suburbs to the middle and working class. Transportation interests, along with utility, real estate, building, and banking concerns, continued to strongly promote suburban living. The automobile, in particular, allowed a greater number of people to move away from the central city. In addition, many suburban areas began to generate jobs for their residents. Mass scale assembly-line producers required huge railside plants in outlying areas. In spite of these opportunities for working class citizens, specific suburban neighborhoods were still restricted by a variety of legal or more subtle mechanisms. Racial restrictions often maintained separateness of neighborhoods, as did municipal zoning boards, and the standards adopted by neighborhood associations. Thus, economic, social, and often architectural distinctions continued to determine the character of suburban neighborhoods.

Patterns of development in Kirkwood followed many of those national trends. Although the community maintained the general air of exclusivity which had characterized its early development, the population continued to diversify throughout the first half of the 20th century. Continued subdivision of lots, increased accessibility, reduction in average size and cost of houses,

⁷³ Catherine W. Bishir and Lawrence S. Earley, editor, Early Twentieth-Century Suburbs in North Carolina: Essays on History, Architecture, and Planning (North Carolina: North Carolina Department of Cultural Resources, 1985), p. 22.

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and increased wage base all worked together to change the population of Kirkwood during this period.

Yet the intended ambience remained the same; Kirkwood maintained its small town image. For the most part, it was still a town of commuters. While its residents were conducting business elsewhere, Kirkwood could remain a haven from the increasingly crowded conditions in the city.

Like its suburban counterparts, early twentieth century Kirkwood offered not only a sylvan retreat from urban congestion, but up-to-date amenities and services as well. The city of Kirkwood began to provide many of the services that were previously available only in larger cities. In 1901, an electric plant was constructed on Monroe and Taylor. That same year, the delivery of mail to the homes of many Kirkwood residents required that street numbers be used for the first time. A municipal water system was installed in 1903, furnishing water to homes which had previously relied on cisterns and wells. The establishment of the Kirkwood Volunteer Fire Company No.1 provided much-needed fire protection service. In 1909, gas mains were installed. Permission was granted in 1912 for the first gasoline station and garage. Street signs were installed in 1914, identifying 56 streets.⁷⁴

The increase in formerly urban-type of services came with some loss of Kirkwood's former rural ambience. The city marshal had to notify residents that they could no longer keep hogs within the city limits -- cows and chickens were still allowed, however.⁷⁵

As Kirkwood continued to grow, the services provided by the city government became increasingly professional. By 1919, the city established a paid fire department. A firehouse, Firehouse No. 1 at 123 W. Main (now Argonne) was erected. Machine-driven vehicles were also purchased, replacing the volunteer fire department's horse-drawn engine. On December 8, 1919 voters approved the issue of \$35,000 in bonds for water improvements. Kirkwood established its own water works in 1924 on Marshall Road near the Meramec River. Also in 1924, Kirkwood's first public library was located in the old city hall, claiming to be the first publicly supported library in the county. Public support of the library continued, and by 1940 the library board had raised enough money to build a new building exclusively for library use.⁷⁶

The new century also saw a huge growth in local and regional transportation networks.

⁷⁴ Dahl, pp. 183-191.

⁷⁵ Dahl, p. 218.

⁷⁶ "Dedication of Kirkwood Public Library", September 7, 1940. (Pamphlet from the collections of the State Historical Society of Missouri, Columbia.)

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At the turn of the century, a second electric streetcar line came through Kirkwood. The St. Louis and Meramec River line provided service between the Meramec River and downtown St. Louis, via Kirkwood, for the modest fare of one nickel. Local and regional roadways were also seeing constant improvement, first through grading and leveling, and later via the addition of macadam and concrete paving.

It was the advent of the automobile that was to have the greatest impact, however. Cars made Kirkwood even more accessible. There were a few automobiles in the area as early as the 1904 World's Fair, and by the 1920s, the automobile had become a standard, and prominent, part of everyday life, in Kirkwood and elsewhere. The world became a smaller place with automobile usage, and by the 1930s, Kirkwood was no longer a remote location, suitable only for those who could afford the time and expense of train travel.

By the early 1920s, Kirkwood residents could choose from several paved roads when planning their route to St. Louis. By the early 1930s, Webster Road, the main North-South road through Kirkwood, had been paved and officially designated as State Highway 77. The local name for the road had also changed to its current designation, Kirkwood Road. Early civic boosters recognized the importance of the automobile and the new road network for the economic health of the community. A promotional publication put out by the Kirkwood Trust Company devoted two full pages to a St. Louis County map which featured narrative descriptions of the highways which served the Kirkwood area. The title of that spread was "The Remarkable Advantages Enjoyed by Kirkwood."⁷⁷

People who already lived in Kirkwood began to drive to work instead of taking the train, and those who lived and worked elsewhere could now more easily afford to move to Kirkwood and commute to work in the City. Gradually, the automobile replaced the train as the favored means of transportation to St. Louis. Train service between Kirkwood and St. Louis dropped from 14 trains a day in 1909, to one per day in 1940, and the last commuter train ran in 1961. The streetcars suffered a similar fate. Buses, which were introduced as "motor coaches" by the early 1930s, completely replaced the streetcars in 1949.⁷⁸

The growing importance of the automobile in area life also spurred the establishment of local automobile-related businesses. The Kirkwood Motor Company was established in 1919 by J. E. Shnell and John Heutel, serving as Kirkwood's retail outlet for Chevrolet cars, trucks, and accessories. Around the same time, John F. Kullmar, who had specialized in making harnesses,

⁷⁷ Kirkwood Trust Company, pp. 6-7.

⁷⁸ Bus and train information from Betsy Beck, "Kirkwood Highlights", booklet written for the Kirkwood Historical Society, ca. 1979. (From the collections of the State Historical Society of Missouri, Columbia.)

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saddles, and valises, announced that he would provide automobile curtains and other items made of leather and fabrics for use in automobiles. Blacksmith, Emil A. Krueger, added an automobile and body repair shop to his shop, and became the agent for International Trucks and Machinery and Overland Automobiles.⁷⁹

A slight shift in the attitude about commercial development occurred in 1906, when 37 of Kirkwood's businesses and merchants established the Businessmen's Credit Association of Kirkwood. The association was designed to lend a social network to commercial entrepreneurs in the community, provide a code of ethics, and to increase business in cooperation with similar organizations in St. Louis and St. Louis County. The association was assisted by a number of newspapers which were circulated to Kirkwood residents, such as The Kirkwood Argus, The Kirkwood Courier, The Countian, The Tablet and The Kirkwood Messenger.⁸⁰

Commercial growth also included the establishment of local banks. A permanent bank was established in 1906, called the Kirkwood Savings Bank (later called the Kirkwood Trust Company). Another bank was established in 1920 -- the Kirkwood Bank. Both banks were able to weather the Great Depression, and remain today to serve Kirkwood and a large surrounding area.

That increase in local commerce did not, however, include the addition of industry; civic leaders continued to promote Kirkwood as a residential community. A publication put out by the Kirkwood Trust Company in the 1930s proudly proclaimed that "Kirkwood is NOT a factory town, but is perhaps the most 'home-like' of all St. Louis Suburbs...an ideal place to buy or build a home costing \$5,000 to \$50,000."⁸¹ The booklet also shows a continued interest in planned development, as it included the town's "zoning law" in a list of public attributes.

The same publication boasted of the community's continuing fondness for horticultural pursuits--the full title of that work was You Ought to Know Kirkwood: "The Flower City of Missouri". The booklet proudly boasted that Kirkwood had seven garden clubs, "more than any other city in the state," and noted that there were "more greenhouses within two miles of Kirkwood than within any other section of Missouri ten times as large."⁸² In addition to hosting an annual flower show said to be one of the best in the state, the garden clubs also worked on a city-wide roadside beautification program.

⁷⁹ Dahl, pp. 250-251.

⁸⁰ Dahl, pp. 244-245.

⁸¹ Kirkwood Trust Company, pp. 3-5.

⁸² Kirkwood Trust Company, p. 1.

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Residential and business development slowed with the Great Depression of the 1930s, and new construction stopped altogether during World War II. The post-war years, by contrast, brought the biggest building boom Kirkwood had yet seen. The Kirkwood Messenger noted in April of 1946 that a record number of building permits had been issued the month before, a trend that continued through that year. By the end of 1946, some 546 building permits were issued by the city of Kirkwood, resulting in what historian June Dahl called "the greatest building boom in any year in the city's history up to that point." She also noted that boom continued for several years, with "entire subdivisions erected where family estates, wooded areas, and farms had been."⁸³

Dahl also pointed out that much of that post-war construction was within the pre-1930 city limits, an area which includes the entire survey area. Many of the new houses from the period were constructed on small new lots carved out of larger individual properties, which meant that new houses often were erected right next door to residences which had been in place for decades. In other cases, large estates and lots which had seen little to no development were re-platted into new housing developments which featured much smaller lots than those laid out by the Kirkwood Association. Those newer subdivisions are characterized by homogenous groupings of houses, which are similar in size and setting, with only slight variations in house style or type.

That last building boom nearly completed residential development in the core of Kirkwood; the vast majority of the residential properties in the survey area today were built before 1950. Most of those neighborhoods have seen few changes since. (See Figure Two in the introduction to Section E.)

By 1950, Kirkwood was home to some 18,000 people, and was ringed by other suburbs. Although it continued to exhibit many of the physical and associative characteristics established by the Kirkwood Association nearly a century earlier, it had become a much more diverse community in a number of ways. Transportation changes made it more accessible to a wider range of citizenry; the development of utility systems made it more appealing to those had no desire to leave certain urban amenities behind them; standardized building materials and plans made houses more affordable; and building and loan associations allowed an even greater number of citizens to realize the American dream -- owning their own home.

Residential Architecture in Kirkwood in Period III.

Although Kirkwood still retained its image after the turn of the century as a picturesque retreat from the city, the houses built there tended to be more modest in scale as the century progressed. Prior to 1920, most new houses in the survey area were large, high-style dwellings, set

⁸³ Dahl, p. 371.

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upon large lots. As the century progressed, demand for working-class housing increased, and the average new house in the area became smaller and less highly styled. Large, styled houses on generous lots did not, however, disappear from the Kirkwood streetscape. Large new Colonial Revival and Period Houses were built well into the twentieth century, and the survey area today still contains several large, styled houses which were built in the first half of the twentieth century.

The trend towards smaller houses did, however have a significant impact upon the streetscapes of the survey area. To accommodate the increased demand for residential lots, more of the large lots in the core of town were subdivided, either for small-scale infill, or for entire little subdivisions. As a result, the survey area today has a diverse collection of resources. Because few areas were fully developed during any one period, many blocks contain houses from every period of development discussed in this cover document. (See Figure Four.) There are, however, some blocks which were completely developed during Period III. Many of those newer subdivisions are characterized by a tight street pattern which is defined by a continuity in house size and architectural styles, limited lot sizes, and uniform set backs.

Affluent residents were still attracted to Kirkwood after the turn of the century, and large, high style residences on substantial lots were also built through this period. Their homes are represented by the **Twentieth Century Styled Residence** property type. The subtypes of that property type, **Colonial Revival**, **Tudor Revival**, and **Craftsman/Prairie Houses** reflect major movements in residential architectural theory at the time.

In the late nineteenth century, architectural designs began to move away from the exuberant ornamentation which characterized Victorian architecture, in search of a more "pure" approach. There was, however, a difference of opinion as to the definition of "pure". Members of the modernist movements, such as the **Craftsman** and **Prairie** schools, felt that purity should be achieved by completely doing away with applied ornamentation based on past styles, and letting the structure of the building itself act in a decorative manner. In Kirkwood, many of the larger houses built in the first two decades of the twentieth century utilize elements of the Craftsman and/or Prairie movements. The Charles M. Biggers House at 349 N Woodlawn is such a house.

Other architects of the day felt that purity of design should be achieved by way of the academically correct use of earlier forms, such as those promoted in the influential Columbian Exposition of 1893 in Chicago. **Colonial Revival** and **Tudor Revival** styles are based on that line of thought. Both of those styles were popular among Kirkwood's affluent residents in the early twentieth century, and many of the surviving examples appear to have been professionally designed. The Colonial Revival style, and to a lesser extent, the Tudor Revival, also became popular for modest houses.

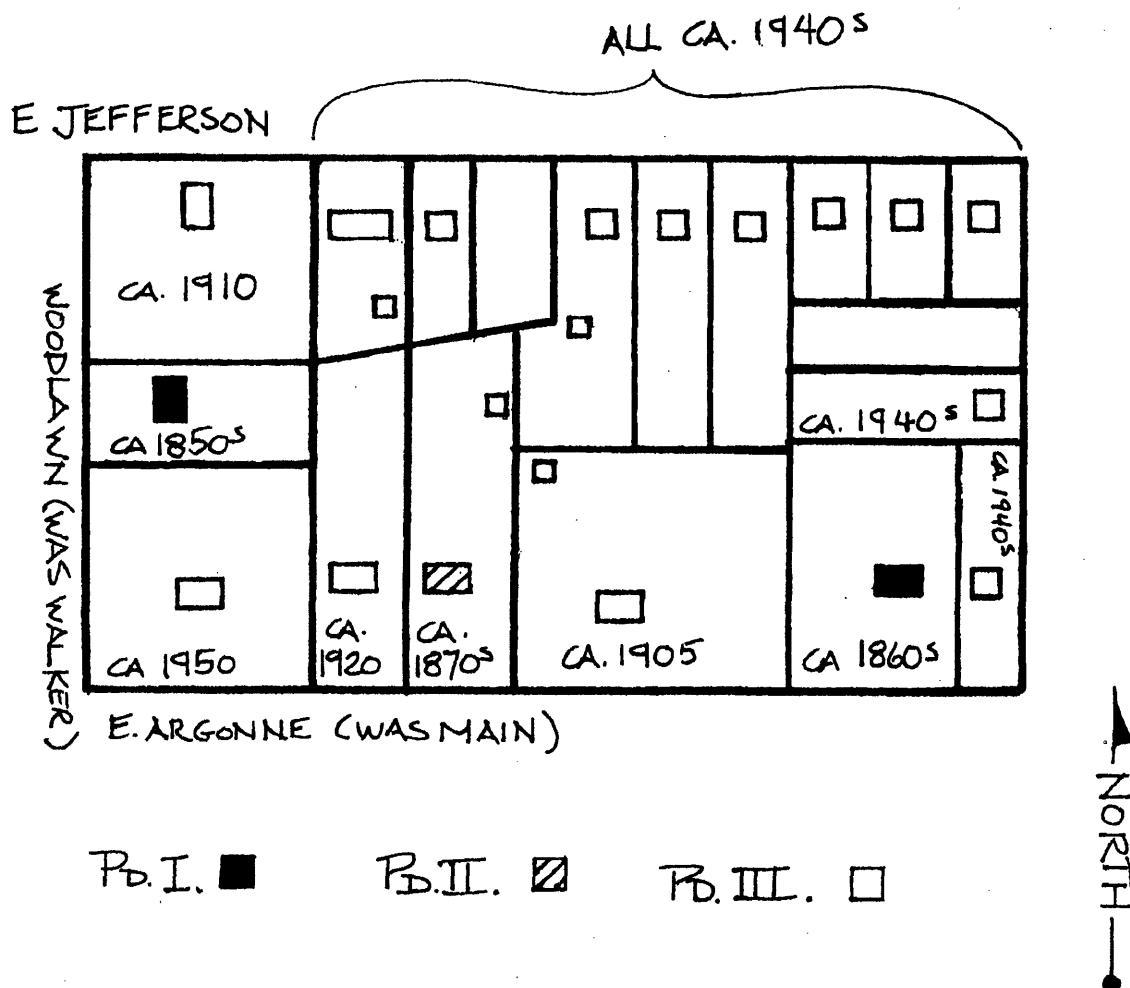
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Figure Four. Map of the 500 Block of Argonne, with approximate construction dates. This block, which contains houses with a wide variety of styles, types and dates of construction, illustrates a common pattern of development within the survey area. (Note: Building symbols are figurative representations to illustrate placement on the lot, rather than actual footprints.)



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The working class residences built during this period are represented by the **Builder Style** property type. That term has been used by James C. Massey and Shirley Maxwell to describe working class houses of the period; as they put it, the term "pays tribute to the crucial role that speculative developers, plan-book designers, and mail order houses played in putting homes on the building lots of America's suburbs."⁸⁴ In Kirkwood, the most common subtypes include the **Foursquare**, the **Homestead** and the **Bungalow**.

As was the trend nationally, in Kirkwood, those types of dwellings were most commonly erected by the owner-builder, built on speculation by a local contractor, or ordered from mail order sources such as Sears. Their designs, reflective of the architectural styles that were fashionable nationally at the time, were usually derived from builders' guides or plans mail-ordered from newspapers or house-and-garden magazines. These were neither romantic extravagances nor purely traditional vernacular dwellings. Rather, they presented a conservative, tasteful, skilled, and workmanlike image that reflected the tastes of their owners.

High-style to mail-order, as a group, the Kirkwood houses built during the first half of the twentieth century reflect all of the major trends in North American residential architecture of their time. The variety of size, style, and type also reflects the growing socio-economic diversity of Kirkwood's population. □

Conclusion

As the first planned residential railroad suburb west of the Mississippi River, and one of the first such suburbs in the country, Kirkwood served as a secluded retreat from St. Louis for its residents. Planned during a period of great growth and prosperity for the City of St. Louis, it was created very early in the history of the North American suburb. Kirkwood was a contemporary of the earliest railroad suburbs in the United States. It was created as the definition of a railroad suburb was being formulated, and when new, it represented all the essential elements associated with the genre.

Much of the physical layout and architectural inventory of the survey area today is the result of economic growth, technological advancements, and ideologies prevalent in this country during the first century of Kirkwood's existence. The houses which today grace the streets laid out by the Kirkwood Association also offer a highly intact, representative sampling of North American domestic architecture. The core of the community today still reflects that century of suburban development, and the houses found there are significant, tangible links to Kirkwood's long history as a residential locale of choice. ♦

⁸⁴ James C. Massey and Shirley Maxwell, House Styles in America, (New York: Penguin Studio, 1996) p. 211.

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Property Type A. Greek Revival Houses

Description: Greek Revival Houses

Greek Revival houses in Kirkwood include some of the oldest resources in the study group. Greek Revival buildings are characterized by classically-derived detailing, which is based upon the architecture of ancient Greece. Although some of the earliest American examples of the style were nearly exact duplicates of ancient temples, later designers, including those in Kirkwood, utilized looser interpretations.¹ This was especially true in domestic architecture, and vernacular interpretations often exhibit only general characteristics.

The Greek Revival style was dominant throughout the United States from about 1830 to 1860, and was still very popular in Missouri when Kirkwood was founded in the 1850s.² Although houses in the style continued to be constructed in Kirkwood until just after the Civil War, only a few have survived to modern times. Kirkwood examples range from simple, vernacular forms with minor stylistic embellishments, to the full expression of the style.

The most enduring elements of domestic Greek Revival architecture, in Kirkwood and elsewhere, include such things as columns and pilasters which are based upon classical Greek models, bold simple moldings, strong cornice lines, and straight-topped doors and windows. (Ancient Greeks did not use arches, and even vernacular buildings of the period avoided "Roman" arches.)³

In Kirkwood, exterior wall cladding for these buildings was generally narrow wood clapboard or red brick. Surviving examples are either one or two stories, with low pitched gable roofs. Often, gable ends of the house and porch are pedimented, thus attempting to give the appearance of a Greek temple. On the more elaborate versions, the wide cornice line is elaborated with classical details, such as dentils. In simple cottages, the cornice band may consist of a simple undecorated board.

Front elevations are almost always symmetrical, with a one- or two-story central entry porch serving as a focal point. Classical columns and / or pilasters on the porches are a character-defining feature of this property type. Although classically inspired, some of the columns are vernacular

¹ Marcus Whiffen, American Architecture Since 1780: A Guide to the Styles, (Cambridge: the M.I.T. Press, 1969) p. 41.

² McAlester, Lee and Virginia, Field Guide to American Houses. (New York: Alfred Knopf, 1986) p.

³ John Poppeliers, et. al. What Style Is It?, (Washington D. C.: The Preservation Press, 1983) pp. 36-37.

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adaptations which may not clearly fall into the familiar orders of classical architecture. Many of the porch columns are square; most have at least a stylized capital and base.

Door and window trim often carries Greek Revival styling as well. Front doors are commonly paneled, with surrounds that almost always include multi-light transoms and/or sidelights. Shallow pedimented lintel pieces are sometimes found over the front doors, or, more commonly, as part of interior door and window trim. The windows, arranged singly and symmetrically across the facade, generally feature double-hung sash, usually with 6/6 lights. Window trim tends to be less elaborate than that of the doorways, but often coordinates with it.

The Greek Revival style was utilized in varying degrees for houses in Kirkwood from the time the suburb was established in the early 1850s, until a few years after the Civil War. Notable local examples of the Greek Revival residential property type include Mudd's Grove, at 302 West Argonne, and the James and Mary Way house, at 305 North Harrison. Both of those houses were built ca. 1859; Mudd's Grove is a large two story brick house with relatively sophisticated styling, while the Way house is a smaller, one story, frame residence which utilizes much simpler detailing. Mudd's Grove is listed individually in the National Register; the Way house is being nominated with this cover document.

III. Significance: Greek Revival Houses

Intact Greek Revival houses are significant under Criterion C, in the area of Architecture, and may be eligible under Criterion A, in the area of Community Planning and Development, if located within a residential district. Individual houses will be eligible as representative examples of the influence of the Greek Revival style upon the houses of Kirkwood. Because that influence is reflected in everything from large high-style dwellings to much simpler vernacular houses, a general influence is sufficient to identify this property type.

The Greek Revival style was dominant throughout the country in the mid-nineteenth century, to the point that it was sometimes referred to as the "National Style."⁴ The style was particularly well represented in those states with a large population growth during this period, including Missouri. It was adopted by the nation's leading architects early in the 19th century, and later saw wide distribution through carpenters guides and pattern books. One of the best-known early Greek Revival style buildings was the Bank of the United States in Philadelphia, which was designed by William Strickland in 1818 to strongly resemble a Greek Temple. Although it was another decade or so before the style became widely used for residential buildings, once it did catch on, it became almost universal. The availability of printed pattern books and carpenters guides made it easy for local builders to apply characteristics of the style to even

⁴ McAlester, p. 182.

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modest dwellings. In residential design, the allusions to Greek temples were often indirect, although classically inspired columns and other types of ornamentation continued to play a prominent role.

By the time Kirkwood was platted, Greek Revival dwellings could be found throughout the state, and the style was, in fact, waning in popularity. Although the plat for Kirkwood was officially recorded in 1853, it was not until 1863 that all of the individual lots were sold and residential development began in earnest. Thus, the first important period of residential construction in Kirkwood occurred after the full height of this style's popularity. There are, as a result, few remaining Greek Revival dwellings in the community. Surviving Greek Revival houses include some of the oldest houses in Kirkwood, and are significant as rare links to Kirkwood's earliest period of development.

Registration Requirements: Greek Revival Houses

Representative examples of the above property type will be eligible for inclusion in the National Register if they are reasonably intact, and readily recognizable to the period of significance. Intact properties will retain their basic original form, with no major alterations to principal exterior dimensions or rooflines. Original or early materials should predominate, especially on wall surfaces. Door and window openings, especially on principal elevations, should be unaltered. Most original exterior trim and other woodwork should remain in place, and most doors and windows should be original or at least fifty years old.

Although the buildings must be reasonably intact to qualify for listing, alterations and minor changes are practically inevitable, and it is important to gauge the overall effect of any changes when evaluating eligibility. Additions and alterations to rear ells and secondary elevations are acceptable, as long as the basic form and massing of the original building are not seriously impacted, and the scale of any new construction does not overpower the original portion of the building. Replacement windows, for example, may be acceptable, if they are the only major alteration, and are very similar to the originals in material, individual dimensions, and muntin configuration. Additions and alterations which are more than fifty years old may have acquired historic value of their own, and should be carefully evaluated.

The front porches of Greek Revival houses often play a major role in defining the character and style of the building, and for this property type, constitute significant historic resource, especially on modest houses. The existence of an early or original porch can outweigh other minor integrity issues, and, by contrast, a house which has lost its original front porch would have to be otherwise highly intact to be eligible.

Representative examples of the Greek Revival house which meet the above requirements will be eligible under Criterion C, in the area of Architecture, with a period of significance which

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corresponds to the construction date and/or the period in which the building took its present form. For example, a house built ca. 1860 which received a significant addition in 1900 would have a period of significance of ca. 1860-1900. To be eligible under Criterion A, in the area of Community Planning and Development, a house must be part of an intact grouping of historic resources, within an eligible, clearly defined historic district. An eligible district will represent a pattern or period of growth and development within the community and be related to an established historical context. Specific registration requirements for houses within a district will be addressed under Property Type G. Residential Historic District.

A few residences may also be significant under Criterion B because of their associations with persons who were directly involved with the development of Kirkwood. The homes of the leading real estate developers, promoters, or office-holders in the Kirkwood Association may possess associations with this area of significance. These individuals must have made a significant contribution to Kirkwood's development during this period, and their association with the residence must coincide with their time of involvement with Kirkwood's growth. Integrity of association is the most critical, but integrity of design and materials should be evident as well. □

Property Type B. Italianate Houses

Description: Italianate Houses

The Italianate style dominated domestic architecture, in Kirkwood and other parts of the state, in the years following the Civil War. Italianate houses frequently have bracketed cornices, irregular floorplans and forms, and door and widows which have shallowly arched tops and/or ornamental hood molding. In general, Italianate houses have a much lighter scale of massing and ornamentation than their Greek Revival counterparts. In Kirkwood, most examples are frame, and two stories tall.

The Italianate style was popular nationally from the 1850s into the mid-1880s, and enjoyed its greatest popularity in Kirkwood during the decade immediately following the Civil War. Overall, elements of the Italianate style were used on houses in Kirkwood from the late 1850s into the late 1870s or early 1880s, a period which corresponds to national trends. Italianate houses in Kirkwood include some of the oldest and largest high-style dwellings in the community, and there are several near-textbook examples of the style within the survey group.

The building material of choice for this property type in Kirkwood was wood, with stone or brick foundations. Local contractors did, however, go to some lengths to make the walls of many of Kirkwood's Italianate houses look like they were built of finished masonry. Many of the largest

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surviving examples are clad in wide, shiplap wood siding and many of those also have staggered vertical grooves, all of which mimic tooled blocks of stone. Those houses also have large quoins, also of wood, which further the masonry effect. The similarity of this distinctive treatment for several of the larger examples of the style within the survey area leads to speculation that they are the work of the same one or two contractors and/or designers.

Italianate houses, in Kirkwood and elsewhere, feature low-pitched roofs, often with multiple roof lines, and almost always with prominent bracketed cornices. A wide cornice band under the eaves provides an additional area for elaboration, with many houses having classically inspired dentils located there. Many of the roofs are further accented by corbeled brick chimneys, some with multiple flues. As is true of the vast majority of Italianate houses in America, most, if not all, of Kirkwood's examples are at least two stories tall.⁵

Front porches are prominent, and often ornamented with slender columns or posts, and the same type of brackets used along the main rooflines. Porches are one-story tall, and some have flat roofs and balconies above. Most porches also wrap around to one or more side elevations.

Windows, and to a lesser extent, doors, are often highly ornamented. Arched window tops are a hallmark of the style, and ornamental window hoods and trim are common, especially on front elevations. Many houses have both arched and flat topped windows; arched windows are usually found on the most public elevations. Windows are typically tall and narrow, and are located either singly or in pairs. The type of window trim varies, but is generally fairly elaborate on the most public elevations. Hooded and pedimented crowns are found, as are complete decorated surrounds. At least one house, the ca. 1874 Tolhurst House, at 325 E. Argonne, has prominent flat window hoods which feature incised ornamentation. Other hoods feature applied three dimensional ornament.

Entrance doors, on the other hand, are more restrained. Single and paired doors are both common, but the elaborate enframements found on Kirkwood's Italianate windows are generally not present. A few doorways do feature multi-light transoms above. Contrasting with homes constructed before this period, entry doors now often feature large panes of glass in the door itself. This often replaced the multiple small panes surrounding solid paneled doors which was common to Greek Revival houses.

Another characteristic of this property type in Kirkwood is the use of an asymmetrical plan. Many local examples utilize a basic L-shaped plan which has been made more "picturesque" with the addition of such things as porches and polygonal bays. A very few use a more formal cubic shape, which may be a remnant of the more formal massing typical of the earlier Greek Revival

⁵ McAlester, p. 211

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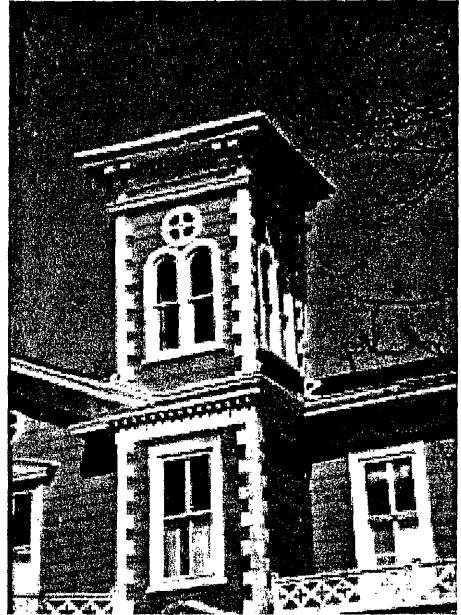
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style. Even those examples tend to use polygonal bays and other design elements to visually relieve the heavy basic form.

Subtype: Italian Villa

(Photo: the tower of the ca. 1863 Lizzie McLagan House.)

Several of the larger Italianate houses in Kirkwood combine an irregular plan with a tall square tower which extends up above the main roof of the house, a feature which identifies the Italian Villa subtype. Such houses were modeled after what one source described as "rambling, informal Italian farmhouses, with their characteristic square towers."⁶ Such houses in Kirkwood are often highly ornamented and skillfully designed, and in general, houses of the Italian Villa subtype are the more highly styled residences to survive from their time period.



When the Italianate residences of Kirkwood were first constructed, the grounds associated with them were typically quite large, often covering several acres. Over the years, subdivision of the original lots has reduced the size of many of those properties. Most of the lots are still relatively large, however, ranging in size from about a third of an acre to around one acre. The houses do generally retain their original deep set-back and large front yards, and in many cases are set further back than the newer houses around them. Most contain driveways to the side of the house, leading to auxiliary buildings in the rear, some of which are historic and contribute to the historic character of the property. A majority also have front walkways leading directly to the front door from the sidewalk (contrasting with homes built after the turn of the century, which tend to have walkways leading from the side driveway to the front door). The grounds of several of Kirkwood's Italianate Houses were once noted for their gardens, and all today retain at least a few mature deciduous shade trees.

Several of the most impressive Italianate houses in Kirkwood are being nominated individually under this cover document. The wide range of construction dates for the nominated properties reflects the style's long period of popularity in Kirkwood. They include the ca. 1858 Bayley House, at 419 E. Argonne, the ca. 1863 McLagan House, an Italian Villa at 549 E. Argonne, and the ca. 1873 Unsell House, at 615 E. Monroe.

⁶ McAlester, p. 212.

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Significance: Italianate Houses

Intact Italianate houses are significant under Criterion C, in the area of Architecture, and may be eligible under Criterion A, in the area of Community Planning and Development, if located within a residential district. Individual houses will be eligible as representative examples of the Italianate Style, which was one of the most popular 19th century styles in Kirkwood. Although Italianate house represent some of the most highly styled early dwellings in the community, more modest examples were also built; all are significant reflections of this popular style.

The Italianate style was utilized for houses in America as early as 1840, but did not really come into widespread use until about the time the Kirkwood Association began selling lots in their new suburb. Across the nation, the Italianate style was dominant between 1850 and 1880, roughly the same period during which it was popular in Kirkwood.⁷ The local fondness for sheathing frame walls with imitation stonework also followed national trends. It has been noted in House Styles in America that "Italianate houses were made of any available material, from brownstone to brick or wood. Often, though, the materials were used in a way that would mimic the stone of their Italian Villa and palazzo models."⁸ The same book includes an illustration of the 1850s Whimsey House, in Topsfield, Massachusetts; the flat board siding and quoins on that house are nearly identical to those found in Kirkwood houses of the 1860s and 1870s.⁹

The Italianate style was one of the first genres of the Picturesque movement in American architecture, which has been seen as a reaction to the formal, classical ideals of earlier trends.¹⁰ The rambling, irregular forms of Italianate dwellings contrast sharply with the solid symmetry of Greek Revival buildings which were popular just a few years earlier. Those same forms also fit nicely upon Kirkwood's large new suburban lots.

The fact that the Italianate style was gaining prominence locally and nationally about the time that the lots in Kirkwood were being developed with year-round residences meant that many of the first permanent new dwellings in Kirkwood utilized what was at the time cutting-edge styling. Most of the large houses which were built in the community between 1860 and 1880 had at least some Italianate styling, and several survivors from that period exhibit highly refined designs.

⁷ McAlester, p. 212, and Linda Stockman, "Historic Building Inventory: Kirkwood, Missouri, 1986-1988, Final Report. (Typescript on file with the Kirkwood Community Development Office, Kirkwood, MO, 1988.)

⁸ James C Massey and Shirley Maxwell, House Styles in America, (New York: Penguin Studio, 1996) p. 91.

⁹ Massey and Maxwell, p. 94.

¹⁰ McAlester, p. 212.

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Italianate houses in Kirkwood are significant reflections of that early period of development, and local examples include some of the oldest styled residences in the community. □

Registration Requirements: Italianate Houses

Representative examples of the above property type will be eligible for inclusion in the National Register if they are reasonably intact, and readily recognizable to the period of significance. Integrity of association, feeling, and setting are important for eligibility, but design and materials are particularly critical. In these areas, integrity is met with an irregular floorplan, with its corresponding multiple rooflines. The roofs, either gable or hipped, should be shallow pitched and have widely overhanging, boxed eaves. The wide cornice lines should retain their detailing, usually in the form of brackets. The original windows openings and enframements should be retained, and windows should remain double-hung. The original exterior wall cladding, particularly for those houses with wide beveled wood boards and quoins, must be retained. The basic, original porch form should also be evident. As it was not uncommon for some elements of porches to be replaced, it is not necessary to retain original columns, balustrades, or friezes. Replacements, however, should be complementary in scale, materials, and design to the other elements of the Italianate style.

Although the buildings must be reasonably intact to qualify for listing, alterations and minor changes are practically inevitable, and it is important to gauge the overall effect of any changes when evaluating eligibility. Additions and alterations to rear ells and secondary elevations are acceptable, as long as the basic form and massing of the original building are not seriously impacted, and the scale of any new construction does not overpower the original portion of the building. Replacement windows, for example, may be acceptable, if they are the only major alteration, and are very similar to the originals in material, individual dimensions, and muntin configuration. Additions and alterations which are more than fifty years old may have acquired historic value of their own, and should be carefully evaluated.

Representative examples of the Italianate house property type which meet the above requirements will be eligible under Criterion C, in the area of Architecture, with a period of significance which corresponds to the construction date and/or the period in which the building took its present form. For example, a house built ca. 1880 which received a significant addition in 1920 would have a period of significance of ca. 1880-1920. To be eligible under Criterion A, in the area of Community Planning and Development, a house must be part of an intact grouping of historic resources, within an eligible, clearly defined historic district. An eligible district will represent a pattern or period of growth and development within the community and be related to

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an established historical context. Specific registration requirements for houses within a district will be addressed under Property Type G. Residential Historic District.

A few residences may also be significant under Criterion B because of their associations with persons who were directly involved with the development of Kirkwood. The homes of the leading real estate developers, promoters, or office-holders in the Kirkwood Association may possess associations with this area of significance. These individuals must have made a significant contribution to Kirkwood's development during this period, and their association with the residence must coincide with their time of involvement with Kirkwood's growth. Integrity of association is the most critical, but integrity of design and materials should be evident as well. □

Property Type C. Victorian Houses

Description: Victorian Houses

National Register guidelines include many different Victorian era movements within the category of Late Victorian, including Romanesque, Queen Anne, Italianate, Second Empire, and Gothic Revival. In Kirkwood, only the Italianate style was prominent enough to warrant discussion as a separate property type. (See Property Type B.) The rest of those movements have been categorized here under the general heading of "Victorian." Although the Italianate movement dominated residential design in Kirkwood in the post-Civil war years, by the early 1880s, a more general interpretation of Victorian styling had become popular. Houses with a freewheeling mix of Victorian elements were built there into the early decades of the twentieth century. Almost all local examples are of frame construction, and vary greatly in size and level of styling. Large houses with at least a moderate level of styling will be eligible under this classification; small, simple versions are more accurately classified as Folk Victorian dwellings. (See Property Type D.)

"Victorian" can be a nebulous term when used to describe architecture. It applies to relatively "pure" examples of a particular style such as the Queen Anne, and to buildings which feature a more general mixture of Victorian-era styles. Although individual properties show great variation, there is a common attention to picturesque ideals, and frequent use of applied ornamentation. Popular ornamental motifs include picturesque massing, complex rooflines, and patterned wall surfaces, as well as such things as turned porch posts, spindles and other "gingerbread". Many Victorian houses, in Kirkwood and elsewhere, utilize a general mix of Victorian design principles, to the extent that the combination is a characteristic of the group. As architectural historian Alan Gowans noted "once elements of medieval origin get stirred into the Italianate/Second Empire/Renaissance Revival mix, all stylistic coherence vanishes. This is the kind of architecture

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that the term "Victorian" brings to people's minds."¹¹ That statement applies to Kirkwood's Victorian Houses as well.

Subtype: Queen Anne

The Queen Anne style is one of the more common of the Victorian styles used for houses in Kirkwood. Queen Anne houses are characterized by irregular massing and highly textured wall surfaces. Polygonal bays, steeply pitched roofs and ornate trim are all common. Walls are nearly always enlivened by varied textures, often through the use of patterned shingles and ornamental belt courses. Elaborate porches are common on houses; they often wrap around more than one elevation and feature such things as fancy wooden trim and turned support posts. Some of the largest Victorian houses in Kirkwood utilize varying degrees of Queen Anne styling. The ca. 1908 McMullen House, at 212 West Monroe, provides a large, late, example of the property type. That house is being nominated individually with this cover document.

Significance: Victorian Houses

Intact Victorian houses are significant under Criterion C, in the area of Architecture, and may be eligible under Criterion A, in the area of Community Planning and Development, if located within a residential district. Individual houses will be eligible as representative examples of the influence of the Victorian movement upon residential design in Kirkwood.

Victorian architecture was widely popular in America from the mid-1800s into the first part of the twentieth century. That time span corresponds with the latter part of the reign of England's Queen Victoria, who ruled from 1837-1901.¹² The Victorian era in America was marked by technological advances which facilitated many of the stylistic developments of the period. Balloon framing, which used machine-sawn studs rather than heavy hewn timbers, often replaced heavy timber and load-bearing masonry, and the growing railroad network allowed widespread distribution of everything from sawn lumber and pre-cut eave brackets to plan books and architectural journals. The innovation of balloon framing made it easy for builders to break from the boxy forms of earlier styles and building types, and irregular massing became a hallmark of Victorian architecture. The popularity of the style in Kirkwood reflects a natural progression. Kirkwood residents obviously had easy access to rail service, as well as exposure to the latest trends in architecture via the houses of nearly St. Louis.

¹¹Alan Gowans, Styles and Types of North American Architecture, (New York: HarperCollins, 1992) p. 197.

¹² McAlester, p. 268.

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The popularity of the Queen Anne style in Kirkwood reflects national trends. The Queen Anne style has been described as "the dominant style of domestic building during the period from about 1880 until 1900."¹³ It was first introduced in England by a group of 19th century architects led by Richard Norman Shaw. "Queen Anne" is actually a misnomer; the architecture after which early examples were modeled predated the reign of Queen Anne (1702-1714) by roughly a hundred years. The English Queen Anne style became known in America through pattern books and architectural manuals, and soon evolved into a widely popular indigenous style.¹⁴ American examples of Queen Anne architecture tend to be more lively than their English counterparts, in both form and ornamental treatment, and it was in this country that the use of spindle-work and classical elements became part of the Queen Anne vocabulary.¹⁵

Victorian architecture was popular in Kirkwood for several decades; as a result, Victorian era resources there constitute a diverse grouping. Houses built in the late 1800s, for example, tend to be more ornate than those built in the early decades of the twentieth century. They are, however, unified by an emphasis on the picturesque. Local examples of the Victorian Houses property type include a wide range of stylistic interpretations, and as a group, they reflect the enormous popularity of the Victorian movement, in American architecture and in the suburb of Kirkwood.

Registration Requirements: Victorian Houses

Representative examples of the above property type will be eligible for inclusion in the National Register if they are reasonably intact, and readily recognizable to the period of significance. Intact properties will retain their basic original form, with no major alterations to principal exterior dimensions or rooflines. Original or early materials should predominate, especially on wall surfaces. Door and window openings, especially on principal elevations, should be unaltered. Most original exterior trim and other woodwork should remain in place, and most doors and windows should be original or at least fifty years old.

Although the buildings must be reasonably intact to qualify for listing, alterations and minor changes are practically inevitable, and it is important to gauge the overall effect of any changes. Additions and alterations to rear ells and secondary elevations are acceptable, as long as the basic form and massing of the original building are not seriously impacted, and the scale of any new construction does not overpower the original portion of the building. Replacement windows, for

¹³ McAlester, p. 266.

¹⁴ Massey and Maxwell, p. 127.

¹⁵ McAlester, p. 268.

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example, may be acceptable, if they are the only major alteration, and are very similar to the originals in material, individual dimensions, and muntin configuration. Additions and alterations which are more than fifty years old may have acquired historic value of their own, and should be carefully evaluated.

Representative examples of the Victorian house property type which meet the above requirements will be eligible under Criterion C, in the area of Architecture, with a period of significance which corresponds to the construction date and/or the period in which the building took its present form. For example, a house built ca. 1885 which received a significant addition in 1920 would have a period of significance of ca. 1885-1920. To be eligible under Criterion A, in the area of Community Planning and Development, a house must be part of an intact grouping of historic resources, within an eligible, clearly defined historic district. An eligible district will represent a pattern or period of growth and development within the community and be related to an established historical context. Specific registration requirements for houses within a district will be addressed under Property Type G. Residential Historic District.

A few residences may also be significant under Criterion B because of their associations with persons who were directly involved with the development of Kirkwood. The homes of leading real estate developers, promoters, or city office-holders may possess associations with this area of significance. These individuals must have made a significant contribution to Kirkwood's development during this period, and their association with the residence must coincide with their time of involvement with Kirkwood's growth. Integrity of association is the most critical, but integrity of design and materials should be evident as well. □

Property Type D. Nineteenth Century Vernacular Houses

Description: Nineteenth Century Vernacular Houses

Although many of the nineteenth century vernacular houses in Kirkwood reflect the community's popularity with the middle- and upper-class, a number of modest working class dwellings have also survived. Most of the houses built for Kirkwood's working class residents utilized common vernacular forms, and readily available building materials. Most are of frame construction, and one or two stories tall. Some were minimally ornamented with common architectural motifs of the day, such as typically Victorian gingerbread. Common subtypes, based on basic forms, include: Hall-&-parlor, I-house, Gabled Ell, and Square Plan. The Folk Victorian subtype is defined by the combination of a traditional form with vestigial Victorian ornamentation. Although the nineteenth century vernacular house property type reflects building traditions which

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were established in the 1800s, it should be noted that the same forms remained in use into the early twentieth century as well.

Subtype: Hall and Parlor

The hall and parlor house is a simple side-gabled house, the main part of which is two rooms wide, one room deep, and one story high. Rear ells are common, either as original rooms or later additions (or both.) The front rooms of hall and parlor houses are generally of unequal size, with the "parlor" bedroom being the smaller of the two. The single front door, which is often centered on the facade, opens directly into the "hall." Fenestration patterns are generally symmetrical, and front porches are common.

Subtype: I-House

I-houses are one and one-half to two stories tall, one room deep and at least two rooms wide. The wide part of the house is always set parallel to the road, to create the broadest possible facade. Roofs are generally either side-gabled, or hipped, and many examples have open, central bay front porches. One and two story rear ells are common, either as additions or part of the original house. Greek Revival, Italianate, and Victorian detailing provided some of the inspiration for ornamentation of I-houses.

Subtype: Gabled Ell

The gabled ell house has a front-facing gable end, to which a side gable wing is set at a right angle, to form an L-shaped house. There is almost always a front porch along the front of the side wing, which is set back from the plane of the gable end wall. Italianate and Queen Anne derived ornamentation is often used, especially on porches and at roof lines. Gabled ells come in one or two stories; two-story frame versions with one-story front porches are most common in Kirkwood.

Those two-story versions are among the largest vernacular forms in Kirkwood. The popularity of the two-story form in Kirkwood may be due at least in part to the early dominance of the Italianate style there. Many of the surviving high-style Italianate houses in the community utilize an L-shaped plan with a front facing gable. Two-story gabled ells built later in the century resemble stripped-down versions of those large early Italianate houses.

Subtype: Square Plan

The modest one story tall square plan subtype became popular slightly later than did the previously discussed house types. Square plan houses have, as the name implies, a nearly square floorplan, and a pyramidal hipped roof. Kirkwood examples identified during survey work

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commonly have central front porches, secondary wall gables on the facade, and clapboard siding. Notable examples include the houses at 120 S. Harrison, and 427 W. Argonne.

Subtype: Folk Victorian

Folk Victorian houses consist of traditional vernacular house forms to which simple Victorian style ornament is added. The ornamentation is often limited to the front porch, although eave and window decorations are also used. Any of the above house types can be utilized for a Folk Victorian house; they are defined as Folk Victorian if they also have the type of applied ornamentation typically used on high-style Victorian houses. The ca. 1863 Egbert Halsey House, at 126 E. Washington, a small house with Victorian-era ornamentation, is a highly intact example of this subtype which is being nominated individually with this cover document.

Significance: Nineteenth Century Vernacular Houses

Intact nineteenth century vernacular houses are significant under Criterion C, in the area of Architecture, and may be eligible under Criterion A, in the area of Community Planning and Development, if located within a residential district. Individual houses will be eligible under Criterion C in the area of Architecture, as local examples of common vernacular housing types. Although Kirkwood was originally conceived as a railroad commuter suburb which appealed primarily to middle- and upper-class residents, by the turn of the century, it became more accessible to a wider class of citizens (see Section E, "Historic Resources of Kirkwood, St. Louis County, Missouri", Multiple Property submission). Even prior to the advent of the automobile, a variety of housing stock was required to meet the needs of all of Kirkwood's citizens. While a majority of early home owners may have been well-to-do businessmen, there also existed in Kirkwood a working class of citizens. The vernacular dwellings of Kirkwood were built for, and often by, those residents.

As one expert on vernacular architecture has written, "vernacular architecture is traditional architecture."¹⁶ Vernacular buildings utilize forms and methods of construction which are based more upon tradition and local building practices than upon the latest architectural movement. Builders of such dwellings were generally more concerned with function than image. Because functional needs change much more slowly than do architectural trends, individual vernacular house types tended to utilized over much longer periods than were specific architectural styles. I-houses, for example, were popular throughout Missouri for nearly a century, a much longer period than any one architectural movement. They tend to be relatively modest, and elaborate styling was

¹⁶ Howard Marshall, Vernacular Architecture in Rural and Small Town Missouri: An Introduction, (Columbia: University of Missouri Extension, 1994) p.11.

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often beyond the means or interests of their builders. Vernacular dwellings are therefore most often classified in terms of their general form and floorplan, rather than on the basis of any stylistic attributes they may have.

That is not to say that such houses were devoid of ornamentation, however. It was not at all unusual for a simple vernacular house to have some ornamentation related to high style architectural movements. Such ornament, was, however, simple and often related to architectural movements which had been in use long enough to become widely known. Those built around the turn of the century, for example, often utilized the turned and jig-sawn decorative features commonly found on more elaborate Queen Anne homes. Such ornamentation was generally limited; as Marshall put it, "stylistic ornament in characteristically applied as a sort of mask or Sunday clothes, put on the exterior of an otherwise humble building."¹⁷

Typical of others built across the country, the Nineteenth Century Vernacular houses of Kirkwood are linked by simplicity and common methods of construction, and within each subtype, by plan and form. In some cases, the individual buildings may lack distinction, but when concentrated within a district, analysis of the entire group reveals a greater significance. Nineteenth Century Vernacular houses in Kirkwood reflect a sometimes overlooked diversity of population within the affluent suburb of Kirkwood.

Registration Requirements: Nineteenth Century Vernacular Houses

To be individually eligible under Criterion C, the resources must retain integrity in the areas of design, materials, workmanship, and location. Because most vernacular houses were modest buildings to begin with, there can be little allowance for facade alterations or loss of features, and the building should be clearly identifiable to the time it was constructed. Of utmost importance is visual integrity of the building footprint, as viewed from a public street. Original fenestration patterns, facade symmetry (or asymmetry), and exterior finishes should also be evident. Alterations to rear ells and secondary elevations are acceptable, as long as the basic form and massing of the original building are not seriously impacted, and the scale of any new construction does not overpower the original portion of the building. Additions and alterations which are more than fifty years old may have acquired historic value of their own and should be carefully evaluated.

Porch alterations often represent a natural evolution in the history of the building, and original porches are therefore not requisite. Existing porches should, however, be open, of close to the same form as the original, and more than fifty years old. (It is possible that a porch added at a later date would have achieved significance in its own right.) By the same token, surviving original porches

¹⁷ Marshall, p. 13.

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represent an especially significant historic resource, and the existence of an original porch can outweigh other minor integrity issues.

Representative examples of the Nineteenth Century Vernacular house which meet the above requirements will be eligible under Criterion C, in the area of Architecture, with a period of significance which corresponds to the construction date and/or the period in which the building took its present form. For example, a house built ca. 1880 which received a stylish new porch in 1910 would have a period of significance of ca. 1880-1910. To be eligible under Criterion A, in the area of Community Planning and Development, a house must be part of an intact grouping of historic resources, within an eligible, clearly defined historic district. An eligible district will represent a pattern or period of growth and development within the community and be related to an established historical context. Specific registration requirements for houses within a district will be addressed under Property Type G. Residential Historic Districts. □

Property Type E. Twentieth Century Styled Residences

Description: Twentieth Century Styled Residences

Twentieth Century Styled Residences are large, often professionally designed houses, most of which were custom-built for their owners. Some were built in well-established residential areas, on lots recently subdivided from those of older dwellings, or in areas of town which were being developed for the first time. A few also replaced earlier houses which had burned or been otherwise lost. Many of the most impressive Tudor houses, for example, are located in previously established neighborhoods, while their Craftsman/Prairie contemporaries tend to be located on larger lots further from the center of town.

The twentieth century styled houses of Kirkwood's upper middle class citizens can be further classified into subtypes according to these popular architectural styles of the early twentieth century - Colonial Revival, Tudor Revival, and Craftsman/Prairie.

Subtype: Colonial Revival

Colonial Revival houses can range from near copies of historic models, to very loose interpretations which utilize details inspired by earlier precedents. Although irregular plans and massing were utilized for Colonial Revival houses in the last years of the nineteenth century, twentieth century examples tend to have symmetrical facades and fairly static, blocky forms. Windows are double-hung and multi-paned (often 6/6 or 12/12), and very often flanked by shutters. The windows of Colonial Revival houses differ from their models, in that they are often

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set in pairs, something that rarely, if ever, occurred during the Colonial period. Accentuated front doorways are considered to be a character defining feature of the style.¹⁸ Entrances often incorporate a decorative pediment or crown supported by pilasters, or a pedimented portico serving as the entry porch. Fanlights or sidelights, or both, are also typical of entry elaborations. Palladian windows are found, as are other classically inspired detailing. Colonial Revival styling has been utilized for houses in the United States for decades, beginning in the late nineteenth century and enduring yet today.

Subtype: Tudor Revival

Many of the early examples of the Tudor Revival style in Kirkwood are the largest houses of their time in the community. Several of those which survive today exhibit very refined styling. Tudor Revival style houses in Kirkwood are typical of those found in the United States after the turn of the century - an eclectic mix of architectural features loosely based on Medieval English prototypes.¹⁹ The common identifying features are irregular massing, and steeply pitched roofs, with at least one front-facing gable. Exterior walls with a combination of masonry and ornamental half-timbering and stucco are also extremely common. Windows are tall and narrow, and are often arranged in groups of two or more. The windows are multi-paned, some with diamond-shaped lights. Chimneys are large and prominent, often located on an outside wall, on a front or side elevation. Chimney tops are often elaborated with corbelled brick and/or chimney pots or caps. Entries are usually accentuated as well, although porches are not as common, door surrounds may contain side and/or transom lights, and the doors themselves often have typically Medieval detailing. The Tudor Revival style first came into use in the last decade of the nineteenth century, with its greatest popularity coming in the 1920s and 1930s. Large local examples were built between 1910 and the early 1930s.

Subtype: Craftsman/Prairie

The Craftsman/Prairie subtype differs most distinctly from the Colonial and Tudor Revivals in that no historical precedents were used. Although the Craftsman and Prairie styles were separate movements, they share many characteristics, and Midwest examples, including many houses in Kirkwood, often blur the distinctions. Both movements emphasize clean lines and minimal applied ornamentation. Low pitched roofs with widely overhanging eaves are common, as is a generally horizontal emphasis. Along with the overhanging eaves, cornices, porches, wings, and other details

¹⁸ McAlester, pp. 320-324.

¹⁹ McAlester, p. 358.

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focus on horizontal lines. Front porches and/or terraces are common, with massive square or battered piers used for porch supports. Craftsman houses tend to have exposed rafters and ornamental brackets at the eavelines, while Prairie houses more often had wide open or boxed cornices which maintained a horizontal emphasis. Kirkwood examples are large, usually two stories tall, with stucco or masonry walls. These styles came into prominence a bit later than the other two sub-types, starting around 1910 and lasting only until around 1930.

As with most styled residences in Kirkwood, houses of this property type generally occupy a large lot; yards which include a full acre of land are not uncommon, especially in areas developed specifically for those dwellings. Often, large, grassy front yards contain mature deciduous trees which enframe the front elevation of the residences. Most lots also reflect the new dominance of the automobile. Side drives lead to garages in the rear of the lot, some of which have the same type of styling found on the main house. Most walkways from the front door parallel the front elevation and connect with the driveway on the side, indicating an orientation to automobile passengers. This contrasts with residences from the previous era, where all front walkways led directly from the street to the front door.

Significance: Twentieth Century Styled Residences

Intact Twentieth Century Styled Residences are significant under Criterion C, in the area of Architecture, and may be eligible under Criterion A, in the area of Community Planning and Development, if located within a residential district. These historic resources are often among the largest such houses in the community, and are significant as refined examples of common early twentieth century architectural styles.

Although commercial enterprises were given greater flexibility to establish themselves in Kirkwood after 1900, the community retained its suburban residential character throughout the period of significance, and indeed, to modern times. While the automobile eventually expanded the accessibility of Kirkwood to a wider range of citizens, the community continued to be a generally upper-middle class enclave. Many of the homes built there in the first half of the twentieth century reflected that socio-economic standing. Affluent residents and their architects naturally selected housing styles which were popular during the early twentieth century.

Kirkwood's examples of the various subtypes - Colonial Revival, Tudor Revival, and Craftsman/Prairie--are typical of other houses in those styles built throughout the United States in the early twentieth century. After the Victorian era, the country as a whole was rejecting the exuberant styles popular in previous decades. Tastes in residential architecture were turning in favor of revival styles, which harkened back to an even earlier era, or to the simpler lines of the Craftsman or Prairie styles, which eschewed historical precedents altogether. The level of detailing

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on many of these residences indicates the services of an architect; in these instances, the building may also be a good representation of a particular architect's body of work.

Registration Requirements: Twentieth Century Styled Residences

Representative examples of the above property type will be eligible for inclusion in the National Register if they are reasonably intact, and readily recognizable to the period of significance. As the highest representations of twentieth century residential styles in Kirkwood, these properties should embody the distinguishing features which evoke that style or subtype. Intact properties will retain their basic original form, with no major alterations to principal exterior dimensions or rooflines. Original or early materials should predominate, especially on wall surfaces. Door and window openings, especially on principal elevations, should be unaltered. Most original exterior trim and other woodwork should remain in place, and most doors and windows should be original or at least fifty years old.

Additions and alterations to rear ells and secondary elevations are acceptable, as long as the basic form and massing of the original building are not seriously impacted, and the scale of any new construction does not overpower the original portion of the building. Other changes should be carefully evaluated. Replacement windows, for example, may be acceptable, if they are the only major alteration, and are very similar to the originals in material, individual dimensions, and muntin configuration. Additions and alterations which are more than fifty years old may have acquired historic value of their own, and should be carefully evaluated. New garages, set back to the rear of the house, will not diminish the integrity of location and setting.

Representative examples of the Twentieth Century Styled Residences property type which meet the above requirements will be eligible under Criterion C, in the area of Architecture, with a period of significance which corresponds to the construction date and/or the period in which the building took its present form. For example, a house built ca. 1920 which received a significant addition in 1930 would have a period of significance of ca. 1920-1930. To be eligible under Criterion A, in the area of Community Planning and Development, a house must be part of an intact grouping of historic resources, within an eligible, clearly defined historic district. An eligible district will represent a pattern or period of growth and development within the community and be related to an established historical context. Specific registration requirements for houses within a district will be addressed under Property Type G. Residential Historic District. □

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Property Type F. Builder Style Houses

Description: Builder Style Houses

The term Builder Style is used to classify relatively modest working class house types which combined standardized forms with limited architectural styling. Such houses began appearing in North American suburbs in the very last years of the nineteenth century, and were exceedingly popular into the first half of the twentieth century. They replaced vernacular forms as the working-class housing of choice, in Kirkwood, and throughout the country. As one source put it, "with their middle-class size and relatively plain finishes, they share a common social context. They were the starter houses for the up-and-coming."²⁰ Unlike many of the vernacular houses of the previous century, these houses, often exhibited elements of architectural styles which were popular at the time they were built.

Many were built for speculation. In some cases, homogenous new suburbs were created by contractors and builders who utilized both plans and building components which were standardized and mass-produced. Builder's magazines and mail-order companies played an important role in the creation and perpetuation of common house types.

Although forms and types of ornamentation vary, the houses of this property type share the characteristics of modest size and simple systems of ornamentation. Some, like the Foursquare or the Bungalow, used new forms, while others were simply scaled down versions of existing styles. Very simple Colonial Revival and Tudor Revival styling, for example, was often used for modest tract houses built during this period. Colonial Revival detailing was particularly popular with builders in modest subdivisions which were developed just after WWII.

Subtype: Foursquare

The foursquare is one of the largest of the subtypes. Foursquare houses are two stories tall, with heavy cubic forms and hipped roofs. The roofs are often punctuated by dormer windows, and front porches are extremely common. Elements of styling were often added to front porches. The foursquare became popular just after the turn of the century, in Kirkwood and elsewhere; few were built after 1925 or 1930. In Kirkwood, most foursquares are of frame construction; a few builders also used brick. Architectural embellishments were most often of the Craftsman or Prairie school, with a few Colonial Revival and Tudor examples as well.

²⁰ Massey and Maxwell, p. 211.

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Subtype: Homestead

Homestead houses are similar to foursquares, except they have relatively steep, front facing gable roofs, and are often deeper than they are wide. They too are generally two stories tall, with front porches which often span the entire facade. Most Kirkwood examples are a full two stories tall and of frame construction. Few were constructed after 1920. Windows are commonly double-hung, with multi-light top sections over single light units. Craftsman styling was the most common.

Subtype: Bungalow

The Bungalow was one of the most popular house types of its time, nationally and locally. Bungalows are one-story houses, with low horizontal forms. Some examples are technically one and one-half stories, with rooms tucked into the space under the roof, which then includes dormer windows. Front porches are extremely common, occasionally wrapping around to one side or extending to form a terrace. Front porches are often located under the main roof of the house, and are an intrinsic part of the building's design. Porch roofs are often supported by tapered square columns which rest on large square piers, or by heavy square brick posts. Craftsman styling is by far the most common, generally in the form of open overhangs, exposed rafters, and decorative brackets under the eaves. Windows are commonly double-hung, with the top portion being divided into vertical lights and the bottom consisting of one light. The vast majority of the local examples were built in the 1920s.

Significance: Builder Style Houses

Intact Builder Style houses are significant under Criterion C, in the area of Architecture, and may be eligible under Criterion A, in the area of Community Planning and Development, if located within a residential district. Individual houses will be eligible as representative examples of a widespread trend which shaped the appearance of many of the community's early twentieth century neighborhoods.

By the turn of the century, popular forms of housing had largely replaced vernacular house types for working class housing. Whereas earlier vernacular forms were constructed primarily for their familiar form and floorplan, popular houses were the result of more modern arrangements of interior spaces and exterior detailing. Electricity, indoor plumbing, and central heating affected the arrangement of interior spaces, while mass-produced, machine-made architectural features made it easy for builders to give a nod to the architectural fashions of the moment. Architectural styles in America became more homogenous, and contractors of modest houses generally replicated or adapted complete building plans from a variety of sources. Women's magazines, pattern books,

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and trade literature contained plans for all types of working class dwellings, and catalogues even allowed the ordering of a ready-made residence.

The term "Builder Style" reflects the influence of those early twentieth century builders and speculators. James Massey and Shirley Maxwell use the term to categorize "the working class homes of the late-19th and early 20th centuries-Homesteads, Foursquares, cottages and Bungalows" which are "long on function and short on stylistic effects and architectural grandeur."²¹ They explain that even though those modest suburban house types are not high-style architecture, they do generally have some architectural detailing which reflects trends current at the time of their construction. "Builder Style" is, they explain, "a term that pays tribute to the crucial role that speculative developers, plan-book designers, and mail-order houses played in putting homes on the building lots of America's suburbs."²²

Registration Requirements: Builder Style Houses

Representative examples of the above property type will be eligible for inclusion in the National Register if they are intact, and readily recognizable to the period of significance. Intact examples will have an unaltered form, and will retain most original stylistic embellishment. There should be no major alterations to principal exterior dimensions or rooflines. Original or early materials should predominate, especially on wall surfaces. Door and window openings, especially on principal elevations, should be unaltered. Most original exterior trim and other woodwork should remain in place, and most doors and windows should be original.

Additions and alterations to rear ells and secondary elevations are acceptable, as long as the basic form and massing of the original building are not seriously impacted, and the scale of any new construction does not overpower the original portion of the building. Other changes should be carefully evaluated. Replacement windows, for example, may be acceptable, if they are the only major alteration, and are very similar to the originals in material, individual dimensions, and muntin configuration. Additions and alterations which are more than fifty years old may have acquired historic value of their own, and should be carefully evaluated. New garages, set back to the rear of the house, will not diminish the integrity of location and setting.

Representative examples of the Twentieth Century Styled Residences property type which meet the above requirements will be eligible under Criterion C, in the area of Architecture, with a period of significance which corresponds to the construction date and/or the period in which the building took its present form. For example, a house built ca. 1920 which received a significant

²¹ Massey and Maxwell, p. 211.

²² Massey and Maxwell, p. 211.

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addition in 1930 would have a period of significance of ca. 1920-1930. To be eligible under Criterion A, in the area of Community Planning and Development, a house must be part of an intact grouping of historic resources, within an eligible, clearly defined historic district. An eligible district will represent a pattern or period of growth and development within the community and be related to an established historical context. Specific registration requirements for houses within a district will be addressed under Property Type G. Residential Historic District. □

Property Type G. Residential Historic Districts

Description: Residential Historic Districts

Residential Historic Districts are intact collections of residential resources which are linked thematically by their association with the early residential and architectural development of Kirkwood. Architecturally, they provide intact groupings of architectural styles and types utilized for housing during the first century of Kirkwood's existence. Examples of every property type discussed above can be found within potential historic districts in Kirkwood today. The vast majority of the resources within district boundaries are residential; most properties contain single-family houses, some with outbuildings such as garages and carriage houses. Further unity is established by commonalities in such things as average house size and level of styling, street and lot configurations, landscaping, and placement of houses upon their lots. District boundaries, which can follow either natural or manmade features, encompass significant concentrations of intact residential resources.

Subtype: Diverse Grouping

Although the historic residential areas of the community have tended to retain their original socio-economic standings over the years, many developed slowly, sometimes taking decades to reach their current density. As a result, many of Kirkwood's oldest residential neighborhoods contain collections of historic houses which have in common general size and level of styling, but which represent several different decades of architectural development. Such areas often feature not only a diverse mix of architectural styles and types, but a good variation in such things as lot size and set-backs. In many of the older neighborhoods, for example, it is not unusual for one block to have an Italianate house set far back from the street, along with several early twentieth century houses which are placed much closer to the road. Neighborhoods with this type of diversity tend to have been upper-middle class enclaves for most of their history.

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Subtype: Homogenous Development

In other areas, entire subdivisions were laid out and filled with houses within a relatively short period of time. That type of development usually occurred in the 20th century, and took place in areas which had seen little or no previous development, sometimes via the subdivision of large early estates. Those areas are typified by very uniform lot sizes and set-backs, as well as a limited assortment of architectural styles and/or types. Homogenous developments were often, but not always, designed for working- or middle- class homeowners.

Significance: Residential Historic Districts

Intact Residential Historic Districts are significant under Criterion A, in the area of Community Planning and Development, and under Criterion C, in the area of Architecture. Kirkwood has a long history as a residential community; the historic contexts laid out in Section E of this document cover a century of suburban development. The historic residential neighborhoods of Kirkwood therefore reflect an important component of the community's history.

In the area of Community Planning and Development, the districts offer a visual representation of how Kirkwood developed over time. A collection of resources can reflect the trends and patterns of community development and the ebb and flow of architectural styles much more effectively than can individual resources, no matter how intact or impressive each of those may be. Both types of districts reflect major historical trends. Those with diverse groupings present a significant sampling of residential resources; they serve as visual timelines. There are, for example, several individual blocks in the oldest part of Kirkwood which contain intact historic houses from each of the contexts discussed in Section E; it is actually more common to see such an assortment than it is to find a group of houses built during a single period. Such scattered development was often the norm for Kirkwood, and the wide variety of styles and types found in those residential areas reflects common local historical patterns. The areas which feature homogenous development can illustrate different, more specific, elements of the community's history. A street lined with similar, closely spaced bungalows, for example, evokes the early days of speculative development in Kirkwood.

In the area of Architecture, residential districts are significant for the way they reflect local patterns of architectural development. Districts with diverse groupings show how tastes in housing changed over the years, often via large, well-executed examples of different house styles which are set side by side. Homogenous groupings, on the other hand, can work like architectural snapshots, illustrating a shorter time span, but offering a more complete image of that time and place. Groupings of similar houses not only reflect the popularity of particular styles and types, they also illustrate common variations within their genre.

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Districts of either subtype also have the simple advantage of having more resources, a condition which reflects general trends of architectural development, rather than presenting only one homeowner or architect's interpretation of a style.

Registration Requirements: Residential Historic Districts

Residential Historic Districts will be eligible for inclusion in the National Register if they contain a reasonably intact collection of historic residential resources, which together convey a sense of their time and place. A residential historic district gains much of its significance for the way the resources relate to each other. The individual houses and buildings found there may not be outstanding examples of specific styles and types, but as a group, they offer a significant concentration of historic resources. General levels of integrity, along with unifying features such as average house size and level of styling, landscape features, and street layout should be evaluated when setting potential boundaries and determining overall eligibility. As a group, the buildings within the districts should reflect general patterns of residential development, and need not be limited to representation of single contexts, styles or types.

For an area to be eligible as a residential historic district under Criterion A, the majority of the buildings there must be of a residential nature, and as a group they should reflect one or more periods of development in Kirkwood. The general setting and the cohesiveness of streetscapes will have a strong impact upon how well the area conveys a sense of time and place. A significant concentration of intact buildings, street patterns, and landscape features is therefore required.

Intact resources are those in which the original form and patterns of fenestration are intact, and which are readily recognizable to the period of significance. There should be no major alterations to principal exterior dimensions or rooflines. Door and window openings, especially on principal elevations, should be unaltered, and major stylistic embellishment should be intact.

Additions and alterations to rear ells and secondary elevations are acceptable, as long as they do not have high visibility from the street. Additions and alterations done within the district's period of significance which are visible from the street may have acquired historic value of their own, and should be carefully evaluated. Buildings which would not normally be individually eligible may be considered contributing buildings within a district, as long as any reduction in integrity of design, materials, or workmanship do not negatively impact district streetscapes.

For an area to be eligible as a residential historic district under Criterion C, it must contain good representational examples of styles and types of architecture discussed in this cover document, and meet all of the above registration requirements for listing under Criterion A. Also, individual integrity of design, materials and workmanship are more important under Criterion C than A. Original or early building materials should predominate, especially on wall surfaces, and most original exterior trim and other woodwork should remain in place. Individual houses should

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retain most of the character-defining features laid out in the property type descriptions included in this cover document.

Representative examples of the Residential Historic Districts property type which meet the above requirements will be eligible under Criterion A, in the area of Community Planning and Development, and/or Criterion C, in the area of Architecture, with a period of significance which corresponds to the construction dates of the contributing buildings in the district. For example, a district in which the oldest contributing resource dates to ca. 1860, and the newest to 1946, would have a period of significance of ca. 1860-1946. □

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G. Geographical Data

Although the initial survey project documented only the historic resources found in the early core of the city, related research has shown that the contexts laid out in this cover document also relate to historic resources elsewhere in the city. The geographical area therefore includes all of the land which was located within the corporate limits of the town of Kirkwood as of 1952.

H. Summary of Identification and Evaluation Methods

The multiple property listing, "Historic Resources of Kirkwood, Missouri" is based on a 1986-1988 Certified Local Government Survey, which documented a total of 1,394 buildings. This was a three-phased survey effort. The boundaries established during that survey were based upon consideration of the original platted Village of Kirkwood, natural boundaries created by subsequent additions, and the density patterns of buildings identified as being more than 50 years old. (See Figure Five.) This multiple property submission is based on an analysis of the information gathered during that survey project, as well as follow-up field study of the survey area which was done in 2002.

The survey was conducted on a reconnaissance level. Each block was systematically examined for built evidence of the following chronological and contextual periods, all of which were identified as part of the survey effort:

- (1) the 1803-1850 period of rural community formation and settlement in Kirkwood
- (2) the 1851-1863 period of the Kirkwood Association's Village of Kirkwood
- (3) the 1865-1899 Town of Kirkwood
- (4) the 1900-1919 Kirkwood, City of the Fourth Class
- (5) the 1920-1929 Kirkwood, pre-Great Depression
- (6) the 1930-1944 Kirkwood, pre-World War II and World War II
- (7) Kirkwood, post World War II

Although firm dating of the surveyed buildings by way of archival sources was difficult and in many cases impossible, historic maps did prove useful. Two atlases published in 1878 and 1909, respectively, indicate the existence of buildings and property owners. An 1893 atlas indicates property owners, but shows no buildings. These atlases, interviews with long-time residents and analysis of style, plan, and construction methods and materials were often the basis for establishing general construction dates of the survey properties. Parts of the city were also recorded by the Sanborn Fire Insurance Company in 1926.

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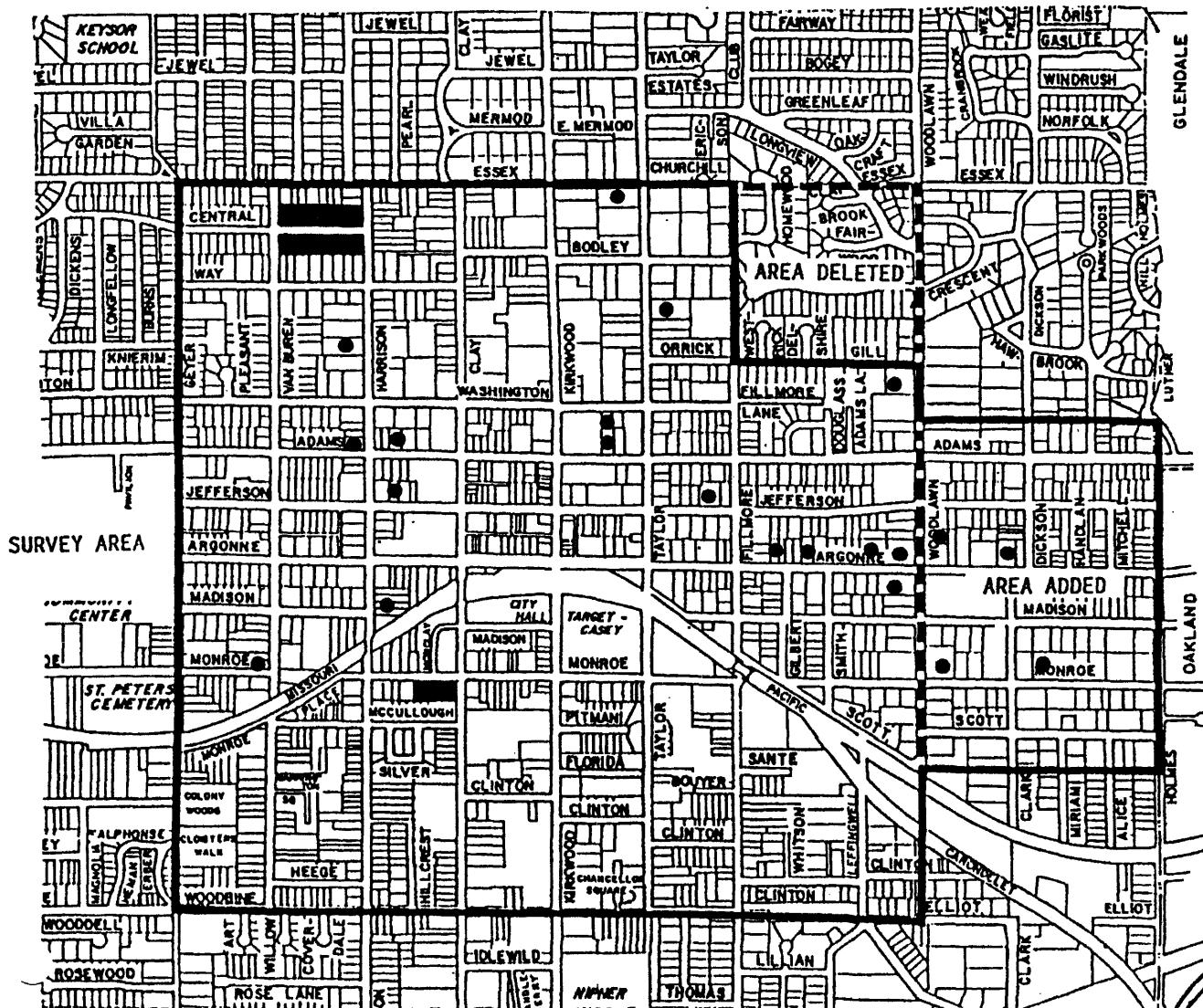
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Figure Five, Survey Area, as it relates to 1865 Corporate Limits. Map prepared by Linda Stockman.

1865 CORPORATE LIMITS



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Other sources include earlier survey work and several primary sources. The St. Louis County Parks Department had prepared a number of Historic Inventory Sheets for Kirkwood, and the City of Kirkwood has building permits which begin in 1921.¹ There are, however, many gaps and inconsistencies in the early permit system. Other than basic demographics, census schedules provided little additional help prior to the 1910 Census. Deed records were also checked for selected properties, although complete development of ownership histories on individual buildings by means of deed research was hampered by the disposition of the indexing system and the poor condition of the records.

City and County directories were also used. The first relevant and available St. Louis County directory was dated 1893. The next available county directories were published in 1896, 1909, 1917 and then somewhat more regularly throughout the 1920s. St. Louis city directories were inconsistent regarding listing information about county residents. For the most part, they only provided listings of county residents if they had business responsibilities in the city.

Locally produced historical works were also consulted. Two of the most useful of those include A History of Kirkwood Missouri, 1851-1965, by June Wilkinson Dahl, and the Kirkwood Historical Reviews put together by the Kirkwood Historical Society over 25 years. Dahl's book, which contains extensive notes and citations of primary sources, has proven to be an invaluable resource; the general historic contexts found in Section E of this document follow those laid out by Dahl.

The final survey report actually utilized eight general historic contexts related to those discussed by Dahl; three of those were utilized for this cover document. The contexts developed during the survey which are not covered here are: *Rural/farming community formation and settlement -- 1803-1850; Commercial development in Kirkwood -- 1851-1940; Institutional and educational development in Kirkwood -- 1851-1940; The country club in Kirkwood -- 1890-1940; Kirkwood as a resort area -- 1851-1925*. Although this document has been limited to a discussion of residential development, it should be noted that many non-residential properties identified during the survey also exhibit Register potential. The future development of a context for commercial development in particular is recommended.

Kirkwood was a largely residential community throughout the period of significance. The property types discussed in this document have been limited to that important genre, due to time restrictions. The development of those property types was based upon function, style or type, and association with one or more of the historic contexts discussed in Section E. Registration requirements are based on National Register standards for assessing integrity, the assembled survey database, and recent field study of the survey area to confirm that original survey

¹ Copies of the earlier inventory forms are on file in the Kirkwood Development Office, and the State Historic Preservation Office in Jefferson City.

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information was still relevant.

All three phases of the original survey project were conducted by historic preservation consultant Linda Stockman, under the supervision of the Kirkwood Landmarks Commission. The first version of this multiple property submission, based upon the survey, was prepared by Linda Stockman early in 1990. The initial nomination project included the cover document, two district nominations, and 21 individual property nominations.

This version of the cover document is accompanied by fifteen nominations, all for individual residential properties. Construction dates of the nominated properties range from the 1860s to the early twentieth century. Most of those houses are large, styled, nineteenth century dwellings; all were part of the group of buildings chosen during the initial nomination process. The current group of properties being nominated represents the most intact of those selected in 1990.

Although many of the buildings originally nominated were determined to be eligible for inclusion in the National Register, the contexts put forth in the first draft of the cover document were found to be insufficient. A lack of architectural context was cited as one of the major shortcomings of that first effort. The current version of the nomination is an edited version of that early document, and includes revisions made by consultant Deon Wolfenbarger, and SHPO staff person Stephen Mitchell in 1991 and 1992, as well as a more extensive rewrite undertaken by consultant Debbie Sheals in 2002. The 2002 part of the project in particular involved extensive revisions to Section F, with the goal of establishing stronger architectural contexts. The related individual nominations were also partly rewritten to include more architectural context.

All of the nominations submitted with the cover document in 1990 included statements of significance only for Criterion A, in the area of Community Planning and Development. Although that area of significance plays a vital role in the evaluation of Kirkwood's history, it was not found to relate well to individual houses. All of the properties being nominated with this version of the cover document are now being nominated for their significance under Criterion C, in the area of Architecture.

Those houses are far from the only resources worthy of designation in Kirkwood. In addition to a small, but notably cohesive, collection of intact early commercial buildings, is a very impressive stock of historic residential architecture. A significant number of houses in the community are individually eligible, and most are in excellent condition. An even larger number are eligible as contributing resources within residential historic districts. (See Property Type G.) Many parts of the survey area could be listed in the National Register as residential historic districts, under Criteria A and C, in the areas of Community Planning and Development and Architecture. □

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