CULTURAL RESOURCE SURVEY PLAN:

A FRAMEWORK FOR HISTORIC RESOURCE SURVEY IN KIRKSVILLE







Prepared for

THE CITY OF KIRKSVILLE

By

PRESERVATION SOLUTIONS LLC

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PREFACE

BENEFITS OF PRESERVATION

Preservation has intrinsic value in celebrating a community's history and enabling citizens ~~to~~ understand the present as a product of the past and a modifier of the future."[1] It provides a greater awareness of the relationships between the past, present, and future.

Historic settings are increasingly sought after by the public because they offer quality craftsmanship and materials, provide authenticity and variety, and encourage human interaction in a familiar context. Moreover, preservation has demonstrated practical value as a tool for economic development and environmental stewardship. Studies conducted by the National Trust for Historic Preservation and Missouri Preservation have shown preservation provides the following benefits.

- The physical appearance of buildings and streetscapes reflects a community's overall vitality and economic health.
- Maintaining the strength of a city's older commercial and residential areas, including both rehabilitated historic buildings and well-designed new buildings, can attract larger commercial ventures to the community, even if they do not locate in the historic core of the city.
- Rehabilitation of individual buildings can be more attainable and stabilizing to a local economy than a single large economic development project.
- Historic preservation consistently outperforms other industries in job creation, creation of household income, and impact on other industries.
- Comparatively, historic preservation activity creates more jobs than comparable new construction activity, and often produces more jobs per dollar spent than leading industries.
- Cultural resources reflect a community and region's evolution and differentiate it from other areas.
- The value of a property is determined by the buildings and public improvements around it. Rehabilitation of a historic property directly benefits adjacent property owners and nearby businesses.
- The value of rehabilitated properties in a city's historic core increases more rapidly than the real estate market in the larger community.

[1] John W. Lawrence from Preservation Plan Work Team, City Planning and Development Department, and Mackey Mitchell Zahner Associates, "A Plan for Meaningful Communities: the FOCUS Preservation Plan" Preliminary Report (Kansas City: City of Kansas City, Missouri, Planning and Development Department, 1996), p. 1.

Economic Benefits

Nationally known real estate professional Donovan D. Rypkema, author of *The Economics of Historic Preservation*,[2] emphasizes that commitment to preservation may be one of the most effective acts of fiscal responsibility governmental entities can undertake. Older neighborhoods and commercial centers represent considerable taxpayer investment in infrastructure and building construction. Conservation of the historic core, older neighborhoods, and sites of historic and aesthetic value can be one of the best tools in recovering and extending the worth of past investments while stimulating new economic activity.

Nationwide, the most successful revitalization efforts incorporate historic rehabilitation as the core of their strategies. These efforts demonstrate time and again that the most successful approach toward creating sustainable communities combines the old and the new; capitalizing on the aesthetics and craftsmanship of earlier eras and enhancing a community's fabric and character.

The State of Missouri and the federal government recognize the role rehabilitation of historic buildings can play in strengthening local economies. To encourage sustainable communities and preservation of important cultural resources they provide incentives to encourage rehabilitation of historic buildings. Investment tax credits for rehabilitation of historic buildings are available from both the state and federal governments. The amount of tax credits is calculated based on qualified rehabilitation expenditures at the end of the project. Eligible properties must be listed in the National Register of Historic Places.[3]

The **20 percent Federal Rehabilitation Tax Credit** applies to owners, and some renters, of income-producing National Register-listed properties. More information relating to the federal program requirements can be found at the following National Park Service websites: http://www.nps.gov/history/hps/tps/tax/download/HPTI_brochure.pdf and http://www.nps.gov/history/hps/tps/tax/.

Many properties (income-producing and owner-occupied) listed in the National Register of Historic Places are eligible for a **25 percent Missouri Rehabilitation Tax Credit**. When used together, the federal and state tax credits can capture approximately 35 percent[4] of eligible rehabilitation costs in tax credits. Due to potential changes in the Missouri tax credit programs, property owners are encouraged to visit the State Historic Preservation Office's website at http://www.dnr.mo.gov/shpo/TaxCrdts.htm and contact the Missouri State Historic Preservation Office (SHPO) early on in their project planning.

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[2] Donovan D. Rypkema, *The Economics of Historic Preservation: A Community Leader's Guide* (Washington, D.C.: National Trust for Historic Preservation, 2005).

[3] The Missouri tax credit program requires buildings be listed in the National Register before rehabilitation work begins. However, the federal tax credit program allows property owners up to twenty-four months after completing a certified rehabilitation work to get the property listed in the National Register.

[4] Since the Federal Government taxes the earnings from the Missouri rehabilitation tax credit, the final net amount is approximately 35 to 38 percent of the total eligible rehabilitation costs.

To qualify for the either the state or federal tax credits, the rehabilitation work must comply with the Secretary of the Interior's Standards for Rehabilitation, which can be found at the National Park Service's website at http://www.nps.gov/hps/tps/standguide/. The Secretary's Standards are designed to address changes that will allow older buildings to function in the twenty-first century.

In addition, a **10 percent Federal Rehabilitation Tax Credit** is available for the rehabilitation of commercial, non-residential buildings that are *not* eligible for listing in the National Register of Historic Places and were constructed before 1936. With no formal application process and limited restrictions to the design of rehabilitation work, this can be a good tool for buildings in locally designated conservation districts (see Recommendations for an elaborated discussion of conservation districts). For more information on the federal tax credit incentives, please visit http://www.nps.gov/history/hps/tps/tax/download/HPTI_brochure.pdf.

Environmental Stewardship

Utilizing preservation as a tool in the conservation of resources provides a practical and effective economic and environmental strategy for future planning. As ~~"g~~reen" technologies and practices become increasingly part of public discourse, there is growing consensus in support of environmental protection efforts. After years of exploiting resources, citizens are now considering how their activities and surroundings fit into the larger environment. This includes the recognition of the massive investment of materials and energy contained in built resources and efforts to encourage better stewardship of older buildings and structures. Buildings contain materials and energy already expended in the mining and/or harvesting of raw materials, manufacturing and shipping of materials, and assembling of the structure; ~~"e~~xtending the useful service life of the building stock is common sense, good business, and sound resource management."[5] Moreover, materials from the demolition of buildings accounts for up to 40 percent of landfill contents, the cost of which is indirectly borne by taxpayers. At the same time, new construction consumes new energy and resources. As stated by Carl Elefante of the U.S. Green Building Council, ~~"T~~he greenest building is…one that is already built."[6]

For more information about historic preservation and sustainability, please visit the National Trust for Historic Preservation at http://www.preservationnation.org/issues/sustainability/

[5] Carl Elefante, AIA, LEED AP, "The Greenest Building Is…One That Is Already Built," *Forum Journal,* no. 4 (Summer 2007), 32.
[6] Elefante, 26.

INTRODUCTION

A city can take steps to protect its significant historic resources only if it knows what it has. Thus a cultural resource survey is a basic building block for any local preservation program. Information gathered through survey can form the foundation for nearly every decision affecting a city's historic buildings and neighborhoods; guiding the planning, maintenance, and investment decisions of city officials, property owners, neighborhood groups, and developers. Furthermore, it can have the more intangible benefit of raising awareness and community pride among citizens.

To aid Kirksville's development and transformation in the future, the City should continue to implement public policy promoting historic preservation. When integrated into the planning process and targeted at identifiable areas, historic preservation provides a level of certainty and permanence that is necessary to attract investment. Preserved neighborhoods create stability of population, a greater tax base, and less drain on City services.

The inventory and evaluation of community resources is the principal step to developing local private and public programs that not only preserve important historic properties, but also utilize preservation as a tool for economic development and the revitalization of older neighborhoods and commercial centers.

This survey plan should be viewed as a road map of the various procedural requirements and technical components of historic resources survey. It is both a reference for the survey process, as well as a framework of the tools and best practices for accomplishing a survey. This report can and should be used by the City's Planning and Zoning Department and Historic Preservation Commission in the future formulation of budgets, when requesting grants, and in the development of comprehensive master plans. This plan, and the explanations and recommendations presented here, will streamline the process for the City of Kirksville as it implements future survey efforts.

SURVEY PLAN OBJECTIVES

The development of a survey plan is an important first step toward the City of Kirksville's desire to incorporate preservation strategies into its municipal planning, land use, and development processes. The Missouri State Historic Preservation Office (SHPO) recently approved Kirksville as a Certified Local Government (CLG) and a partner in the preservation of Missouri's historic resources. The program expands the historic preservation network of federal and state governments by creating a mechanism for direct participation by local governments. (An elaborated discussion of the CLG program can be found in Appendix H, page 144.)

A key requirement of the CLG partnership is that the municipality "…maintain a system for survey and inventory of historic properties."[7] The inventory and evaluation of community resources is the first step to developing public and private programs that not only preserve important historic properties, but also utilize preservation as a tool for economic development and the revitalization of older neighborhoods and commercial centers. To be effective, future survey efforts must be carefully organized; taking into account Kirksville's planning needs, legal obligations, citizen interest, available funding, and the nature of its historic resources.

Partially funded by a Historic Preservation Fund Grant from the Missouri SHPO, this survey plan is a working guide for the City of Kirksville and the Kirksville Historic Preservation Commission in their preservation activities for the next ten years. It identifies research sources, broad historical contexts, property types, potential threats, and geographic areas containing concentrations of historic resources. In addition, the survey plan provides recommendations relating to survey effort priorities and levels of survey activity. Furthermore, the survey plan documents the City's establishment of an organized program for preservation efforts.

[7] State Historic Preservation Office, Missouri Department of Natural Resources, "Guidelines for Participation in Missouri's Certified Local Government Program," http://www.dnr.mo.gov/shpo/clgguide.htm (accessed Jun 25, 2010).

SURVEY PLAN PROJECT AREA

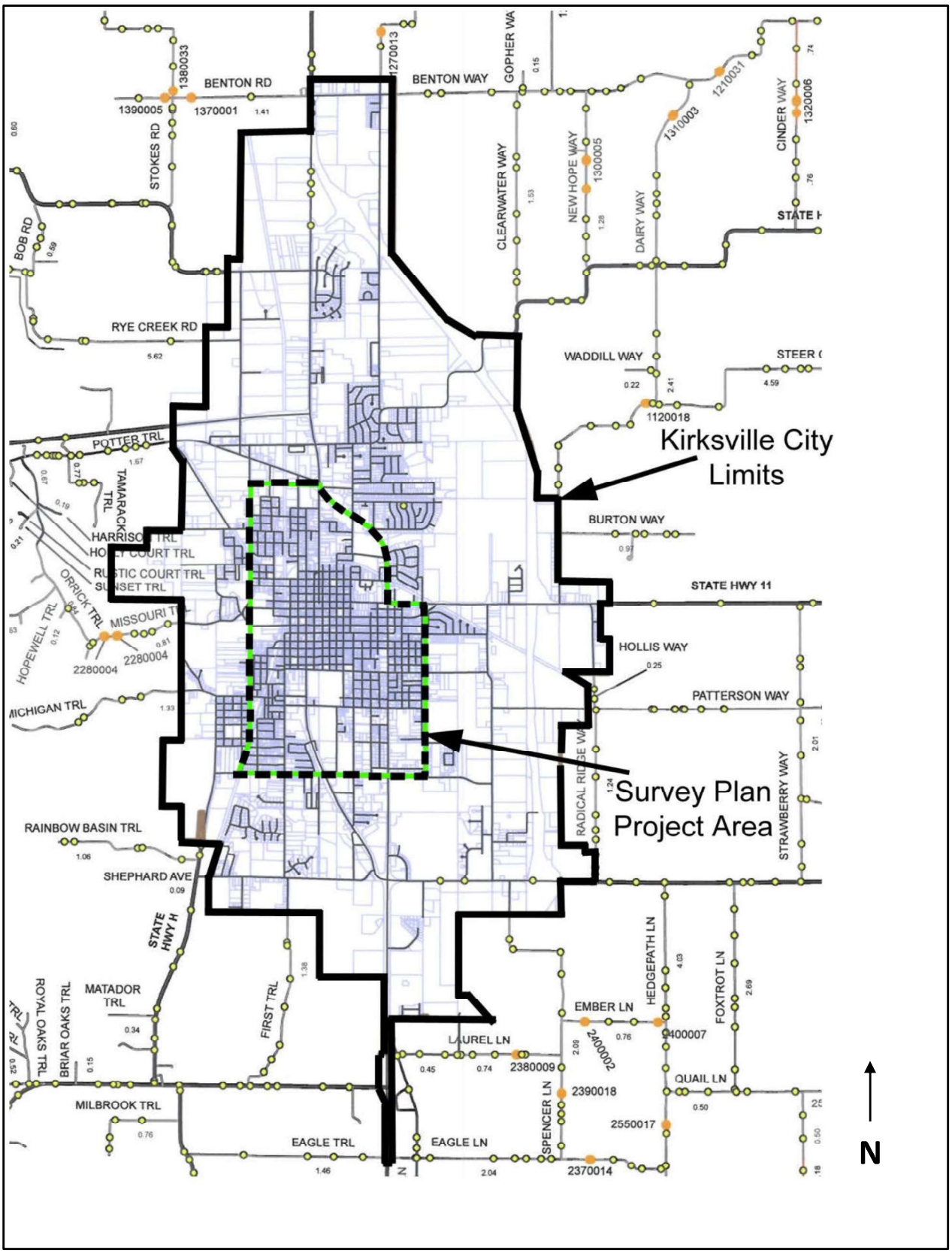
Kirksville is at the center of Benton Township, which occupies the central portion of Adair County in northeast Missouri. The city occupies approximately 10.5 square miles, primarily in Township 62 North, Range 15 West. It is the population center of the county with about 68 percent of the county's 25,000 residents. Kirksville is located on the USGS Kirksville quadrangle.

The project area for the Kirksville Survey Plan consists of approximately 1,480 acres in the city's historic core (Please see map on following page). The boundaries are generally within the circa 1932 city limits with a south extension outside those limits. Cottage Grove Avenue and Baltimore Street form the east boundary, LaHarpe Street forms the south boundary, Osteopathy Street forms the west boundary, and Hope Street forms the north boundary. Excluded from this project area are sixteen blocks downtown surveyed in 2009-2010 by preservation consultant, Karen Bode-Baxter, and bounded by Missouri Street to the north, Marion Street to the east, Jefferson Street to the south, and the former Norfolk Southern Railroad[8] grade to the west.[9]

Within the survey plan project area boundaries, a street grid aligned with the cardinal directions defines the vast majority of streetscapes. The former Norfolk Southern Railroad grade travels north-south across the west edge of the project area. Approximately 3,200 resources exist in the project area, comprised of: relatively dense residential development surrounding a central business district; commercial concentrations along collector streets, Missouri Routes 6 and 11, and US Highway 63; industrial resources along former railroad grades and on the edge of the central business district; and institutional development at both Truman State and A.T. Still universities.

The project area boundaries contain the greatest concentrations of historic resources, including those historically associated with the two original railroad lines, the two universities, the state and federal highways, and more than 160 years of residential development.

[8] The Norfolk Southern Railroad grade was originally the North Missouri Railroad line that arrived in Kirksville in the 1860s. Subsequent names for this railroad line were the Wabash, St. Louis and Pacific; the Wabash; and Norfolk & Western.
[9] The Downtown Survey was funded by a HUD grant.


Kirksville City Limits
Survey Plan Project Area
BENTON RD
BENTON WAY
STOKES RD
BOB RD
RYE CREEK RD
POTTER TRL
TAMARACK TRL
HARRISON TRL
HONEY COURT TRL
RUSTIC COURT TRL
SUNSET TRL
ORRICK TRL
MISSOURI TRL
HOPEWELL TRL
MICHIGAN TRL
RAINBOW BASIN TRL
SHEPHARD AVE
STATE HWY H
MATADOR TRL
ROYAL OAKS TRL
BRIAR OAKS TRL
FIRST TRL
MILBROOK TRL
EAGLE TRL
EAGLE LN
CLEARWATER WAY
GOPHER WA
NEW HOPE WAY
DAIRY WAY
CINDER WAY
WADDILL WAY
BURTON WAY
STATE HWY 11
HOLLIS WAY
PATTERSON WAY
RADICAL RIDGE WA
STRAWBERRY WAY
HEDGEPATH LN
FOXTROT LN
EMBER LN
LAUREL LN
SPENCER LN
QUAIL LN
1390005
1370001
1380033
1270013
1300005
1310003
1210031
1320006
1120018
2280004
2380009
2390018
2400002
2400007
2550017
2370014
N

PROJECT HISTORY AND METHODOLOGY

This project was launched in May 2010. Fieldwork, preliminary archival research, and the first public meeting were conducted in early July 2010. PSLLC submitted the draft plan on September 30, 2010 and, subsequent to City staff & SHPO comments, submitted the revised draft on December 31, 2010. A second public meeting and presentation to the Kirksville Historic Preservation Commission took place on April 6, 2011, by which time all final project materials were submitted. An elaboration of the project methodology can be found in Appendix A and further discussion of specific evaluation standards and survey guidelines can be found on pages 22-25.

Preservation Solutions architectural historian, Kerry Davis, acted as project lead and conducted all aspects of project planning, fieldwork, and archival research. Project managers for the City of Kirksville were Brad Selby, Codes and Planning Director, and Cherie Bryant, Assistant to the City Manager. Pam Kelrick with the GIS Consortium in Kirksville provided the preliminary parcel database and Arc Reader GIS files. Project reviewers for the Missouri State Historic Preservation Office were Michelle Diedriech, Survey Coordinator, and Roger Maserang, National Register Historian.

Archival Research

The survey plan includes identification of broad historic contexts as they relate to the development of the built environment of Kirksville. These contexts will serve as a starting point for future research related to survey efforts and National Register nominations.

Archival research collections utilized included those of Truman State University's Pickler Library, City of Kirksville, Missouri State Historic Preservation Office, Adair County Courthouse, Mid-Continent Public Library, University of Missouri Digital Library, and Adair County Historical Society. Research also included consultation with the following individuals: local historian and Truman State professor of English and Linguistics, Cole Woodcox; Truman State University student researcher of African American history, Sara Clark; Adair County Recorder, Pat Shoush; Truman State University professor of History Sylvia Macauley, and life-long resident and long-time local Kirksville teacher JoEllen Hays.

Fieldwork

Combined with the applicable research on Kirksville's past development, the fieldwork provided a basis for how to organize future survey efforts. A block-by-block analysis of Kirksville's built environment was conducted by means of driving each street in the project area. The latest Sanborn Fire Insurance Map (1942), as well as current GIS parcel maps, were used in the field for reference. Driving each street within the project area boundaries, the lead field investigator recorded the following:

- General distribution and types of resources;
- General distribution of retention of architectural integrity;

- Common functional property types;
- Common architectural styles and building forms;
- Concentrations of resources and individual buildings that appear to warrant further survey, research, or National Register nomination; and
- Areas with no apparent historic resources and do not warrant survey in the near future.

Representative digital photographs of streetscapes, landscapes, buildings, sites, and structures were taken to illustrate the built environment, typical property types, and architectural styles found in the various neighborhoods of Kirksville.

Evaluation and Analysis

After compiling and reviewing the results of the field study and archival research, PSLLC identified broad patterns of development in Kirksville. *A Field Guide to American Houses* by Virginia and Lee McAlester[10] provided guidelines for determining residential architectural forms, styles, and sub-types as well as assuring the use of nomenclature consistent with National Register guidelines. *The Buildings of Main Street* by Richard Longstreth[11] provided guidelines for nomenclature and determining commercial architectural forms, styles, and sub-types.

In order to provide an accurate list of survey priorities, the consultant conducted preliminary evaluations for properties according to the criteria and standards for historic resources established by the Secretary of the Interior and the Missouri SHPO (please see pages 22-25 for a detailed discussion of specific evaluation standards and survey guidelines employed). These evaluations allowed for the identification of areas that appear to contain contiguous districts, discontinuous thematic resources, and individual properties that appear to minimally meet National Register criteria. The scope of work for this survey plan dictated that this preliminary field study merely serve to outline a framework for future survey and should not be confused with comprehensive survey.

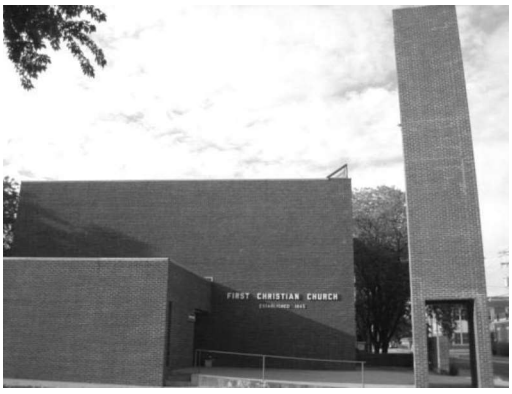
Those identified as potentially individually eligible, which are listed in the Appendix F, are those properties that appear to retain a high degree of historic architectural integrity and clearly represent a documented historic context(s). The Survey Priorities section lists thematically linked property types scattered throughout the project area that appear to retain sufficient integrity to be eligible for their associative characteristics (e.g. schools).

A National Register Historic District possesses a significant concentration and/or continuity of buildings, sites, structures, or objects united historically or aesthetically by plan or physical development. Areas that appear to retain contiguous resources that together might form a National Register Historic District are identified in the Survey Priorities section as prioritized survey areas. These properties appear to possess historic integrity and are located adjacent to

[10] Virginia and Lee McAlester, *A Field Guide to American Houses (*New York: Alfred A. Knopf, Inc., 1984).

[11] Richard Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture* (Washington, DC: The Preservation Press, 1987).

or near other similar properties that share the same historic context(s). Contributing resources do not have to be individually distinctive, but must add to the significance of the grouping within one or more historic contexts. The majority of the components that contribute to a district's historic character must possess integrity, even if they are individually undistinguished, as must the district as a whole.



First Christian Church
100 North High Street

Buildings Less than Fifty Years in Age

The National Register of Historic Places generally requires that a property be fifty years of age or more to be considered historic. This allows a sufficient period of time in which to objectively consider a property's significance. In order that this survey plan not become outdated too soon, context development and field study included analysis of resources and trends through the mid-1970s. This methodology of including a thirty-five year cut-off for resource study is recommended for future survey efforts for multiple reasons, among them:

- The data collected does not become out-of-date too soon;
- Potentially significant buildings less than fifty years of age can be documented; and
- The City is made aware of buildings that may become eligible in the near future.

This methodology gives the City and the public a ~~h~~eads-up" on buildings that may become eligible in the near future. Additionally, documentation of these resources provides the ability to plan future designations based on the significant impact of urban planning programs and development patterns associated with the mid-to-late-twentieth century in Kirksville.

A good example of this type of resource is the First Christian Church at Harrison and High streets. Constructed in 1970, it is an excellent example of Post Modern architecture in Kirksville. If integrity is maintained, this landmark building may be eligible for listing in the National Register within ten years.

Development of Survey Priorities and Recommendations

As defined by the National Register of Historic Places, ~~h~~istoric integrity is the authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period."[12] To be listed in the National Register, a property must not only have historic significance, but it must also retain integrity.[13]

[12] National Park Service, *National Register Bulletin: How to Complete the National Register Registration Form* (Washington D.C.: U.S. Department of Interior, 1997), 4.
[13] National Park Service, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: U.S. Department of Interior, 1997), 44.

The consultant visually inspected the exterior of buildings in the study area to determine general distribution patterns relating to the retention of integrity. Integrity or the lack thereof, influenced survey priority recommendations in relation to the rarity of or threat to the respective resources, as well as potential National Register eligibility.

The retention or lack of integrity of an area is a major factor in developing survey priorities. Areas which retain integrity will have more opportunities for preservation planning efforts than those which do not and thus will be ranked higher in survey priorities. Areas of the city that retain integrity are those where the majority of resources date from the historic period of significance and display their character-defining features. In these areas, most of the original buildings and structures remain, there are few modern intrusions and/or vacant lots, and alterations to the overall character of the district are minimal. These areas are generally considered a higher priority for survey than those that have suffered extensive losses.

Neighborhoods or commercial areas that have experienced significant loss of historic buildings or extensive non-historic alterations to original character may no longer retain sufficient integrity to warrant intensive survey and/or prioritized preservation planning efforts. In these neighborhoods, it is more prudent to conduct reconnaissance level survey in order to determine where the highest concentrations of historic buildings remain (see page 15 for elaboration on this type of survey; see page 74 for areas in Kirksville identified as suitable for reconnaissance survey).

Integrity loss can also result from over-development of an area or the introduction of elements incompatible with an area's historic character. This includes the construction of numerous multi-family dwellings in a traditionally single-family neighborhood, commercial expansions into a residential area, and the introduction of incompatible design elements into a district. Such ‗intrusions' have a negative impact on the integrity of an area and affect its survey priority. These non-historic developments can also qualify as a threat to surrounding historic resources, which in turn may raise an area's priority for survey.

SURVEY CONSIDERATIONS

WHAT IS A CULTURAL RESOURCE SURVEY?

A cultural resource survey is the process of identifying and gathering information on a community's architectural, historical, and archaeological resources. This survey plan is intended for architectural, above-ground resources. The survey of archaeological resources involves considerably different standards and methods that are not covered in this report. To find more information on archaeological resources contact the Missouri SHPO or go to http://www.dnr.mo.gov/shpo/archaeology.htm.

To assess the significance of above-ground cultural resources, a survey process includes:

- a field investigation to photograph, verify the location, and determine the architectural character, associated features, and historical integrity of each resource;
- a literature search and archival research to gather information concerning the survey area's historical contexts and associated functional and/or architectural property types;
- analysis of the survey data and historic contexts to determine which resources appear to have historical/architectural significance; and
- formulation of management recommendations for future identification, evaluation, registration, and protection strategies.

Communities undertake cultural resource survey in response to the growing recognition that cultural resources have value and should be taken into consideration in planning processes. To this end, the information yielded in a cultural resource survey is important because it:

- identifies properties that contribute to the city's character, illustrate its historical and architectural development and, as a result, deserve consideration in planning;
- identifies properties or areas for which study and research may provide information about the community's historic contexts of growth and development;
- assists in establishing priorities for future survey, conservation, restoration, and rehabilitation efforts within the city;
- provides the basis for using legal and financial tools to recognize and protect historic resources;
- provides planners with a property database and computer generated mapping to utilize for the establishment of preservation planning efforts;
- increases awareness in the public and private sectors of the need for preservation efforts; and
- provides guidance toward developing a comprehensive preservation plan, enabling local governments and federal agencies to meet their planning and review responsibilities under existing federal legislation and procedures.

Survey Products

Work products generated from the survey process include an individual property inventory form for each property, photographs of each resource, and a survey report including maps outlining the survey area and findings. The inventory forms contain information specific to each property and should be incorporated as part of the city's ongoing inventory of historic resources. The survey report is a technical document that provides an understanding of the inventory form data, the survey methodology, the historic contexts, the associated property types identified, and management recommendations for future evaluation and protection of significant resources identified. Combined, the inventory forms and the survey report provide property-specific data, as well as broad-based contextual analysis.

Types of Survey

The State Historic Preservation Office differentiates between reconnaissance-level and intensive-level survey. Both require field investigation, photographic documentation of each resource, and a survey report summarizing the findings. **Reconnaissance-level** survey is a physical inspection of resources that records fundamental information of an area regarding the types of historic resources and their distribution within the area. This type of survey provides a general understanding of an area's historic and architectural resources to guide future preservation planning efforts. **Intensive-level** survey involves the same level of fieldwork and photographic documentation but also includes archival research relating to each resource and the area or historic contextual theme.

Reconnaissance-level survey is typically conducted as a first planning step in the identification of concentrations of historic resources and is often followed by intensive-level survey as a precursor to National Register nomination. Reconnaissance-level survey is also a good planning tool for establishing locally designated conservation districts that provide limited protection of areas that currently lack sufficient integrity to be eligible for listing in the National Register. Intensive-level survey is conducted as a precursor to National Register nomination in areas of known eligibility. It is also recommended for areas where significance is based more heavily on cultural association than on the design aspects of integrity, such as for African American cultural resources, which require more in-depth research to accurately evaluate eligibility.

SURVEY CONSIDERATIONS

WHERE TO BEGIN

At the outset, the City of Kirksville and the Historic Preservation Commission should review the questions and answers listed below to familiarize themselves with the overall process and procedures of cultural resource survey. By strategically and systematically planning for the identification and evaluation of historic resources, survey activities can be completed more economically and efficiently.

Who initiates and/or sponsors a survey?

Historic resource surveys are often initiated by municipalities; however historical societies, Main Street organizations, professional groups, neighborhood associations, and other interested parties can also initiate survey efforts. The Missouri State Historic Preservation Office (SHPO) can also initiate survey projects and is a key sponsor of survey efforts statewide. Regardless of the initiator, survey projects have the greatest impact on community planning decisions if they are supported by the local government. It is important for the City to not only officially endorse survey projects, but also to coordinate an ongoing process for the collection and evaluation of survey data to ensure it is incorporated into the city's planning activities. This will allow the City to provide ready access to the survey information by all local, state, and federal agencies, public service organizations, developers, and property owners.

What do we do first?

With any project affecting cultural resources, it is always best to consult with the Missouri SHPO early-on. They can provide technical assistance and other tools to facilitate the project's success.

Many factors can influence future survey priorities. The community's planning and development actions, available personnel and financial resources, threats to the historic buildings, and potential opportunities all affect survey project precedence. No single factor is necessarily more important than another. However, with thousands of buildings more than fifty years of age across Kirksville, an evaluation of potential survey efforts against these factors will be necessary to ensure projects strategically meet community needs in the most cost effective manner. Analysis of future projects in light of these factors provides a mechanism for prioritizing and selecting the appropriate level of survey activity as it applies to different parts of the city. The City of Kirksville Planning and Zoning Department and Historic Preservation Commission should always evaluate proposed survey efforts against these factors and ask/answer the following questions.

Historic Contexts (see page 26 and Appendix D for elaborations)

- What contexts exist in the proposed survey area?
- How are they associated with the overall growth and development history of Kirksville?

Property Types & Distribution (see pages 27-59 for elaboration)

- What types of properties exist in the proposed survey area?
- How many resources are there and how are they distributed?
- Are geographical features or other boundaries present that distinguish the survey area?
- Is there a distinct identity to the area or is there a contiguous area with resources that share similar characteristics?

Integrity (see page 24 for elaboration)

- Does the area retain its historic integrity, or has this integrity been compromised?

Threats (see page 60 for elaboration)

- How endangered are the resources in the project area?
- If so, by what actions or inactions?

Opportunities (see page 60 for elaboration)

- Are there opportunities present to facilitate survey completion?
- Is the area potentially eligible for listing on the National Register?
- If not, does it meet local register criteria?
- Would survey encourage the use of financial or planning incentives in the project area?

Are there guidelines or standards to be followed?

Any historic resources survey conducted in Kirksville should comply with the standards for identification and evaluation set forth by the Secretary of the U.S. Department of the Interior in *National Register Bulletin: Guidelines for Local Surveys: A Basis for Preservation Planning* (available at http://www.nps.gov/nr/publications/bulletins/nrb24/) and *Secretary of the Interior's Standards and Guidelines for Identification* (available at http://www.nps.gov/history/local-law/arch_stnds_2.htm). When surveys are supported by grants-in-aid funds from the Missouri SHPO, these standards must be met as a condition of the grant. These identification and documentation methods are basic to professional practice in the conduct of any survey regardless of its source of funding.

Using these professionally accepted standards, future survey will begin to provide the city of Kirksville with a full picture of its historic resources and ensure that decisions regarding specific historic buildings are deliberate and legally defensible. Please see pages 22-25 for additional discussion of the federal and state standards and guidelines for cultural resource survey efforts.

Who should conduct the Survey?

Usefulness of survey information relies heavily on the professionalism of the surveyor(s). Consistency, experienced professional judgment, and attention to detail are essential. Thus it is important that qualified professional personnel be involved in all phases of a survey project. The National Park Service, which maintains the National Register of Historic Places, has defined the minimum qualifications for professional preservation personnel in the Secretary of the Interior's Standards for Preservation Planning, 36 CFR Section 61, which can be found at http://www.nps.gov/history/local-law/arch_stnds_9.htm. The Missouri SHPO provides additional information on required qualifications, as well as a list of consultants providing services in Missouri at http://www.dnr.mo.gov/shpo/profqualifications.htm.

Professional Consultant(s) - In most cases, particularly projects funded by the federal Historic Preservation Fund, a professional consultant is hired to conduct a historic resource survey. Until a community is familiar with the survey and nomination processes and has identified trained volunteers, outsourcing survey work to qualified consultants is often the most efficient and cost-effective approach. A graduate degree or equivalent experience and at least one year of full-time professional experience are considered the minimum requirements for survey consultants. The consultant must have experience in conducting historic resource surveys, in classifying historic resources, and in administering the local, state, and federal historic preservation processes. They must also be able to work well with other municipal departments, state agencies, and federal program managers. While the Missouri SHPO staff cannot recommend service providers, they can answer specific questions about consultants' past work. Incorporating qualification requirements, as well as samples of work and references, within requests for proposals is an important step toward achieving professionalism and consistency in survey work.

Volunteers – Future survey efforts in the City of Kirksville are well-suited for the use of volunteers due to the presence of the universities and resident student and faculty population. The use of volunteers can be beneficial to preservation efforts by: directly engaging with the public; creating support through participation; educating constituents; bringing individuals to the project with specific knowledge of the community's history and resources; and, if planned well and supervised by a professional, reducing overall costs.

If volunteers and/or inexperienced surveyors are involved in gathering data or research, a qualified preservation professional should be available to provide guidance, evaluate and interpret data gathered, define districts and properties of potential significance, and oversee the production of graphic documentation. While it is important for professional personnel to guide the project and be responsible for all major decisions affecting survey methodology, their level of involvement can vary. Trained volunteers can carry out many aspects of survey work, including the following:

Historical Research – Often, residents with particular interest in local history have already gathered a great deal of primary data necessary to interpret the community's history and establish historic contexts. Those with library skills, students of history or geography, and/or interest in recording oral histories can also be especially helpful. In addition, volunteer residents are important for providing community input as to what they perceive as important to the history and character of their community.

Field Survey – With adequate training and supervision, volunteers can carry out field survey work. Prerequisites for this type of work would include the ability to understand and follow instructions, to be observant of details, and to fill out forms and take notes clearly and accurately. Specific skills in photography, architecture, planning, cartography, and drafting can be useful.

Handling Survey Data – Volunteers can carry out the necessary clerical work of organizing materials, entering data into computer programs, and preparing publications. Skills in typing, word processing, database operation, editing, and layout design can all be useful.

Volunteers can be recruited from a variety of sources, such as: civic and fraternal organizations; college and secondary history, anthropology, and social science students; specific social or ethnic groups; and local historical societies or preservation organizations. *National Register Bulletin: Guidelines for Local Surveys: A Basis for Preservation Planning* (available at http://www.nps.gov/nr/publications/bulletins/nrb24/) discusses the necessary training of volunteers for various aspects of survey work.

How long does survey take?

The length of time necessary for completion of a survey project is variable, depending on a number of factors. Funding, weather, size of survey area, level of survey required, and property type can all affect the overall timeline. In Missouri, the CLG grant deadline is at the end of September and projects typically begin the following spring or early summer. CLG grant-funded survey efforts typically take between eight and twelve months, which allows time for pre-planning, public meetings, fieldwork, research, and both City and SHPO review at each milestone. This general timeline also provides for the common need to conduct follow-up fieldwork in the winter to photographically document buildings obscured by foliage during summer months.

How do we involve the public?

One of the greatest potential benefits of survey projects is that they provide valuable information to residents, property owners, and project planners. Making citizens aware of the city's heritage and historic resources, as well as encouraging them to contribute information and opinions regarding the historic value of their properties and neighborhoods, are vital components of all survey efforts. Engaging the community from the beginning and throughout the project will ensure that residents and planners understand one another.

Allocation of staff, funds, and tools for communications and public outreach must be made from the outset. Outreach activities should support the administrative and technical survey work of the Missouri SHPO and the surveyor(s). Public meetings and/or workshops must be incorporated into any future survey effort, acquainting property owners with the project as early as possible. These public meetings should explain historic preservation survey methodology, as well as the National Register program and its effect on property owners. Additionally, ample time should be allowed at these meetings, and throughout the project, to address all specific questions and/or concerns from constituents.

Endorsement by elected officials and city agencies, as well as community and civic organizations, preservation groups, historical societies, universities, and professional associations should be cultivated early on. In particular, the Planning and Zoning Department and Historic Preservation Commission should promote and endorse all future survey efforts.

Early contact with the *Kirksville Daily Express,* KTVO television, and local radio stations, as well as key organizational newsletters, such as *The Adair Historian* and *Missouri Preservation News* can generate interest, support, and publicity for the survey. Such coverage will contribute to the perception of the survey as a mainstream activity and foster community appreciation for the value and variety of Kirksville's historic properties.

Engagement activities should also include the universities. Future survey efforts could provide students with hands-on experience ranging from research and organizational work to documentation and recording. Students in the History, Art History, Sociology/Anthropology, or Geography programs are often well suited for cultural resource survey work. This exchange with the university community can foster much-needed communication between the City and the institutions regarding Kirksville's historic resources.

How is a survey funded?

In Missouri, competitive survey and planning grants are awarded through the Missouri SHPO who receives allocations from the Historic Preservation Fund (HPF) of the Department of Interior, National Park Service, under the provisions of the National Historic Preservation Act of 1966 and subsequent amendments. Ten percent of the HPF grant monies in each state are reserved for projects in communities designated as Certified Local Governments, such as Kirksville.

Surveys can also be conducted with private or other public funds, such as Community Development Block Grant funds (CDBG), which recently funded Kirksville's Downtown Survey. Any surveys that use federal funds must meet federal guidelines for historic resource inventory. Please see pages 22-25 for additional discussion of the federal and state standards and guidelines for cultural resource survey efforts.

Private agencies or organizations have also been involved in historic resource survey. Main Street organizations and historical societies often conduct surveys, as do professional organizations such as local chapters of the American Institute of Architects (AIA).

How much does survey cost?

Estimated costs can vary greatly based upon the level of survey, number of properties to be inventoried, resource type, and travel costs. If a consultant is hired, costs can range from $50 to $250 per building depending on these variables. Other cost considerations include:

- Intensive level surveys require more documentation and thus more professional labor.
- Missouri SHPO requires at least one 5x7 archival photo ($4-$6/ea) of each resource.
- Different property types require variable amounts of time. For example, a survey area with hundreds houses constructed in a short time period and in the same style might require less time than a survey area with fewer resources but with a wide range of construction dates and styles. Additionally, agricultural complexes with multiple buildings, structures, and landscape elements require more mapping and photography.
- Maps of the overall survey area at the required scale can cost up to $500 each. The City can lower consultant costs by offering to provide the necessary maps.
- Database management and address correlation can be very time-consuming and add significant labor costs. The City can lower consultant costs by completing address correlation (matching each building address to its associated parcel number) and delivering an up-to-date and accurate spreadsheet to the consultant early on in the project.[14]
- Availability of research materials, or the lack thereof, can greatly affect survey costs. The City can lower consultant costs by gathering all available materials (previous survey, comprehensive plans, local historian contact information, building permits, historic photos, plat maps, etc.) for the consultant.

How often does survey take place?

Survey is ongoing and should be viewed as a process. The practice of taking stock and determining what is significant in Kirksville will inherently change with the progression of time; buildings will come of age and become potentially eligible, development projects will affect historic resources, historic integrity will improve or be lost, and new historic contexts and property types will be identified. Existing threats and opportunities will shift and lead to adjustments in survey priorities.

Additionally, once survey of a community is complete, it is important to reassess and update earlier surveys at least every fifteen years, if not more often. This ensures documentation of changes and identification of factors that may require adjustment to survey priorities.

[14] In order to accurately map survey information from a database, building addresses must be correctly linked to the associated parcel numbers. It is very common for surveyors to find the physical address on a building differs from the address given in city/county database for that particular parcel. The sorting out and accurate correlation of parcel numbers, city/county database addresses, and the actual addresses physically on buildings can be very time-consuming.

National and state standards, along with Kirksville's preservation ordinance, should be incorporated into future survey methodology to ensure the information gathered is consistent and satisfies government programs and reviews at all levels (see appendix H for a summary of national, state, and local historic preservation programs, agencies, and organizations). These standards will set the survey project structure and serve as guidelines for such issues as data-gathering methods, level of research to be conducted, and professional qualifications required of surveyors. Adoption of these existing standards will ensure that survey activities meet the legal requirements for historic preservation under federal, state, and local laws.

Federal Standards and Guidelines

The National Park Service provides user-friendly guidance to historic resource survey techniques in its publications *National Register Bulletin: Guidelines for Local Surveys: A Basis for Preservation Planning* (available at http://www.nps.gov/nr/publications/bulletins/nrb24/) and the *Secretary of the Interior's Standards and Guidelines for Identification* (available at http://www.nps.gov/history/local-law/arch_stnds_2.htm). Answering such questions as "What is a historic resource?" and "How is survey data used in making evaluation decisions?" these publications are useful at each step in the survey process. Kirksville planning staff and members of the Historic Preservation Commission should familiarize themselves with the processes and terminology in these publications, as these standards are employed by all federal and state agencies and by CLG municipalities in particular.

Missouri Survey Guidelines

Missouri SHPO has supplemental requirements and standardized survey forms that ensure the same information is gathered for every historic resource. Utilization of these forms is required for any grant-funded survey project and allows the data to be uploaded to the statewide database of historic resources.

Regardless of the level of survey, the Missouri SHPO requires grant-funded surveys to meet specific guidelines for professional survey. These guidelines can be found online (http://www.dnr.mo.gov/shpo/minsurvgl.htm) and are summarized as follows:[15]

- The survey must be conducted under the supervision of a qualified 36CFR61 historian or architectural historian.
- A research design must be completed and submitted to the SHPO for approval prior to fieldwork.
- The public must be notified.

[15] Each of these guidelines have specific instructions regarding terminology and format. The MO SHPO should be contacted prior to initiation of any survey. For additional information on these requirements visit the MO SHPO website at http://www.dnr.mo.gov/shpo/minsurvgl.htm.

- Architectural/Historic Inventory Forms issued by the SHPO must be used to document each primary resource, including, at a minimum, the following information:

Survey No. (provided by SHPO)	National Register eligibility
Survey name	Category of property
County	Window Description
Address	Property type and/or style
City (check vicinity if rural)	Chimney placement
Current use	Plan shape
Construction date	Exterior wall cladding
Previously Surveyed/NR listed	No. of stories
Foundation material	No. of bays (1st floor)
No. of outbuildings	Roof type
Front porch type/placement	Form prepared by
Survey date	Photographer
Architectural description	Site Map/plan

- At least one 5"x7" black and white archival photo of each primary resource must accompany each inventory form.
- A map showing the exact survey area boundaries must accompany the survey materials.
- A final survey report summarizing the findings must be submitted to the SHPO for approval, including, at a minimum, the following sections:

Objectives
Methodology
Geographical Description
Results
Recommendations

Local Guidelines

The Kirksville Historic Preservation Ordinance does not have specific survey requirements apart from the federal or Missouri standards. However, it dictates in Chapter 2, Article 10, Section 2-193 that the Historic Preservation Commission ~~s~~hall undertake an ongoing survey and research effort" and ~~s~~hall maintain an inventory of that information."[16] The code further states that the survey shall be systematic and that the Historic Preservation Commission shall ~~e~~ncourage property owners to nominate" these resources.

[16] City of Kirksville, "Code of Ordinances, Kirksville, Missouri," http://library.municode.com/index.aspx?clientId=12018&stateId=25&stateName=Missouri (accessed December 25, 2010).

SURVEY CONSIDERATIONS

CRITERIA AND EVALUATION METHODS

National Register Eligibility

The physical characteristics and historic significance of a resource provide the basis for evaluating National Register eligibility. A property or district must be associated with an important historic context (see page 26) and meet a combination of the criteria outlined below. Opinions of potential eligibility should be approved by the Missouri SHPO prior to proceeding with nomination to the National Register of Historic Places (NRHP).

Age Requirements

To allow sufficient time to gain historical perspective, the National Register uses a minimum-age guideline of fifty years before a resource is considered eligible. However, it should be noted that it also allows for the evaluation of resources that have achieved significance in the past fifty years if they are of exceptional importance.

Thus it is recommended that future survey efforts evaluate all resources at least thirty-five years of age. This approach is beneficial because:

- The data collected does not become out-of-date too soon;
- Exceptionally significant buildings less than fifty years of age can be documented; and
- The City is made aware of buildings that will become eligible in the near future.

This methodology gives the City and the public a ~~-h~~eads-up" on buildings that may become eligible in the near future. Additionally, documentation of these resources provides the ability to plan future designations based on the significant impact of urban planning programs and development patterns associated with the mid-to-late-twentieth century in Kirksville.

Integrity Requirements

A property's level of integrity—the degree to which it retains its physical and historic character-defining features and is able to communicate its significance—is a key factor in determining whether it may be eligible for listing in the National Register. The National Register defines seven physical aspects of integrity against which a property or district must be evaluated:

- Location
- Design
- Setting
- Materials
- Workmanship
- Feeling
- Association

To maintain integrity, a property must possess at least several of these aspects, enough so that the essential physical features that enable it to convey its historic significance remain intact.

Determining which aspects are important to integrity requires knowledge of why, when, and where the property is significant.

Significance Requirements

In addition to retaining integrity of their historic architectural design, properties listed in the National Register must meet certain criteria of historic significance.[17] Historic significance is the importance of a property to the history, architecture, archaeology, engineering, or culture of a community, a state, or the nation. To be listed, properties must have significance in at least one of the following areas:

Criterion A: Association with events, activities, or broad patterns of history.

Criterion B: Association with the lives of persons significant in our past.

Criterion C: Embody distinctive characteristics of construction, or represent the work of a master, or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction.

Criterion D: Have yielded, or be likely to yield information important in prehistory or history.

During survey, evaluation of significance should rely on criteria and guidelines provided by the National Register of Historic Places and reflect the historic contexts established for Kirksville. This process will ensure consistency among the survey findings given the variety of contexts and the perspectives of individual surveyors.

[17] For additional information about the National Register of Historic Places, please see Appendix H or go to http://www.dnr.mo.gov/shpo/national.htm or http://www.nps.gov/nr/.

SURVEY CONSIDERATIONS

HISTORIC CONTEXTS

One of the most influential factors in planning a survey is historic context. To fully appreciate the significance of Kirksville's cultural resources, it is important to understand the forces that influenced the evolution of the city in general, as well as the development trends that occurred regionally, statewide, and nationally. The National Park Service defines historic context as ~~"a~~ broad pattern of historical development in a community or its region that may be represented by historic resources."[18] According to the Secretary of Interior's *Standards for Preservation Planning, Identification, and Evaluation*, proper evaluation of the significance of historic resources can occur only when they are assessed within broad patterns of a community's historical development. Only then may the National Register criteria for evaluating property eligibility be accurately applied.

Establishing historic contexts is a means of organizing information about properties that share common historic, architectural, or cultural themes. A preliminary historic context overview identifying themes representing the Kirksville's development over time can be found in Appendix D. Kirksville's property types, discussed in detail in the following section, relate to those themes. When historic resources are viewed in relationship to the context within which they were built, it is possible to apply the established criteria for evaluating eligibility for designation to the national and local historic registers.

Historic contexts developed as part of this study or any future survey should not be confused with a comprehensive history of the community. Historic context development is one component of a working survey plan or survey report that assists in providing technical analysis of the resources identified. The establishment of historic contexts involves reviewing the known history of the community, the region, and the state, as well as identifying important patterns of development that may be represented by historic resources.

The development of historic contexts is a beginning step in effectively determining recommendations for future survey and efficiently directing the use of personnel in the field. For example, the identification of individual owners of commercial businesses or architects of specific buildings may not be as relevant to the development patterns of Kirksville's built environment as the location of the railroad grades and growth of the Truman State University. The resulting contextual overview in Appendix D, though not definitive, establishes areas of obvious importance in relation to National Register criteria and provides for specific management recommendations regarding future identification, evaluation, and designation of Kirksville's cultural resources.

[18] National Park Service, *National Register Bulletin: Guidelines for Local Surveys* http://www.nps.gov/history/nr/publications/bulletins/nrb24/chapter1.htm (accessed September 2, 2010).

SURVEY CONSIDERATIONS

FUNCTIONAL PROPERTY TYPES IN KIRKSVILLE

A property type is the categorization of a set of resources that share physical or associative characteristics. Property types link historic events and/or patterns with actual resources that illustrate these contexts. Buildings and structures in the project area represent a broad range of functional property types, including residential, commercial, institutional, transportation-related, and industrial resources. The majority of blocks contain buildings from various periods, representing an extended period of time and adding to the diversity of resources. The individual houses, commercial buildings, institutional structures, parks, and other resources are literal reflections of Kirksville's history and evolution.

As with historic contexts, it is critical to have an understanding of property types prior to planning for future survey and to ensure efficient use of survey grant funds. Knowledge of property types that may have been neglected in past studies allows the City to target future surveys to these under-documented resources rather than waste time and money gathering repetitive information about well-known resources. Alternately, survey based on property type rather than restricted geographic boundaries can allow for the documentation of important resources that may be scattered across a large area. For example, historic schools or automobile-related buildings are scattered resources that could be surveyed by property type. Often these types of resources can be nominated to the National or local registers by virtue of their associative significance.

To identify historic property types present in the project area, PSLLC identified resources according to original function, building form, and architectural style, thus recognizing both shared associative (functional), as well as physical (architectural style and building form) characteristics. The basic functional property types identified are outlined below, and then further categorized by building form and/or architectural style. Due to the limited scope of this project's field study component, it is expected that additional property types will be identified in future surveys.

Residential Property Type

The residential property type is the most dominant functional property type identified in the project area. There is a high degree of diversity within this functional category due to the long time span in building construction dates. The two dominant sub-types identified are the Single-Family and Multi-Family Residential Property Types, described below.

Single-Family Residential Property Sub-Type

Single-family residential buildings compose a sub-type of the larger Residential Property Type. Their significance lies in the information they communicate regarding the continuum of single-family detached dwellings in Kirksville. They represent the residences of the community's working-class and middle-class families, as well as the homes erected by Kirksville's wealthier

residents. This property sub-type occurs in both vernacular folk house forms and popular architectural styles common in the era of construction.

Multi-Family Residential Property Sub-Type

Scattered throughout the project area, though generally concentrated within a four-block radius of the universities and the central business district, are a variety of twentieth century multi-family dwellings including duplexes, four- and six-family flats, and low-rise apartment buildings. Though numerous single-family houses in the project area historically functioned as rooming houses, the amount of survey research required to document them to this level of specificity was outside the limited scope of this project. Those identified in this project are restricted to purpose-built apartment buildings.

Commercial Property Type

The majority of Kirksville's historic commercial buildings occur in the central business district (CBD), which is currently being surveyed as part of a separate effort and was outside the scope of this project. However, a number of commercial buildings were identified in the survey plan project area, located primarily in the blocks immediately adjacent to the CBD boundaries and along the commercial corridors of North Green, North Franklin, North Elson, and Baltimore streets. Even with limited examples, this study found commercial properties in the project area reflecting a variety of property sub-types. The majority of commercial buildings in the survey area have retail sales or service functions common in similar-sized cities throughout the Midwest. These business houses are usually sited on one or two lots and have rectangular plans with the short side facing the street. They are designed for small operations providing professional services or retail sales.

A sub-set of the Commercial Property Type are automobile-related buildings that include gas filling stations, service facilities, automobile dealerships, and parking facilities. The function of the business determined the design of the building. In Kirksville, these are found throughout the project area, but primarily clustered in the vicinity of the CBD, North Elson, North Green, Franklin, Marion, and Baltimore.

Industrial Property Type

The industrial buildings identified in the project area are adjacent to the railroad tracks or along commercial corridors at the edge of the CBD. They reflect manufacturing, processing, warehousing, and power generation functions. Their designs and materials are generally functionally defined, though architectural embellishment is not uncommon. Sited on large or multiple lots, they are between one and three stories in height with flanking driveways and/or street/alley access.



Bulk Oil Station Building along railroad grade at 903 Green Street



Bulk Oil Station Building along railroad grade at 505 Scott Street

Civic and Institutional Property Types

A very important component driving community development patterns are the institutional resources that supported and enhanced domestic life, including schools, churches, and civic buildings. These buildings are found along major arterial and collector streets bounding residential neighborhoods and often do not conform in size, scale, or massing to the adjacent residential buildings found within the neighborhood. Those buildings and structures of substantial size and executed in a particular popular style were the work of architects. Their function determines their design and they appear in distinct sub-types as referenced above.

Transportation-Related Property Type

This property type encompasses resources related to all modes of transportation – railroad, air, water, road, and pedestrian. Transportation routes and facilities historically drove settlement and development patterns. Thus, they often communicate very significant associations with the geographic evolution of communities, as well as important information about technological advances during the period of construction. Examples of this property type include bridges, depots, railroad grades and associated structures, airports, parking garages, brick street networks, and pedestrian walkways.



Typical Brick Street in Kirksville

Landscape Property Type

This property type consists of cultural landscapes that include both formally designed landscapes and historic vernacular landscapes. These properties include specific features that contribute to their significance and retain historic character through the sum of all visual aspects, features, materials, and spaces associated with the cultural landscape's history (i.e., the original configuration and arrangement of elements together with later changes). Among the resources categorized under this property type are parks, squares, greens, unoccupied land, ponds, gazebos, and streetlights. Though categorized as funerary by the National Register, cemeteries are often considered part of the Landscape Property Type due to their ample open space and natural features.



Catalpa Grove at Bocock Park (c1922)

Agricultural Property Type

Kirksville's rapid suburban development in the past half century has resulted in the loss of much of the rural character that originally surrounded the historic core. Many farmsteads and their buildings have been razed and replaced by subdivisions and commercial development. Despite this, a few rare farmsteads, open farmland, and agricultural outbuildings remain at the edges of the project area. In addition to farm residences, which generally do not differ from the housing styles elsewhere in town, there are some scattered outbuildings which provide some insight into this aspect of Kirksville's history. These buildings may be loosely categorized according to function: barns, silos, water structures, windmills, woodsheds, privies, root cellars, granaries, livestock structures (including corrals), and milk houses, as well as agricultural fields, fences, terraces, and dams.

SURVEY CONSIDERATIONS

BUILDING FORMS IN KIRKSVILLE

The building forms and architectural styles identified in the project area follow the terminology required and accepted by the National Register of Historic Places program. The nomenclature relies heavily on styles and forms described by Virginia and Lee McAlester in *A Field Guide to American Houses* and *The Buildings of Main Street: A Guide to American Commercial Architecture* by Richard Longstreth. Due to the broad scope of this project, only the most prevalent building forms are discussed below and it is expected that future survey will add to this information available on Kirksville's historic architecture. For a more detailed elaboration of Commercial Building Forms specific to Kirksville, please see the Downtown Survey Report by Karen Bode Baxter completed in December 2010.

A Field Guide to American Houses includes discussion of several common residential building forms found throughout the country, which they categorize as ~~"N~~National Folk Houses" and often lack a defined architectural style. Longstreth's *Buildings of Main Street* provides standard classifications of commercial buildings by form and arrangement of façade features. Such nomenclature is often combined with a building's style, if present (e.g., ~~"I~~Italianate Style One-Part Commercial Block" or ~~"P~~Prairie School Style American Four-Square").

SINGLE-FAMILY RESIDENTIAL VERNACULAR FOLK HOUSE FORMS

Throughout the nation's history, Americans have constructed modest dwellings of locally available materials absent any stylistic embellishments. Early colonists brought the building traditions of Europe, adapting them to their new communities using locally available materials. Frame buildings of hewn timber with thin wood siding dominated early folk buildings in New England where massed floor plans more than one room deep became the norm. Likely due to shorter and less severe winters, frame houses that were only one room deep became common in the early settlements of the Tidewater South. As settlement expanded to the West, a Midland tradition of log building evolved from a blending of the two traditions. Kirksville was at the west edge of this area, which corresponded to the approximate western limit of virgin forest during this period.[19]

As the nation's railroad network expanded during the second half of the nineteenth century, the character of American folk housing changed significantly. Builders of modest dwellings no longer relied on local materials. Instead, railcars quickly and cheaply moved mass-manufactured construction materials (e.g. pre-cut lumber, nails, window and door frames, and ornamental details) over long distances from distant plants. Before long vernacular houses of relatively light-weight balloon or braced framing replaced hewn log dwellings. Despite the advances in building materials and construction technique, older folk house shapes persisted

[19] McAlester, 63, 75-76.

and even after young communities became established, they remained popular as an affordable alternative to more ornate and complex architectural styles.[20] These traditional prototypes, as well as later innovative plans, comprise distinctive categories of residential forms that dominated American folk building through the first half of the twentieth century.

The residential architecture found in the project area reflects the gamut of late nineteenth century and twentieth century folk house forms. Due to the limited nature of the fieldwork required for this project, the building forms identified below should not be construed as a complete list; it is likely that reconnaissance-level and/or intensive-level surveys in the future will discover additional examples.

GABLE-FRONT HOUSES

The gable-front shape of this folk house form has its origins in the Greek Revival stylistic movement that dominated American houses from 1830 to 1850, which referenced the triangular pediment on the façade of a Greek temple.[21] Originating in the Northeast, where simple gable-front folk houses became popular in the pre-railroad era, the design persisted with the expansion of the eastern railroad network in the mid-nineteenth century, becoming a dominant form until well into the twentieth century. In particular, the adaptability of the form to narrow urban lots assured their popular use and they are common in many late nineteenth and early twentieth century neighborhoods.[22]



511 East Missouri Street

The residences at **511 Missouri** (c1910) and **1302 East Washington streets** reflect early twentieth century and mid-twentieth century treatments, respectively. Typical of their vernacular form and period of construction, these houses featured little architectural ornamentation.



1302 East Washington Street

[20] McAlester, 89-90.
[21] McAlester, 90.
[22] Ibid.

Bungaloid Sub-type

An additional wave of interest in the gable-front shape grew from the early twentieth century Craftsman movement, which typically used the front-facing gable form. Between 1910 and 1930, this treatment inspired many modest bungaloid folk houses that lacked stylistic references. The dwelling at **1018 East Missouri Street** exhibits the bungalow form without elements of formal Craftsman styling.



1018 East Missouri Street

SHOTGUN

Deriving its name from the ability to make a good shot directly through all of the rooms of the house, the one-story, one-room-wide form defines the Shotgun Folk House.[23] Ranging from two to five rooms deep, the rooms always have a linear form and are nearly equal in size. The example at **421 West Cottonwood Street** exemplifies the form. Initially appearing as temporary housing for the working poor and/or railroad workers, this house form became extremely common as permanent housing for the working class throughout the South and the Midwest.



421 West Cottonwood Street

GABLE-FRONT-AND-WING HOUSE

The Gable-Front-and-Wing House is very similar to its Gable-Front cousin. In this form, a secondary, side-gabled block placed perpendicular to the main gable-front block gives this house style its distinctive L-shaped massing. In the South, builders often added the gable-front wing to the traditional one-story Hall-and-Parlor form discussed below. Both one-story and two-story versions became common in the Midwest. The one-story version at **402 South Stanford Street** is a turn-of-the-twentieth-century example of this property type.



402 South Stanford Street

[23] William R. Ferris, *Afro-American Folk Art and Crafts*, (Jackson, Mississippi: University Press of Mississippi, 1986),p. 205.

HALL-AND-PARLOR



1011 East Harrison Street

An increasingly rare folk house form in Kirksville is the Hall-and-Parlor dwelling, which has a simple side-gabled roof, a three- or five-bay façade, and a plan that is two rooms wide and one room deep. Derived from a traditional English form and dominant in the pre-railroad southeastern United States, this was a common early settlement house type throughout the Midwest. Like the example at **1011 Harrison Street**, Hall-and-Parlor houses often feature early twentieth century porches and little if any architectural ornament.

I-HOUSE



717 East Washington Street

A rare house form in Kirksville, the I-House is a two-story version of the Hall-and-Parlor House form and features the same two-room-wide and one-room-deep plan, a side-gable roof, and a rectangular footprint. Common across the United States during the pre-railroad period, the I-House form experienced renewed popularity during the post-railroad era as well. The relatively long, confining winters of the Midwest contributed to the popularity of this larger house form in the region. End chimneys and rear extensions were common, as were variations in porch size and location. Featuring an uncommon central cross gable, the house at **717 East Washington Street** clearly conveys the I-House form and features peaked window lintels, a common feature of Greek Revival style houses of the nineteenth century. Though this house has poor architectural integrity due to the insensitive application of non-historic secondary siding and loss of porch elements, the essential form is apparent. It is likely the original wood siding remains beneath the asbestos siding and if revealed, the building could be reevaluated for potential eligibility.

AMERICAN FOUR-SQUARE



807 Halliburton Street

Popularized by pattern books and Sears Roebuck mail order kits, the two- to two-and-a-half-story American Four-Square house was one of the most popular styles to emerge in the late nineteenth century and continued in popularity until the 1930s. Its square massing, usually comprised of four square rooms stacked above four square rooms, one of which was an entrance hall with stairs tucked unobtrusively to the side, made it economical and practical to build. This house design has direct associations with the Prairie School style and often has many of the same features — wide eaves, horizontal emphasis, and a broad porch spanning the full length of the first floor. The American Four-Square house has a gable-front or hipped roof, usually with one or more dormers. Typically of wood-framed construction, they often incorporate stucco, brick, and/or stone wall cladding juxtaposed with wood clapboard or shingle cladding above or below. The American Four-Square form sometimes lacks a defined architectural style, or can reference Late Victorian, Colonial Revival, Neoclassical, Prairie School, and/or Craftsman styles. In *A Field Guide to American Houses*, the McAlesters feature American Four-Square dwellings as examples of the Prairie School and Colonial Revival styles. The example at **807 Halliburton Street** exhibits the American Four-Square form with the horizontal emphasis and wide eaves of Prairie School style and the heavy, tapered square wood porch supports of Craftsman style.

MASSED PLAN HOUSE



907 East Orchard Street

This category of house also is commonly referred to as ~~C~~entral Passage Double Pile" and ~~C~~entral Passage Single Pile." Massed Plan dwellings expand the Hall-and-Parlor footprint to a mass that is two-rooms deep. The side gable form, such as the dwelling at **907 East Orchard Street,** is usually one or one-and-a-half story in height, varying principally in roof pitch and the size and placement of entrances and porches.

PYRAMIDAL ROOF



1001 and 1005 East Pierce Street

Many examples of this house form remain in Kirksville. While side-gabled roofs normally cover massed-plan folk houses of rectangular shape, those with more nearly square plans commonly have pyramidal roofs. Though it features a more complex roof framing system the equilateral hipped roof of the Pyramidal Roof house requires fewer long-spanning rafters and is therefore less expensive to build. This house form often appeared in small towns concurrent with the arrival of the railroad and became a favored replacement for the smaller Hall-and-Parlor house during the early twentieth century. The small dwellings at **1001 and 1005 East Pierce Street** are classic examples of this property type. Like most folk house forms, the roof pitch and the size and location of the porches vary, with recessed half-width porches being common to this house form.

OZARK GIRAFFE



1516 South Baltimore

In addition to the variety of folk house forms, the building materials of folk houses varied. In addition to wood, stone, brick, and Concrete Masonry Units (CMU), vernacular slab-rock construction is not uncommon in Missouri. Often referred to as Ozark Giraffe[24] buildings for their large irregularly shaped patches of brown stone, these reflect an early twentieth century version of earlier the cobblestone building tradition. Slab-rock building is a traditional folk craft with local and personal adaptations to a sufficient degree to be considered a vernacular housing form in Missouri.[25] The use of flat slices of rock embedded in cement was used both structurally and as a veneer applied to standard frame construction. In the 1930s, agricultural extension bulletins encouraged the use of the building technique, spreading the popularity of Ozark Giraffe houses

[24] Sally Schwenk, National Register of Historic Places Multiple Property Documentation Form, "Historic Resources of Joplin, Missouri," (Kansas City, Missouri: Sally Schwenk Associates, 2008), 66-67; from Robert L Beardsley, "Missouri Ozarks' Cobblestone Cottages Provide Sense of Place," *Preservation Notes* (Jefferson City, Missouri: Transportation Research Board A1f05, The Committee on Archaeology and Historic Preservation in Transportation), July 1997, http://www.itre.ncsu.edu/ADC50/downloads/July97.pdf (accessed April 4, 2008). Also known to as Giraffe Houses, Giraffe Stone Houses, Giraffe Rock Houses, Giraffe Style.

[25] Schwenk, "Historic Resources of Joplin, Missouri," 66-67.

statewide. Of note in Kirksville are the Giraffe bungalow house at the northwest corner of **Baltimore and Hamilton** streets and the mid-twentieth century Minimal Traditional house and motel at **808 Baltimore**.



808 South Baltimore Street

MULTI-FAMILY RESIDENTIAL BUILDING FORMS



111 East Buchanan Street



212 South Mulanix Street

The field study identified numerous multi-family dwellings throughout Kirksville's historic core, many of which date to before 1960. This property type typically occurs as a purpose-built, function-specific multi-unit form and some exhibit the influences of styles popular during the period of their construction. Multi-Family residences identified in the study area include duplexes, four-family flats, six-family flats, and low-rise walk-up apartment buildings.

Multiple entrances within a symmetrical façade can characterize a multi-family residential building; however, many in Kirksville feature a single, main entrance and an interior double-loaded corridor accessing each unit. Depending on the period of construction, contemporary stylistic norms, and the number of units, the size, scale, and massing is highly variable. Many resemble contemporary single-family residential styles popular at the time of construction, like the circa 1920 example at **111 East Buchanan Street** that exhibits Craftsman style elements. In contrast, the Rollins Apartments, a large brick apartment building at **212 South Mulanix**, illustrates a low-rise walk-up form with a central entrance and at least six flats.

ANCILLARY BUILDINGS

Ancillary structures provide important information relating to the development of Kirksville's neighborhoods. Their function-specific forms augment the visual character of residential settings, as well as enhance understanding of the primary structure.



316 East Pierce Street



210 South High Street

During the late nineteenth century and the early twentieth century, the backyard served very utilitarian purposes. Common structures included an outhouse or septic tank, a chicken coop, a multi-purpose shed, a cistern or well, and a carriage house. With the arrival of city water and sewer systems, outhouses and septic tanks became obsolete. With the arrival of the automobile, shelter for the vehicle became important and the garage became a key element of backyards. Traditional domestic yard design distinguishing between a formal front yard and a utilitarian backyard shifted with technological advances. Domestic recreational activities that originally took place on the front porch or in the front yard moved to the backyard after the disappearance of its earlier, often unpleasant, utilitarian functions.

The majority of ancillary buildings identified in Kirksville have residential associations and include various sheds, barns, and garages, most of which are simple wood-frame buildings. The carriage barn at **316 East Pierce Street** illustrates significant associations with pre-automobile, horse-drawn transportation and the unidentified circa 1927 outbuilding at **210 South High Street** conveys information about the historic use of the backyard. The most common historic outbuilding identified in Kirksville is the automobile garage, most of which date from circa 1915 to circa 1960. They are typically one-story gable-front or hipped roof structures with wood clapboard or shingle siding and a hinged, sliding, or overhead vehicular entrance door. The garage at **701 East Jefferson Street** is an excellent representative example of this property type.



701 East Jefferson Street

COMMERCIAL BUILDING FORMS

Commercial architecture is classified first by building form and second by architectural style. The street-level storefront is one of the most prominent features of a commercial building and is an important merchandising element. The balance of a commercial building's key design elements relate visually to the storefront. Among the character-defining storefront elements are display windows, bulkheads, doors, transoms, signs, kick plates, corner posts, and storefront cornice.

In *The Buildings of Main Street: A Guide to American Commercial Architecture*, Richard Longstreth categorizes commercial buildings according to façade composition. Despite intricate detailing and stylistic treatments or the lack thereof, the organization of a commercial façade can be reduced to simple patterns that reveal major divisions or functional zones. Utilizing Longstreth's basic commercial building form typology, the field study identified One-Part Commercial Block and Two-Part Commercial Block examples. It is expected that future survey will identify additional commercial building forms throughout Kirksville.

One- and Two-Part Commercial Blocks appear to be the most dominant commercial building forms found in Kirksville. Typically of masonry construction, these buildings are between one and three stories in height. The storefront area typically features a transom window that spans the width of the building, display windows, and one or more recessed or flush entrances. Below the display windows a solid bulkhead supports the window frames. Pilasters and/or engaged piers often provide vertical definition, framing the ends of the display windows and the entrances.

ONE-PART COMMERCIAL BLOCK



801-807 North Franklin Street

The One-Part Commercial Block building has only a single story. In many examples, the street frontage is narrow and the façade comprises little more than plate glass windows and an entry with a cornice or parapet spanning the width of the upper façade wall. Other examples, such as the circa 1920 building at **801-807 North Franklin Street,** include a sizable wall area above the display windows providing space for a continuous band of decorative glazed brick and raised pediments with cast stone coping providing additional embellishment. Even with the non-original display windows, this building serves as an excellent example of the building form.

TWO-PART COMMERCIAL BLOCK



514-516 North Franklin Street

Slightly more complex than their one-story cousins, Two-Part Commercial Blocks are typically two to four stories in height. There is a clear visual separation of internal function between the first-story customer service/retail space and the upper-story office, meeting room, or residential uses. The design of the upper stories identifies the building's architectural influences. Similar to One-Part Commercial Blocks, the first story focuses on the storefront glazing and entrance(s). In the case of the building at **514-516 North Franklin Street**, which was originally constructed as a filling station and auto garage, a drive-through occupies the first-story storefront area.

AUTO-RELATED BUILDINGS



602 North Marion Street

Automobile-related commercial buildings first appeared in the early twentieth century to meet the needs of the growing number of car owners and of the rapidly expanding trucking industry. Those identified in Kirksville include filling stations, service facilities, automobile dealerships, and parking facilities. The function of the business determined the design of the building. For example, the building at **602 North Marion Street** features a deep setback from the street to provide convenient driveway access to the gas pumps, service garage bays, and a small office and restroom incorporated at one end.

INDUSTRIAL DESIGN

The light industrial buildings found in communities like Kirksville include processing/manufacturing and warehouse building types. Typically located adjacent to the railroad tracks, the design and materials of these buildings was function-specific. They are between one and two stories in height with flanking driveways and/or street/alley access. Depending upon their function, roof shapes were either flat, low-rise gable end, false front, or barrel-shaped. Depending on the date of construction, structural materials may include wood-frame, brick, and/or steel reinforced concrete block. Similarly, wall cladding materials might include corrugated metal, brick, and/or exposed concrete. The design often includes vehicular bays and large interior work/processing spaces. Often, the processing machinery determined the building form.

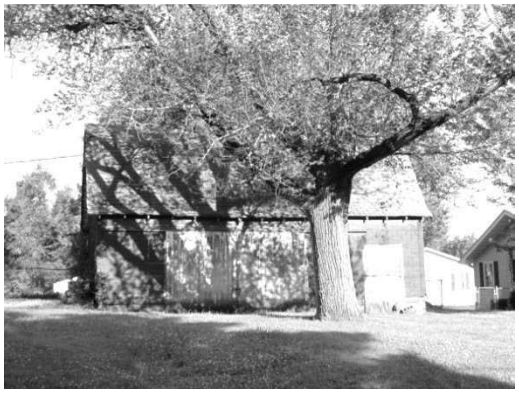
The building at **409 West Harrison Street** represents an uncommon example of a light industrial building with distinctive architectural elements. A circa 1920 tin shop and later feed mill, this building clearly shows the influence of Neoclassical design, while reflecting its manufacturing/wholesale function through its central vehicular bay, site immediately adjacent to the railroad grade, and lack of retail storefront display windows.



409 and 413 West Harrison Street

The circa 1940 wholesale plumbing supply building at **413 West Harrison Street** reflects the industrial design common to warehouse buildings through the incorporation of multiple bays across the façade to illuminate and an open interior floor plan for easy access to stored goods; the subtle entrance to the front office space; the vehicular bays and large open driveway/loading dock area along the secondary elevations; the restrained stylistic influence in the form of a series of Moderne-inspired projecting brick courses on the upper façade wall; and the location adjacent to the railroad grade.

AGRICULTURAL BUILDINGS AND FARMSTEADS



1511 East Jefferson Street

Historic farm buildings and associated agricultural land, though rare, remain at the outer edges of Kirksville within the city limits. They are important defining elements of Kirksville's agricultural past. The field study identified several intact farm buildings and small farmsteads at the boundaries of the project area. Most are remnants of once much larger farmsteads, now enveloped by commercial and residential development, such as the property at the northeast corner of South Baltimore and LaHarpe streets. The gambrel roof barn at the northwest corner of **Cottage Grove Road and East Jefferson Street** is a rare survivor of its building type, surrounded by twentieth century residences.

LANDSCAPES



Forest-Llewellyn Cemetery

Field study identified a number of historic open landscapes and sites throughout Kirksville, many of which are landmark features in neighborhoods and have been since the late nineteenth century. In addition to the Courthouse Square and the central green at Truman State, Brashear Park and Memorial Park are historic open spaces that date back to the late nineteenth century and early twentieth century. **Forest-Llewellyn Cemetery**, at 201 North Centennial, dates to the early 1860s and occupies a unique land feature with a steep drop in grade on each side that dictated the west limit of early Kirksville and contains the final resting place for many prominent Kirksville residents.

Another example of a historic landscape in Kirksville is **Bocock Park**. Located in the north part of town on Hope Street, it is a memorial grove of catalpa trees planted in honor of World War I veterans around 1922 (see photo page 30). .

TRANSPORTATION-RELATED



Quincy, Omaha and Kansas City Railroad Depot, 904 North Elson Street

Kirksville retains numerous transportation-related historic resources. Field study identified examples of most sub-types, including railroad-, air-, road-, and pedestrian-related, some of which appear to be individually eligible for listing in the National Register of Historic Places. These important resources communicate important information about Kirksville's transportation networks and its geographic evolution. Examples of this property type in Kirksville include railroad bridges, railroad grades, airport structures, parking garages, and the brick street network (see photo page 30). The **Quincy, Omaha and Kansas City Railroad's** circa 1919 depot where the railroad grade intersects with North Elson Street is the only example of this property sub-type remaining in Kirksville.

SURVEY CONSIDERATIONS

ARCHITECTURAL STYLES IN KIRKSVILLE

In addition to functional property type and building form categorization, resource classification of shared physical attributes typically includes architectural styles. The architectural styles identified in the project area and discussed in this survey plan follow the terminology required and accepted by the National Register of Historic Places program. The nomenclature relies heavily on the styles described by Virginia and Lee McAlester in *A Field Guide to American Houses*, as recommended by the National Register of Historic Places. It should be noted that the Missouri SHPO no longer recognizes some of McAlester's classifications, such as Contemporary Style and several stylistic subtypes. Where these discrepancies exist PSLLC has erred with the SHPO's preferred terminology with a footnote indicating McAlester's terminology.[26]

The limitations of this study provided few examples of commercial architectural style, due to the exclusion of the CBD from the project area. As such, commercial architectural styles are not discussed in this survey plan and specific additional information relating to those present in Kirksville can be found in the Downtown Survey Report by Karen Bode Baxter (anticipated for completion by the end of 2010). The architectural styles discussed below provide a representative sampling and it is expected that future survey will identify additional styles present in Kirksville.

SINGLE-FAMILY RESIDENTIAL ARCHITECTURAL STYLES

Single-family residences are the dominant property type in the project area. The residential architecture found in the project area includes examples from the mid- to late nineteenth century Romantic Period's revivalism through the post-World War II Modern Movement styles. Due to the limited nature of the fieldwork required for this project, the styles identified below should not be construed as a complete list; it is likely that reconnaissance-level and/or intensive-level surveys in the future will discover additional residential styles.

[26] This methodology is a means of providing clarification for those conducting future survey and nomination efforts that may have only previously used McAlester's classifications and not be familiar with Missouri SHPO's classification preferences. Furthermore, this provides a cross-reference for comparative purposes among resources that have previously been classified using McAlester's classifications.

ROMANTIC PERIOD/LATE VICTORIAN ARCHITECTURAL STYLES

During this period, builder's pattern books became increasingly available and thus spread the latest trends in house designs and styles to new and growing communities nationwide. Post-Civil War expansion of the railroad network made mass-produced building materials and components (e.g. milled lumber, nails, shingles, wall siding, doors, windows, roofing, and decorative elements) widely accessible at a relatively low cost. At the same time, the simplified method of balloon framing, formed by closely spaced two-inch thick boards joined only by nails, replaced the more complicated heavy timber and mortise-and-tenon joinery of post-and-girt and braced frame construction. Balloon framing resulted in cheaper, quicker house construction and its flexibility allowed irregular floor plans, a departure from the traditional square and rectangular arrangements of spaces.[27]

ITALIANATE

The Italianate style began in England as a reaction to formal classical ideals that dominated European architecture for the previous two centuries. Originally based on the large, informal farmhouses of rural Italy, in the United States, architects and builders included adaptations and modifications that transformed the style into a truly indigenous American style.[28] The Captain Harris House (aka Parrish Place) at **101 East Burton Street** is a classic example of the Simple Hipped Roof architectural sub-type with its square cupola, wide eaves with paired brackets, tall narrow arched windows with decorative hoods, and its low-pitched roof. The Fout-Sneed House at **415 East Washington** represents a more restrained example of the style. A good example of the Asymmetrical architectural sub-type, the character-defining gable-front-and-wing form is intact, as are the wide eaves with decorative brackets and the tall narrow arched windows. The decorative trusses in each gable are an uncommon treatment for an Italianate-style house, typically being associated with the Stick Style.



101 East Burton Street



415 East Washington Street

[27] McAlester, 239.
[28] McAlester, 212.

The Queen Anne style derives inspiration from late Medieval European architecture. As adapted to American residential design in the late nineteenth century, the distinguishing characteristic is an overall emphasis on asymmetry and irregularity. To achieve the desired aesthetic, designs incorporated a combination of highly irregular footprints, steeply pitched roofs with multiple elements and extensions, patterned and varied wall materials, and extensive ornamented porches.[29] Common devices to avoid a smooth wall surface include the use of multiple wall claddings, cut-away or projecting bay windows, and oriels. Queen Anne porches are one-story and can be partial, full-width, or wraparound featuring turned or jigsaw-cut decorative trim. A highly variable style, Queen Anne dwellings can be divided into a number of common variations based on shape and/or decorative detailing.[30] Kirksville retains a high number of Queen Anne style houses. Due to the importance of wall materials in defining this style, the presence of secondary siding over exterior walls typically compromises a Queen Anne Style dwelling eligibility for listing in the National Register.

Spindlework Variation

This variation represents about 50 percent of Queen Anne houses. The delicate turned post porch supports and namesake spindlework details[31] define this sub-type. The Shaw-Salladay House at **710 North Elson Street** retains much of the original character-defining elements, including turned porch posts, spindlework porch frieze, canted wall corner with decorative brackets above and below, and the roof dormers' decorative surrounds and pendants. Additionally, the decorative wall shingles on each gable wall exemplify the differing wall textures; a hallmark of Queen Anne houses.



710 North Elson Street

Free Classic Variation

About 35 percent of Queen Anne houses express this variation, which became popular after 1890.[32] Its classically inspired ornamentation is present at **911 Normal Street**, which features the character-defining grouped round classical columns, eaves returns, and Palladian window (currently filled with plywood).



911 East Normal Street

[29] McAlester, 263-268.
[30] McAlester, 262-264.
[31] Spindlework and ornate scrollwork are often referred to as 'gingerbread.'
[32] McAlester, 264.

SHINGLE STYLE


703 East McPherson Street

As with the Queen Anne style, the Shingle style was a uniquely American style that incorporated elements of three other contemporary architectural traditions — Queen Anne, Colonial Revival, and Richardsonian Romanesque. A highly variable style, it occurred primarily only in architect-designed residences between 1880 and 1900. Unlike most styles of the era, it lacks decorative detailing emphasizing doors, windows, cornices, and porches. Instead, it relies on shingled or continuous clapboard wall cladding to create a uniform appearance. As with the dwelling at **703 McPherson Street**, towers are typically engaged into the main body of the house and often appear as partial bulges or as half-towers rather than as fully developed elements.[33]

ECLECTIC HOUSES/LATE 19TH AND 20TH CENTURY REVIVALS

As evidenced by its name, the American Eclectic Movement drew inspiration from a number of sources, including American Colonial-era prototypes, as well as European architecture. At the same time and distinguished from the European and American Colonial-influenced designs, Modern house designs emerged representing the burgeoning impact of the Arts and Crafts Movement, Frank Lloyd Wright's Prairie School style, and European Modernism.[34]

A Field Guide to American Houses separates the residential architecture from the Eclectic Period into three sub-classifications: Anglo-American, English, and French Period Houses; Mediterranean Period Houses; and Modern Houses. The National Register of Historic Places' stylistic nomenclature differentiates between the Revival styles and the Modern, distinctly American styles. Thus, the McAlester's Anglo-American, English, and French Period Houses, as well as Mediterranean Period Houses fall under the National Register classification of ~~L~~late 19th and Early 20th Century Revivals." Additionally, the McAlester's Modern Houses fall under the National Register classification of ~~L~~late 19th and Early 20th Century American Movements."

[33] McAlester, 289-90.
[34] McAlester, 318-19.

Colonial Revival style dwellings reflect a rebirth of interest in the styles of early English and Dutch houses on America's Atlantic seaboard. The Georgian and Adams styles, often combined, form the backbone of this revival style, though elements of Dutch Colonial and Post Medieval English traditions are also common. Examples from the late nineteenth century were often loose interpretations of colonial precedents, while those constructed between about 1915 to 1930 typically more closely resemble the original Colonial examples. The style became distinctly more simplified with the onset of the Depression and the continued use of the style into the mid-twentieth century.[35] The high degree of popularity and the long span of time within which the style occurs results in a number of architectural variations, several of which are found in Kirksville.

Side-Gabled Roof Variation

The residence at **1414 Highland Street** is an excellent example of this variation, featuring a main two-story block and a rectangular plan with side gables. This house exhibits classic elements of the Colonial Revival style, including the one-story wing, the entrance surround with full entablature and fluted pilasters, the broad brick chimney centered on the roof ridge, and the strict symmetry of the main block. Approximately 25 percent of Colonial Revival houses are of this sub-type, which dominated the style after about 1910.



1414 Highland Avenue

One-Story Variation

An example of the One-Story variation is the small dwelling at **715 Line Street**. Often referred to as a Cape Cod Cottage for the original inspiration found in the small Colonial houses of eastern Massachusetts. Most commonly built from the 1910s through the 1940s, character-defining features of this sub-type include: one- to one-and-one-half story height; two gabled dormers; shallow eaves; stoop entrance; decorative entrance surround incorporating pilasters, transom or fan lights, sidelights, and/or broken pediment, and the multi-paned windows with decorative shutters.



715 Line Street

[35] McAlester, 234-236.

Second-Story Overhang Variation

Loosely based on Postmedieval English precedents, this variation was relatively rare until the 1930s and persisted into the 1950s.[36] Characterized by a full-width, shallow overhang of the second story over the first, decorative pendants below the overhang are common, as seen on the dwelling at **801 Line Street**. Additional common features include the decorative entrance surround with fluted pilasters, the symmetrical façade, and the end chimney.



801 Line Street

TUDOR REVIVAL

The Tudor Revival style became increasingly popular after World War I when innovations in building technology increased the affordability of the application of stone and brick veneer over frame construction. The style occurs on both large, architect-designed examples and small working- and middle-class cottages. Character-defining features include: one or more steep, front-facing gables; prominent masonry chimney(s); arched doorways and/or window openings; gabled entrance projections; and grouped windows. The Tudor Revival style persisted nationwide for half a century, from around 1890 through the 1940s and features various sub-types based on building materials and roof form.[37]

Brick Wall Cladding Variation

This is the most common Tudor Revival style sub-type. The design of the residence at **416 South Franklin Street** is a good example of this variation and utilizes brick wall cladding with ashlar-cut stone trim around the entrance and stucco cladding with decorative half-timbering on the second-story walls. The side porch and one-story wing are classic features of the Tudor Revival style.



416 South Franklin Street

[36] McAlester, 322.
[37] McAlester, 355.

Stone Wall Cladding Variation

The presence of stone cladding as the principal wall material is relatively uncommon on Tudor Revival style houses. However, in Kirksville an example of this rare variation is found at **711 East Illinois Street**. The irregular courses of the ashlar stone cladding characterize the sub-type. Additional character-defining features present include the gabled entrance projection, the tabbed stone entrance surround with drip mold lintel, the Tudor arch over the entrance door, the various window sizes and arrangements, the multi-light steel casement windows, and the slate roof.



711 East Illinois Street

ITALIAN RENAISSANCE REVIVAL

Representing a renewed interest in Italian Renaissance domestic architecture, the Italian Renaissance Revival style more closely imitated the original archetypes than did the free interpretations of the preceding Italianate style. Found nationwide from the turn of the twentieth century through the mid-1930s, the style typically occurs in architect-designed landmark dwellings. Simpler vernacular interpretations can be found dating to after World War I when the perfection of masonry veneering techniques made the style's character-defining stucco and/or masonry wall cladding possible on even modest examples.



316 South Franklin Street

Identifying features are present on the England House at **316 South Franklin Street**, including the low-pitch hipped roof, the clay roof tiles, the wide eaves overhang, the symmetrical façade, and the arched entrance.

Buildings in the Spanish Colonial Revival Style (aka Spanish Eclectic) reflect the rebirth of interest in the elements of early Spanish architecture throughout Latin America and beyond. The 1915 Panama–California Exposition in San Diego brought wide attention to this style by means of exposition designer Bertram G. Goodhue's emphasis on the richness of these stylistic elements such as clay roof tiles, arched doorways, low-pitched roofs, decorative iron window grilles, and stucco wall covering. The style's peak in popularity occurred during the 1920s and 1930s. Most common in the southwestern states, the style appears scattered throughout the country and many communities throughout the Midwest feature at least one example. The character-defining features of Spanish Colonial Revival buildings include low-pitched or flat roofs, stucco wall covering, asymmetrical façades and footprints, red clay roof tiles, and round arched doorways. Kirksville boasts at least two examples in the 200 block of East Missouri Street.

Flat Roof Variation

The Alexander Residence at **207 East Missouri Street** exemplifies this variation, which occurs in approximately 10 percent of Spanish Colonial Revival style houses. Distinguishing features of this house include the stucco wall cladding, the clay roof tiles on the gabled entrance projection with angled wing walls, the decorative *faux* vigas (projecting wooden roof beams) over the entrance, the round arch entrance, the round arch niche in the upper wall over the entrance bay, the round arches on the side elevation of the entrance porch, the roof vents in the upper parapet walls, and the original four-over-one wood windows.



207 East Missouri Street

PRAIRIE SCHOOL



214 East Patterson Street

The Prairie School, one of the few uniquely American architectural styles, developed among a creative group of Chicago architects including Frank Lloyd Wright at the turn of the twentieth century. Though a relatively short-lived style, flourishing for only two decades between about 1900 to about 1920, pattern books rapidly spread the style throughout the Midwest and beyond. Prairie School style dwellings have rectangular massing and a low-pitched roof with a wide eaves overhang. Bands of windows, contrasting trim details between stories, and one-story wings and/or porches underscore the horizontal emphasis of the style.[38] The massive square porch supports, very wide eaves, shallow hipped roof, and the contrasting stone belt course delineating the second story from the first identify the Grim House at **214 East Patterson Street** as a Prairie School design.

CRAFTSMAN

Craftsman Style houses enjoyed popularity nationwide from about 1905 through 1930, inspired by the early designs of Charles Sumner Greene and Henry Mather Greene. Greene and Greene practiced architecture in California from 1893 to 1914 and designed both elaborate and simple bungalow houses that incorporated elements from the English Arts and Crafts movement and Central Asian architecture. Architectural magazines and builder pattern books popularized the style and the one-story Craftsman house became extensively popular as the most fashionable smaller house in the country. Character-defining features include low-pitched roofs; a wide eaves overhang, often with exposed roof rafter ends; decorative beams or braces under gable eaves; and full- or partial-width porches supported by heavy, often tapered, square columns.[39]

[38] McAlester, 439-441.
[39] McAlester, 453-454.

Side-Gabled Roof Sub-type

This sub-type represents about one-third of Craftsman houses and was most popular in the Midwestern and Northeastern states. Typically, these dwellings are one-and-a-half-stories in height and have a center dormer like the house at **501 Pierce Street**. This house exemplifies Craftsman design with its heavy, square, brick porch supports that rise from ground level; a low-pitch main roof that extends forward over the full-width front porch; false beams and exposed rafter tails under the eaves; and the two different wall materials.



501 East Pierce Street

Front-Gabled Roof Sub-type

About one-third of Craftsman houses reflect this sub-type. The house at **808 McPherson Street** exemplifies the sub-type with the character-defining front-facing gable and features modest Craftsman elements including the three-quarter-width porch with tapered square supports, the exposed rafter tails under the wide eaves, and the three-over-one wood windows.



808 East McPherson Street

Cross-Gabled Roof Sub-type

The Cross-Gabled Roof Sub-type makes up about one-quarter of Craftsman style houses nationwide. Typically one-story, an upper half-story and/or dormers are not uncommon and porch arrangements vary widely. An unusual example of this sub-type is found at **401 East Missouri Street**, which features a main hipped roof with lower cross gables. Aside from the roof form, the house also exemplifies Craftsman design through its wide eaves with decorative knee brackets and exposed rafter tails below, the grouped square porch supports, and the varied wall materials.



401 East Missouri Street

AMERICAN HOUSES SINCE 1940/ MODERN MOVEMENT

A distinct shift occurred in American residential architecture after World War II. Revivalist architecture popular in the first half of the twentieth century gave way to Modern styling and simplicity. The most common modern styles built after 1940 include Minimal Traditional, Ranch, Split-Level, Contemporary, and Shed house styles. *A Field Guide to American Houses* classifies these house styles as "Modern," while the National Register of Historic Places categorizes them as "Modern Movement," a style category that also includes Art Deco, Moderne, and International Style.

By the 1960s, the incorporation of design elements with period references returned to domestic architecture. However, unlike the more accurate and embellished examples from the first half of the twentieth century, late twentieth century architects and builders adapted highly restrained and stylized elements of Colonial, Tudor, French, Mediterranean, and Classical architecture into modern house forms. Because these "Neoeclectic" residential styles are typically less than fifty years of age, the National Register program does not yet classify them by style.

MINIMAL TRADITIONAL

Originating during the Depression, Minimal Traditional dwellings reflect a transition from Tudor style residential architecture to the Ranch style. Often featuring the multiple front-facing gables of the Tudor style, they are distinguished by the noticeably shallower pitch. Tight eaves, stone or brick veneer, and a lack of applied ornament are common design features, as seen on the example at **816 South First Street**.



816 South First Street

RANCH



912 East Patterson Street

Emerging from California during the mid-1930s, the Ranch style became popular in the 1940s and dominated residential architecture for the following two decades. The basic Ranch house is an asymmetrical one-story building with a low-pitch roof and moderate to wide eaves. Depending on the parcel its facade can be relatively narrow or very broad or ~~r~~rambling." The roof is either gabled or hipped and the plan may or may not include an integrated garage. Additional character-defining elements include large picture windows in a tripartite arrangement, decorative shutters, high-set horizontal windows, broad chimneys, stoop entrances or shallow porches, and decorative iron or slender square wood porch supports. The house at **912 Patterson Street** reflects the evolution of the style in the post-World War II era as the roof became increasingly shallow in pitch and the form extended horizontally.

Architect-designed Ranch homes from the 1950s and 1960s often reflect clear inspiration from earlier International Style.[40] This common variation has a flat roof and no applied decorative detailing. Combinations of wood, brick, and stone are common exterior materials. Integration of the landscape into the overall design is emphasized and open-air carports are common. The sprawling example at **1407 South Halliburton Street** between Hamilton and Patterson streets is an excellent illustration of this variation on the Ranch style.



1407 South Halliburton Street

[40] McAlester categorizes this variation as Contemporary Style. McAlester, p. 482-483.

SPLIT-LEVEL

Per its namesake, the Split-Level style house features multiple levels, one of which is often partially below grade. It spiked in popularity from the mid-1950s through the mid-1970s, but continues to be built today. The Split-Level house emerged as a multi-story version of the then dominant Ranch style house. Automobile garages are almost universally integrated within the footprint with a bedroom above. Side-gabled roofs dominate and as with Ranch style houses, tripartite picture windows commonly illuminate the living room, decorative shutters flank most façade windows, and a wide variety of wall claddings occur. The house at **1510 East Jefferson Street** is a classic example with excellent integrity, retaining the original wood wall shingles, two-over-two horizontally divided windows, and integrated single-car garage. A number of transitional Ranch/Split-Level houses are present in Kirksville, such as the dwelling at **19 Grim Drive** with a raised half story over the garage.



1510 East Jefferson Street



19 Grim Drive

INSTITUTIONAL BUILDING ARCHITECTURAL STYLES

Public and institutional buildings commonly express identified ~~"hi~~gh style" designs and typically represent a conservative architectural idiom. Traditional styling with historical antecedents are the most common stylistic treatments. Examples in Kirksville include educational buildings, government buildings, and religious buildings.

EDUCATION BUILDINGS

Kirksville retains a number of historic education buildings, many of which appear to retain sufficient integrity to be eligible for listing in the National Register. Among them, five early twentieth century municipal schools – Kirksville High School, Greenwood School, Washington School, Willard School, and Lincoln School – and several early to mid-twentieth century university buildings on the Truman State campus. Most feature revivalist design treatments popular during the first half of the twentieth century, in particular for institutional buildings. Columns, keystones, quoins, multi-paned windows, and round-arch windows define the primary elevation, which often features a portico or enframed entrance.



Washington School
509 East Harrison Street



Willard School
707 North Centennial Street

GOVERNMENT BUILDINGS

The Romanesque Revival Adair County Courthouse in downtown Kirksville represents the historicism that typically inspired governmental building design in the late nineteenth century and early twentieth century. In contrast, the PWA Moderne style Rieger Armory (c1940) at **500 South Elson Street** and the Modern Movement style Kirksville Post Office (1962) at **210 East Jefferson Street** both exhibit the break with traditional references that inspired the design of government buildings constructed in the mid- to late twentieth century. Defining characteristics of these mid-twentieth century civic buildings include a lack of applied ornament, stressed geometry, and a focus on either vertical or horizontal lines.



Rieger National Guard Armory
500 South Elson Street



US Post Office, 210 East Jefferson Street

RELIGIOUS BUILDINGS

Churches in Kirksville date from the late nineteenth century through the late twentieth century and represent both ~~"h~~high style" architecture and vernacular building forms. Even without decorative embellishment, the gable-front plan and central tower of the circa 1878 Bethel AME Church at **508 South Main Street** clearly convey its religious functional property sub-type. These vernacular church buildings are typically located on corner lots within residential neighborhoods.

In contrast, Kirksville's ~~"h~~high style" church buildings are found on main thoroughfares. The red brick construction, window pediments, and gable roof with central steeple are all character-defining elements that identify the circa 1951 First Baptist Church at **207 East Washington Street** as Colonial Revival style. As congregations outgrow their respective buildings, new additions are often necessary; however, if these additions are incompatible to the size, scale, and massing of the historic building they can compromise the church's ability to convey its original architectural character and its National Register eligibility.



Bethel AME Church, 508 South Main Street



First Baptist Church
207 East Washington Street

SURVEY CONSIDERATIONS

THREATS AND OPPORTUNITIES

Threats

In the establishment of survey priorities, threats to historic neighborhoods, commercial districts, and individual resources must be considered. Areas experiencing demolition, property abandonment, and new development lose their integrity and historic character over time. Properties demolished prior to survey documentation can never be fully assessed and their absence hinders the accurate evaluation of related historic resources. Identification through survey is the first step in stemming the loss of historic resources and the information they convey about Kirksville's evolution.

The presence of an immediate threat can override a previous assessment of an area's level of priority in survey effort planning. For example, if a historic neighborhood is faced with insensitive alterations or demolition, it may be important to survey this area first before resources are lost.

In Kirksville, expansion of the universities into surrounding residential neighborhoods, insensitive alterations to historic properties, absentee landlords, and non-historic multi-unit residential infill present noticeable threats to buildings throughout the historic core. Though the outer suburban areas are largely outside the study area for this project, it is also apparent that suburban residential and commercial expansion into previously undeveloped agricultural areas presents a threat to historic farmstead resources at the outer limits of the city. Specific threatened areas are outlined in the Survey Priorities section to follow.

Future expansion at Truman State University is of particular concern. As an entity of state government, the institution is not bound by local city review and compliance ordinances. Consequently, the City is often not privy to the plans for demolition in neighborhoods adjacent to the campus. Moreover, since most federal funding for the university goes to education programs and does not go directly to construction, Section 106 of the National Historic Preservation Act is not triggered and review and mitigation do not occur. As a result, university expansion at the expense of the surrounding historic neighborhoods goes unchecked.

Though not identified as an immediate threat in this study, it should be noted that future public initiatives such as assistance for special projects or road projects may also result in the demolition of historic properties. These types of actions include road-widening or improvement projects, as well as construction of new transportation corridors, which have the potential to impact historic properties. If federal funds or licensing are used for these projects, Section 106 of the National Historic Preservation Act of 1966 requires a review of impacts to National Register eligible resources in order to mitigate potential harm.

Though private market-driven development can positively impact historic properties when designed to be compatible with the historic surroundings, often new development leads to the demolition of significant resources and/or is out of scale with the historic streetscape. Often a request for a zoning change is a signal to the City of new development; upon notification of the development schedule and specific impact to historic resources, survey efforts must be able to respond promptly and effectively. Threats to properties can be both immediate and long term, and survey priorities must be flexible to respond to these threats as they arise.

Opportunities

Local interest among private property owners, neighborhood groups, and/or historic organizations can influence survey priorities, as can planning initiatives from city or state agencies. If residents in a particular neighborhood express interest in the documentation of their historic properties, it may be prudent to prioritize survey in these areas over areas where there is less interest among residents and/or property owners. Public interest and support for survey efforts should be considered when initiating any survey activities. For example, in Kirksville, interest in preservation has been shown among commercial property owners downtown, as well as among residential property owners east of downtown, in particular along East Harrison Street.

Survey priorities should also respond to the economic incentives for preservation. The survey process is an important first step in identifying which buildings and districts are eligible for National Register designation, which in turn qualifies buildings for participation in state and federal financial incentive programs. Incentive programs in Missouri include the following:

- **Rehabilitation Tax Credits** are available to National Register listed, income-producing properties. Owners are eligible for a federal income tax credit equal to 20 percent of qualified rehabilitation expenses. The State of Missouri also offers an income tax credit equal to 25 percent of rehabilitation expenses for National Register-listed buildings whether they are income-producing or non-income-producing. Income-producing properties are often eligible for both federal and state rehabilitation tax credits. The Missouri SHPO provides a good overview of the programs at their website http://www.dnr.mo.gov/shpo/TaxCrdts.htm.

  In addition, a 10 percent federal tax credit is available to building owners for the rehabilitation of commercial, non-residential buildings that are *not* eligible for listing in the National Register of Historic Places and were constructed before 1936. The National Park Service provides a good overview of all the federal tax credit programs at http://www.nps.gov/history/hps/tps/tax/download/HPTI_brochure.pdf.

- **Federal Charitable Tax Deductions** are also available for contributions of easements for conservation of historically significant land areas, buildings, or structures. The

National Park Service provides a good summary of additional tax incentives though façade easements at http://www.nps.gov/history/hps/tps/tax/download/HPTI_brochure.pdf.

- **Grants.** The Missouri Heritage Properties grants provide rehabilitation project funding for National Register-listed buildings that cannot otherwise use the state and federal rehabilitation tax credit programs. Priority is given to county courthouses. Grant monies can be used for feasibility and planning studies, master plans, and construction costs. The Missouri SHPO provides a good overview of possible grants and funding sources for historic preservation efforts at http://www.dnr.mo.gov/shpo/grants.htm.

SURVEY CONSIDERATIONS

MANAGING SURVEY DATA

Property owners, developers, real estate professionals, educators, and public agencies frequently use historic resource data. Early in the survey process, an expanded information management system should be developed to make survey information accessible to the public. It is essential to ensure that survey results and information can be easily transmitted in a usable form to those responsible for other planning activities. For example, survey work may occur in redevelopment areas or adjacent to schools or highways. In such cases, the plans of agencies such as the Kirksville R-III School District and the Missouri Department of Transportation could be affected. Standardization of survey methods and procedures, along with improved sharing of information and resources, will expand dissemination of historic resource data.

National and state standards have not yet been developed for local governments maintaining the results of historic resource surveys. However, regular updating and maintenance of historic resource data will be extremely important to ensure that the city's records remain reliable. The city should develop standards for its historic resource data to be maintained and routinely updated. Simple methods to maintain results and add to the city's historic resource inventory could include the following:

- A mechanism could be developed for the Planning and Zoning Department to flag historic resources when a building permit has been issued, so that its existing historic resource status can be evaluated and updated if necessary.

- When resources are identified and new surveys are conducted by other agencies (e.g., MO DOT, SHPO), current results could be integrated into the Kirksville database.

- Resources of a recent age or of a type not yet considered to be significant at the time of survey could still be surveyed to document their physical characteristics until their significance is recognized.

- Within the Kirksville community, the Adair County Historical Society, Downtown Partners, the Main Street program, and other knowledgeable groups and individuals could report to the City of Kirksville when their research and work identify previously undocumented historic resources or changes to those already documented.

The use of a dynamic database system and employment of mechanisms to augment city records with new information on a regular basis will help maintain the value of the survey data.

SURVEY PRIORITIES

OVERVIEW

The following survey priorities are in order of importance and grouped in five-year achievement increments. Developed using the federal standards, as well as the specific conditions in Kirksville, the order reflects the combined influences of significance, integrity, threats, opportunities, and incentives. As a result, some of these areas geographically overlap.

Future opportunities, constraints, and as yet unknown factors will arise and should result in a reassessment and potential reordering of survey priorities as time passes and conditions change. This survey plan should be viewed as a flexible document and be responsive to whatever may affect historic resources in the future. City planning staff and the HPC should re-examine this plan at least every five years to make certain it continues to meet the needs of the citizens of Kirksville.

Pending Demolition Survey

It is recommended that prior to initiating the following plan the City immediately initiate a protocol of surveying any building more than fifty years of age prior to its demolition. Though sometimes necessary, demolition is forever. As such, reconnaissance-level survey should occur prior to a historic building's removal to at least minimally document the building.

SURVEY PRIORITIES

LEVEL 1 - SURVEY WITHIN FIVE YEARS

1. Multiple Property Documentation Form (MPDF) Survey and Nomination

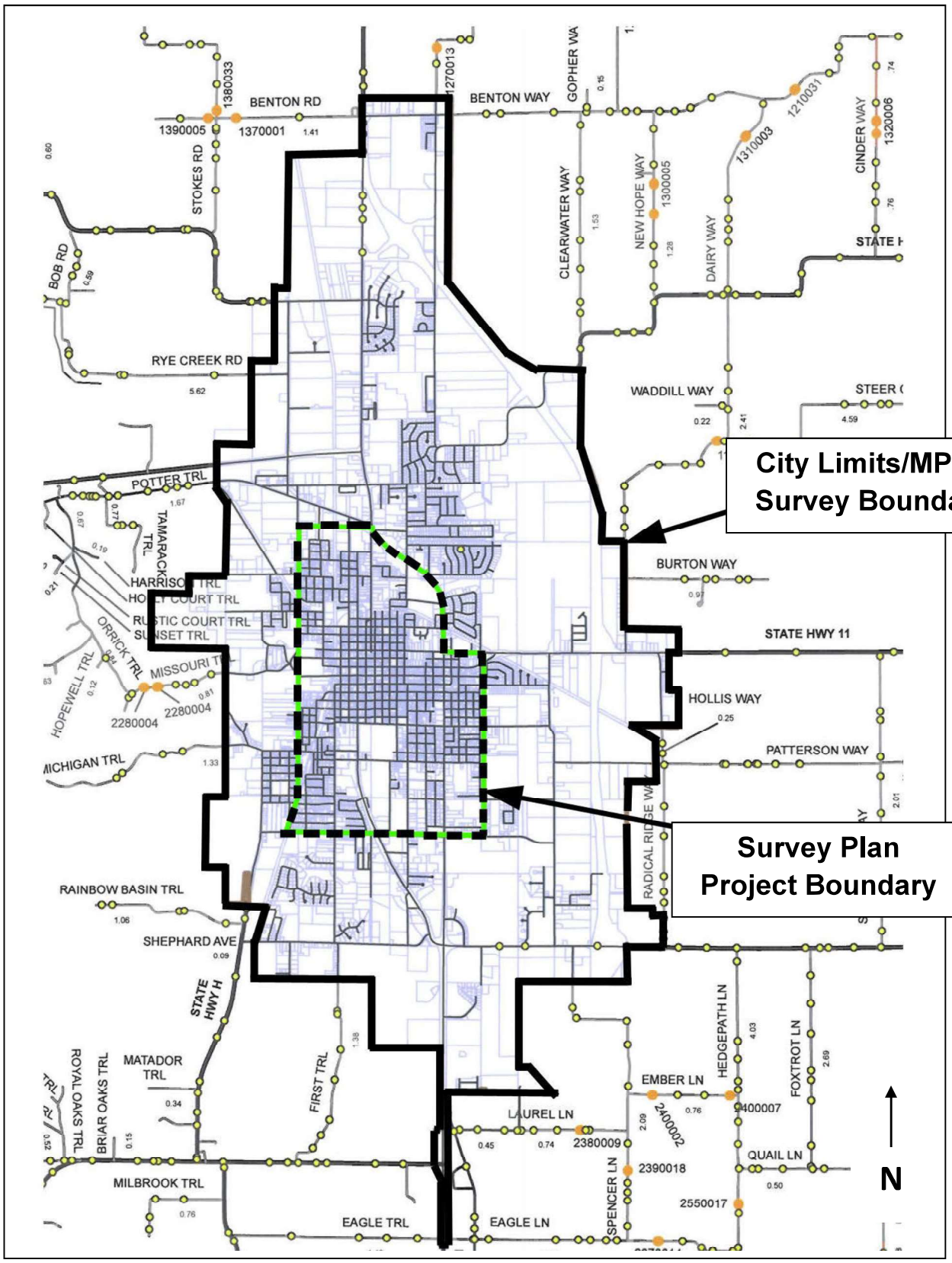
The City should sponsor a citywide survey as the basis for preparation of the Multiple Property Documentation Form (MPDF) ~~-~~Historic Resources of Kirksville, Missouri." (See page 79 for an elaboration on the MPDF format.)

Among the various types of survey structures, the MPDF approach would be best suited for Kirksville. It matches the scope and scale of the city, as well as the presence of scattered individual and small groupings of potentially eligible buildings with shared contexts. Throughout Kirksville, integrity is the primary limiting factor for eligibility and this manner of survey allows the comparison of these discontiguous resources and links them with common themes and associations. Additionally, such an approach will provide integrity thresholds based on comparisons with like resources located elsewhere in town.

In particular, development of a MPDF will facilitate nomination of the multiple detached district options identified in the recent Downtown Survey. With a MPDF cover document in place, each NRHP nomination henceforth will enjoy a streamlined compilation and application process.

Using professionally accepted standards, MPDF-based survey can provide city government with a complete picture of the city's historic resources so that decisions to recognize specific buildings or areas will not be arbitrary. The National Park Service developed the MPDF to facilitate the documentation and simultaneous National Register listing of properties related by theme, general geographic area, or time period. A citywide survey structured as the basis of a MPDF National Register listing would provide a broad perspective and in-depth research with which to evaluate and compare a wide range of properties and areas.

Many communities nationwide and across Missouri now employ the MPDF survey approach, which emphasizes the use of historic contexts as a streamlined way to organize research information and to evaluate potentially significant individual properties and districts as they are identified. With thousands of properties to survey throughout Kirksville, the MPDF approach will yield significant benefits in survey and evaluation consistency, quality, and efficiency. This survey recommendation is the first step toward a citywide National Register MPDF listing. The nomination process for a MPDF can be found in the Additional Recommendations section (page 79) and at http://www.nps.gov/nr/publications/bulletins/nrb16b/.


City Limits/MPDF Survey Boundary
Survey Plan Project Boundary
BENTON RD
BENTON WAY
STOKES RD
BOB RD
RYE CREEK RD
CLEARWATER WAY
NEW HOPE WAY
DAIRY WAY
CINDER WAY
WADDILL WAY
POTTER TRL
TAMARACK TRL
HARRISON TRL
RUSTIC COURT TRL
SUNSET TRL
ORRICK TRL
MISSOURI TRL
HOPEWELL TRL
MICHIGAN TRL
BURTON WAY
STATE HWY 11
HOLLIS WAY
PATTERSON WAY
RADICAL RIDGE WAY
RAINBOW BASIN TRL
SHEPHARD AVE
STATE HWY H
MATADOR TRL
ROYAL OAKS TRL
BRIAR OAKS TRL
FIRST TRL
MILBROOK TRL
EAGLE TRL
EAGLE LN
LAUREL LN
EMBER LN
HEDGEPATH LN
FOXTROT LN
QUAIL LN
SPENCER LN
N

Using this method, MPDF survey will identify contextual themes, chronological periods, people, and places significant in Kirksville's history—such as railroad-related resources, post–World War II residential development, or properties significant for specific ethnic associations—and will define the property types associated with each theme. Examples of other thematically linked property types present in Kirksville, for which the MPDF approach would facilitate NRHP listing, include the following:

a. Schools

Kirksville retains a number of historic education buildings that appear to retain sufficient integrity to be individually eligible. Among them, four early twentieth century schools – Kirksville High School, Greenwood School, Washington School, and Willard School – each exhibit signs of neglect and underuse presenting an imminent threat. Kirksville has already lost the circa 1924 Benton Elementary School from expansion at Truman State University. As landmark buildings in their respective neighborhoods, their protection and preservation can be a catalyst; conversely, their continued neglect can depress property values and revitalization efforts.

b. Roadside Architecture

Automobile-related buildings first appeared along the roadsides of Kirksville in the early twentieth century and reflect a major transition in the city's history and development. Representing the majority of the limited private development that occurred in the Great Depression and reflecting key development patterns, these increasingly rare buildings warrant survey. In addition to filling stations, auto service facilities, automobile dealerships, and parking facilities, roadside architecture also includes motels, tourist camps, roadside restaurants, drive-in theaters, and roadside diversions such as miniature golf courses. A number of these resources are extant throughout Kirksville and retain sufficient integrity to be eligible for national or local listing (e.g. garage at 516 North Franklin and service station at 602 North Marion), several of which are pending demolition and warrant survey.

c. Landscapes (e.g. parks, cemeteries, sites)

A number of historic landscapes are scattered throughout Kirksville that warrant survey to document their features and evaluate their significance; among them Forest-Llewellyn Cemetery (201 North Centennial), Bocock Park (Hope Street), Memorial Park (Cottonwood and Mulanix streets), and Brashear Park (Normal and Stanford streets). These historic sites represent public spaces to provide for the cultural and social well-being of the citizens of Kirksville. Each features a combination of historic elements, such as green space, gates and fences, gazebos, walkways, and memorials. All are landmarks in their respective neighborhoods and reflect important development patterns in Kirksville's history.

d. Railroad-Related Resources

The railroad's arrival in the post-Civil War period is arguably the most important single event in the early development of Kirksville and warrants documentation. Though the tracks were taken out in the 1980s and 1990s, the grade corridor and associated structures are

important reminders of the critical role the railroad played in the evolution and history of Kirksville. Overpasses, a depot, warehouses, tanks, and ancillary buildings remain to communicate important information about this key transportation feature. Much of the adjacent land has been redeveloped over the years and the rare surviving railroad-related structures face the threat of demolition through redevelopment of the railroad corridor.

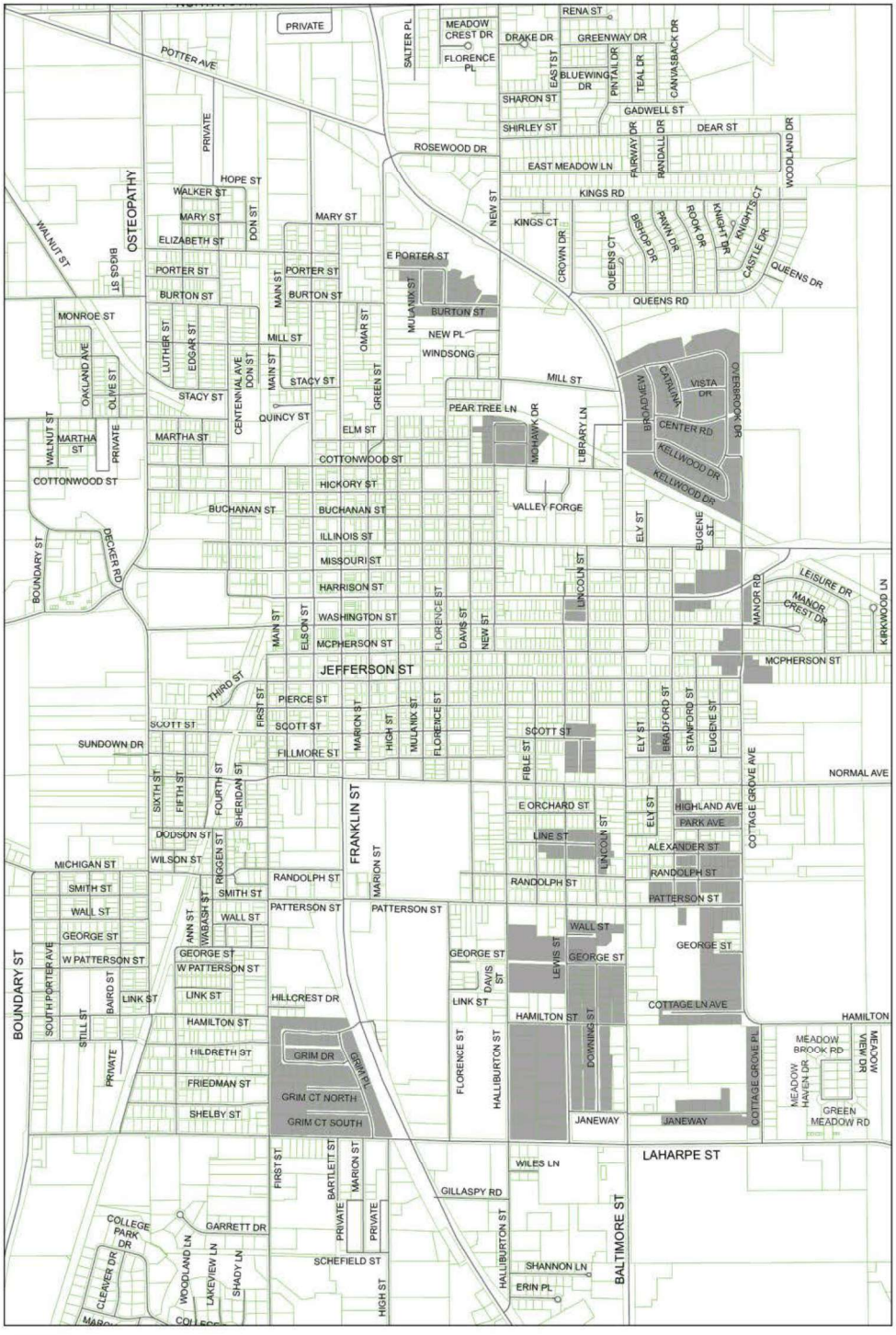
e. Agriculture-Related Resources

Scattered at the edges of the city, historic open space and farmsteads that once surrounded the city are now rare, often replaced by sprawl development. Examples communicating information about Kirksville's agricultural past remain along LaHarpe Street (at the railroad grade and at Baltimore Street) where several historic farm resources are intact. Though the remaining rural-urban interface zones are outside the project area and not field verified, there is a strong likelihood that additional agricultural resources remain within the city limits and warrant survey.

f. Post-World War II Neighborhoods

A number of post-World War II residential neighborhoods retaining historic integrity exist throughout the project area and may be eligible for listing in the National Register. (see map following page.) They are important reflections of the incredible expansion that occurred in Kirksville in the middle of the twentieth century and represent important community development patterns. The map on the following page shows those identified for this project; the identification of others outside the project area was beyond the scope of this project and will occur through the MPDF survey.

Post-World War II Residential Areas



Identified areas of Post-World War II Residential Development

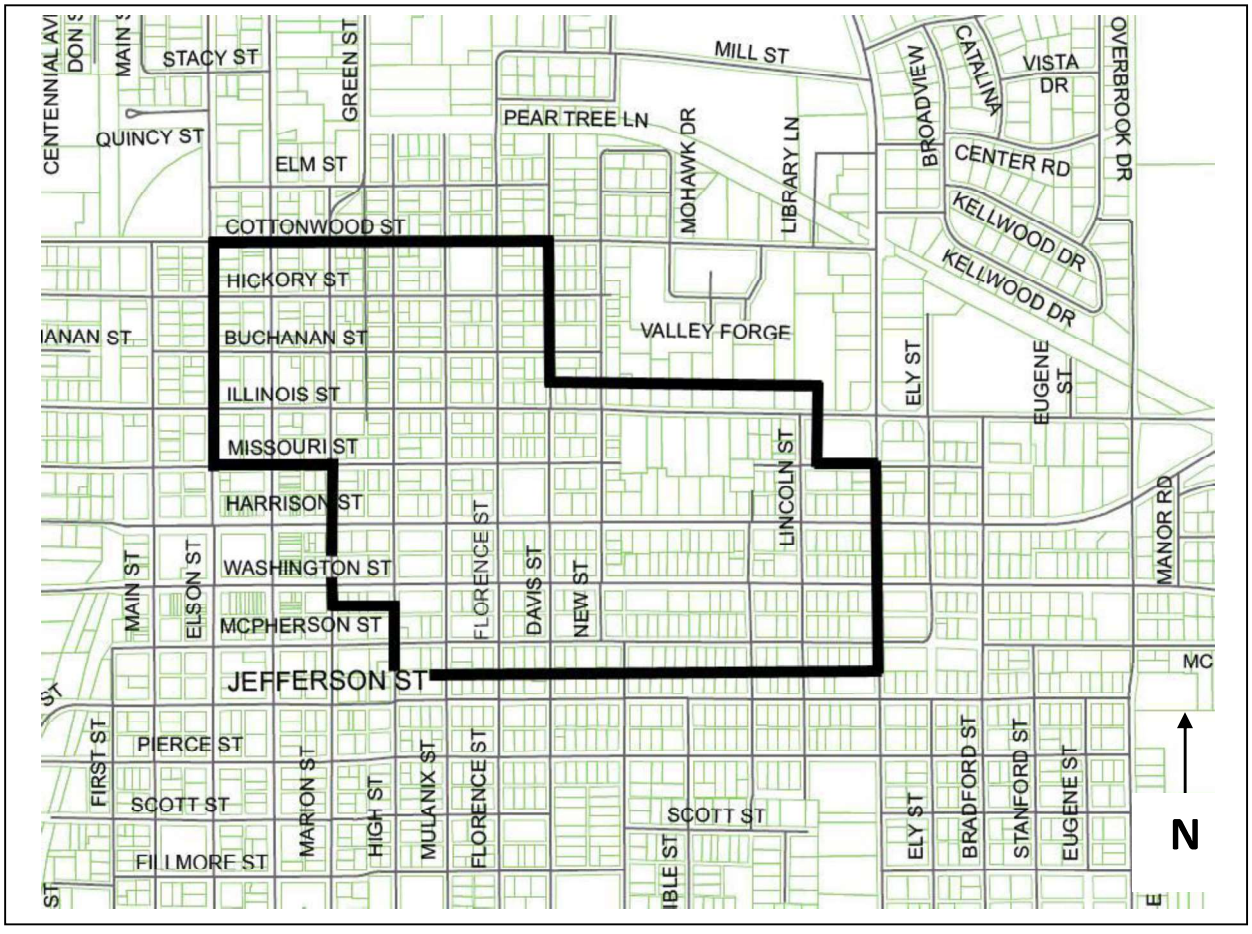
SURVEY PRIORTIES

LEVEL 1 - SURVEY WITHIN FIVE YEARS

2. Residential Area East-Northeast of Downtown

Though the historic late nineteenth and early to mid-twentieth century building stock is intact throughout much of the historic core, only a few areas retain sufficient integrity to communicate their historic associations and meet National Register criteria for eligibility. Due to a relatively high degree of integrity and documented owner interest in preservation, the residential area east-northeast of Downtown is ranked as a high priority for future intensive-level survey.

Late nineteenth through mid-twentieth century residential development characterizes this area, with some commercial resources present where the area abuts the Downtown Survey Area. Most blocks retain the historic building stock with few vacant lots. Several individually eligible properties are in this neighborhood (see Appendix F). Integrity is the limiting factor creating the recommended survey area boundaries, which are generally bounded by McPherson Street to the south; Baltimore and Davis streets to the east; Illinois and Cottonwood streets to the north; and Elson and Marion streets to the west.



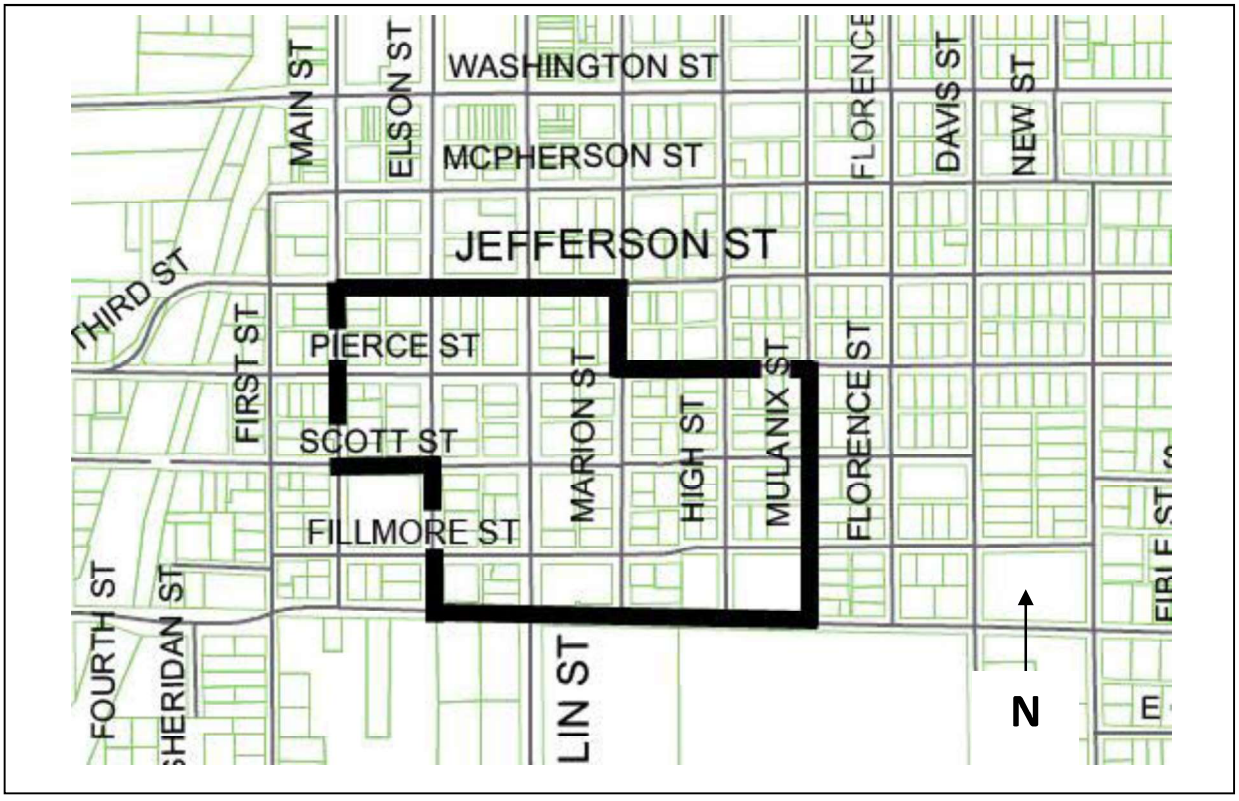
SURVEY PRIORTIES

LEVEL 1 - SURVEY WITHIN FIVE YEARS

3. Mixed-use Residential/Commercial Area South of Downtown

Several relentless pressures pose immediate threats to the few remaining individually eligible and potentially contributing resources in one of Kirksville's oldest residential areas. University expansion from the south and west, insensitive conversion of historic residences into multi-unit dwellings, general erosion of architectural integrity, downtown commercial development from the north, and non-historic apartment building intrusion combine to put these intact historic resources in danger. Consequently, the residential area south of Downtown, a virtual gateway into Downtown Kirksville, is ranked as a high priority in future reconnaissance-level survey.

Generally bounded by Jefferson Street to the north, Mulanix Street to the east, Normal Street to the South, and Elson and Main streets to the west, late nineteenth and early twentieth century dwellings with some mixed-use commercial buildings characterize this neighborhood. While several individually eligible buildings are present, integrity is severely diminished in some areas. Areas found to be ineligible for listing in the National Register are recommended for conservation district designation to provide a limited level of review for new construction and additional loss of historic fabric. An elaborated discussion of conservation districts can be found below on pages 74 and 83.



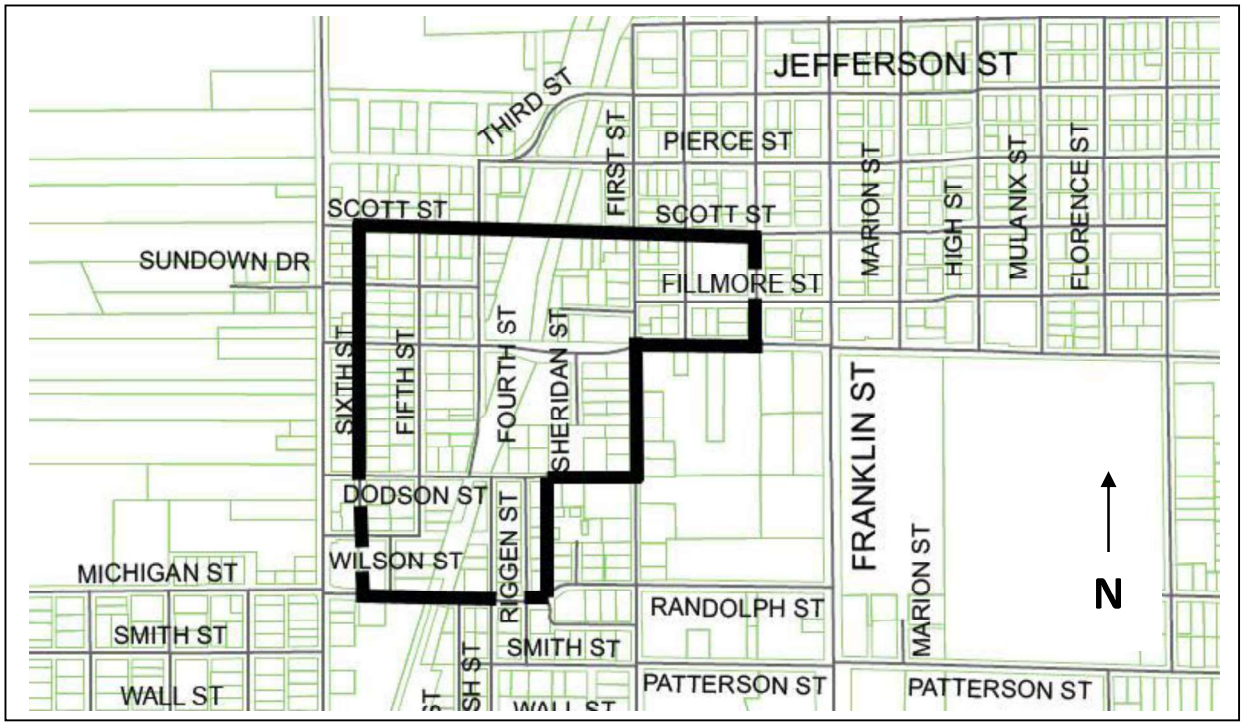
SURVEY PRIORTIES

LEVEL 1 - SURVEY WITHIN FIVE YEARS

4. Kirksville's Historic African American Cultural Resources

The City should give high priority to sponsoring the intensive-level thematic survey of historic African American resources. University expansion, non-historic multi-unit residential infill, and redevelopment projects have caused the loss of a significant number of these resources in the historic African American neighborhood southwest of Downtown. The remaining associated resources are rare and many are endangered by continued redevelopment pressure in the vicinity. There are, however, a sufficient number of resources to provide visual evidence of this significant component of the City's history. Future intensive-level thematic survey should occur before any City sponsored alterations/demolition occurs to properties in this area.

Though always a small minority, the African American population in Kirksville peaked around 1900 with 316 individuals. In addition to the Bethel AME church and the Lincoln School, other increasingly rare resources remain that communicate information about this part of Kirksville's history. Recent unpublished research by Cole Woodcox and Sara Clark have revealed African Americans lived and worked throughout the historic core of Kirksville, however *de facto* segregation caused a distinct community to develop in the area generally bounded by South 6th Street to the west, Michigan Street to the south, South Franklin Street to the east, and Scott Street to the north. Some known resources associated with Kirksville's African American community, both extant and non-extant, are listed in Appendix E.



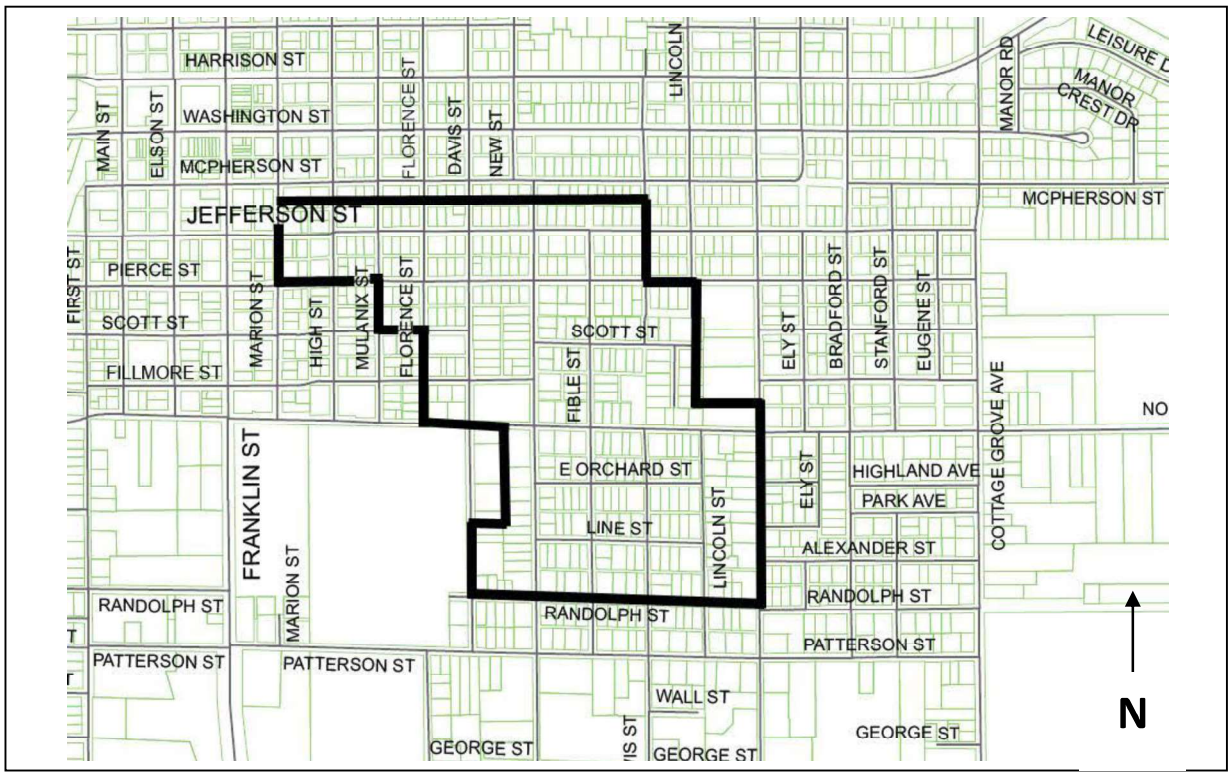
SURVEY PRIORTIES

LEVEL 2 - SURVEY IN FIVE TO TEN YEARS

5. Residential Area Southeast of Downtown

Though the historic late nineteenth and early to mid-twentieth century building stock is intact throughout much of the historic core, only a few areas retain sufficient integrity to communicate their historic associations and meet National Register criteria for eligibility. Due to a relatively high degree of integrity and the adjacent threat of future university expansion, the residential neighborhood southeast of Downtown is ranked as a priority for future intensive-level survey.

Late nineteenth through mid-twentieth century residential development characterizes this neighborhood. Most blocks retain the historic building stock with few vacant lots. Several individually eligible properties are in this neighborhood (see Appendix F). Integrity is the limiting factor creating the recommended survey area boundaries, which are generally bounded by Jefferson Street to the north; Lincoln Street and Baltimore Street to the east; Randolph Street to the south; and Davis, Florence, and Marion streets to the west.



SURVEY PRIORTIES

LEVEL 2 - SURVEY IN FIVE TO TEN YEARS

6. Local Conservation District Survey

A tool that is gaining popularity nationwide for providing protection to historic resources that do not currently meet NRHP standards is the creation of locally designated conservation districts. Often referred to as ~~-hi~~storic district-lite", conservation districts can be used to stabilize property values in older neighborhoods and to create a buffer zone for National Register or locally designated historic districts. Through designation of a conservation district, a local government can establish specific design guidelines to direct improvements that will upgrade historic resources to meet NRHP criteria and thus qualify for incentives reserved for National Register-listed properties. Design review of major changes (e.g. new construction, significant alterations, and demolition) occurs in conservation districts in an effort to limit adverse changes to the visual context of the district while encouraging property owners to make appropriate changes to their buildings.

Though the historic late nineteenth and early to mid-twentieth century building stock is intact throughout much of Kirksville's historic core, many areas do not currently retain sufficient integrity to communicate their historic associations and meet National Register criteria for eligibility. Most of these areas retain adequate historic buildings to communicate information about Kirksville's development and justify designation as a locally designated conservation district. Due to the overlapping and ongoing threats of incompatible infill, insensitive alterations, and demolition as part of university expansion, it is recommended that the following areas be documented through reconnaissance-level survey as a basis for conservation district designation (map to follow on page 76). An elaborated discussion of local conservation districts and their designation can be found in the Additional Recommendations section on page83.

a. <u>University Perimeter</u>

Expansion of each university over the years has resulted in the demolition of countless historic buildings in some of Kirksville's oldest neighborhoods. As expansion plans include additional land clearance and redevelopment in the adjacent residential areas, it is recommended that reconnaissance-level survey be conducted in a two- to four-block radius around the perimeter of each university as the basis of a local conservation district designation. Additionally, the City should engage in open communication with the respective campus planners to increase cooperation regarding future planning activities. (See Additional Recommendations section page 85 for an elaboration on Engagement and Alliance Building) .

b. South of Still

Late nineteenth through mid-twentieth century dwellings characterize this area, which includes Still's Addition platted around 1900. House forms range from small working-class folk houses to large high-style dwellings along Osteopathy Street. The area is generally bounded by Scott Street to the north, First Street to the east, LaHarpe Street to the south, and Boundary Street to the west.

c. North of Downtown

Late nineteenth through mid-twentieth century dwellings characterize this area, with a wide range of small to mid-sized folk house forms, cottages, and bungalows. Straddling the former railroad grades, scattered industrial and commercial resources also occur in this area, which is generally bounded by Illinois Street to the south, Elson Street to the east, Osteopathy to the west, and Hope Street to the north.

d. North of Cottonwood

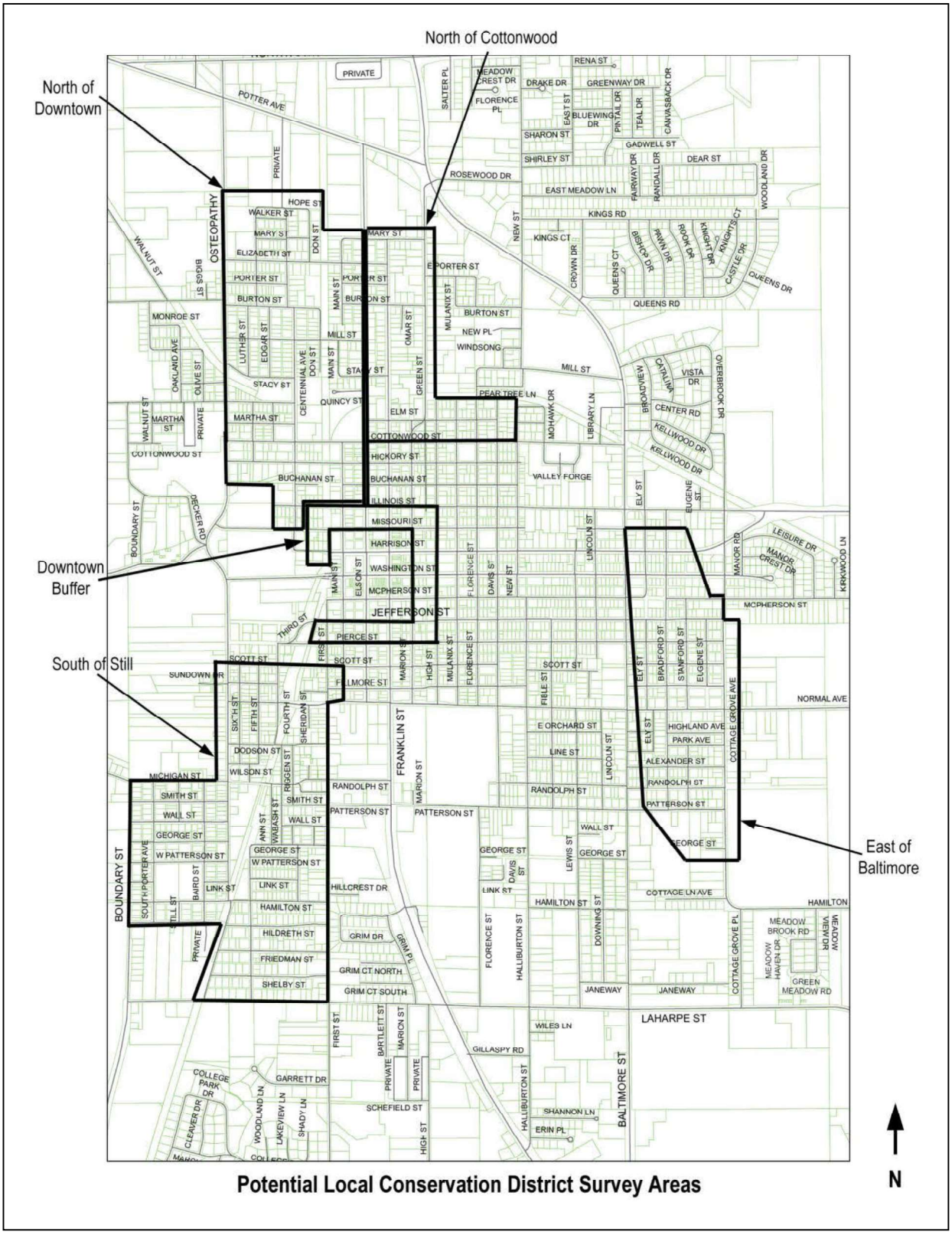
A mixed-use area, late nineteenth through mid-twentieth century residential buildings and early through late twentieth century commercial buildings occupy the lots in this area. General boundaries follow Mary Street to the north, Elson Street to the west, Cottonwood Street to the south, and Green Street to the east.

e. East of Baltimore

This area represents late nineteenth through late twentieth century residential development, with plats dating to the 1870s through the 1890s. General boundaries include Baltimore to the west, Missouri to the north, Cottage Grove to the east, and George Street to the south.

f. Downtown Buffer

A mix of late nineteenth through mid-twentieth century commercial, institutional, and residential properties characterize the edges of the central business district, just outside the project area boundaries of the recent downtown survey. It is recommended that the City initiate reconnaissance-level survey of a two-block perimeter outside these potential downtown historic district boundaries as the basis of a local conservation district listing as a means of preventing further erosion of integrity and providing a buffer to any downtown district.



Potential Local Conservation District Survey Areas

7. Truman State University Campus

The Truman State University campus contains a number of historic buildings, some of which are potentially individually eligible for listing in the NRHP, such as Kirk Auditorium, Centennial Hall, Ophelia Parish Junior High School Building, Baldwin Hall, Grimm House, and the Agricultural Demonstration Barn. Landscape elements of note include the central green, trees representing conscientious campus improvement plans in the early twentieth century, and what might remain of the 1942 Hare and Hare landscape design of the quadrangle.

It is recommended that the university undertake intensive-level survey of the campus and its resources as the basis of a comprehensive preservation plan. As with many other universities nationwide that retain a high number of individually eligible buildings, a preservation plan is an important tool for guiding future development as well as in streamlining review and compliance when federal funding triggers Section 106 of the National Historic Preservation Act.

SURVEY PRIORTIES

NO APPARENT HISTORIC RESOURCES/NO NEED FOR SURVEY IN THE NEAR FUTURE



PRESERVATION SOLUTIONS

ADDITIONAL RECOMMENDATIONS

NATIONAL REGISTER DESIGNATION

Concurrent with identification of historic resources is the need to target specific resources for protection through proactive measures such as nominating eligible properties for listing in the National Register of Historic Places and thus qualifying significant properties for voluntary participation in federal and state incentive programs. The list below itemizes NRHP listings the City should sponsor and/or support.

The National Register program provides several ways to nominate properties based on their level of significance, architectural integrity, and proximity to other historically significant resources. Properties can be nominated individually, as part of a thematically linked Multiple Property Documentation Form (MPDF), or as contributing elements to a historic district.

It should be noted that information resulting from the limited scope of field study for this project relating to potential eligibility for listing in the national or local registers is preliminary and therefore somewhat limited. Recommendations are based on an initial assessment of historical architectural integrity that serves as an initial threshold to meeting the National Register criteria. Resources are then evaluated for their associations with known general historic contexts developed as part of the survey plan. Because of the size of the survey area, these contexts may not be fully developed and it is expected that additional contexts will be developed as future survey continues.

All of the properties identified in Appendix F as being potentially eligible for listing in the National Register may be eligible under one or more National Register criteria and meet the minimal historical/architectural integrity requirements. Additional research, evaluation, consultation with the Missouri State Historic Preservation Office's National Register program staff will be necessary to pursue preparation of nominations for these properties.

1. Multiple Property Documentation Form Nomination

As stated above in Survey Priorities, preparation of the MPDF "Historic Resources of Kirksville, Missouri" is the highest priority for the City. The MPDF approach is best suited to the scale and specific conditions in Kirksville, which include a high number of thematically linked historic resources limited by integrity and thus scattered throughout the city. The survey approach recommended above on page 65 is the first step toward preparation of this NRHP nomination format. A MPDF for the "Historic Resources of Kirksville" will treat the entire city as the subject area, with a variety of associated historic contexts and associated property types within each context serving as the organization.

Properties eligible for listing in the National Register of Historic Places, either individually or as districts, that share certain specific themes may be nominated utilizing the Multiple Property Documentation Form (MPDF) format. The MPDF is a vehicle for nominating both contiguous and discontiguous individual properties and/or districts that share the same historic associations. The MPDF identifies functional and/or architectural property types that have shared physical characteristics and historic contexts. It also defines architectural integrity registration requirements. Subsequent individual property or district nominations need only provide the physical description and history of the resource(s) being nominated and reference the contexts, property types, and registration requirements outlined in the MPDF. This makes the nomination process significantly easier, quicker, and more cost-effective. With a MPDF in place, property owners or the City can initiate nominations that require significantly less time and effort to prepare. The contexts and property types developed in this survey plan and through future survey, can serve as a basis for the preparation of the Multiple Property Documentation Form.

The MPDF format provides an economy of scale by allowing similar resources to be nominated under one cover document, thus avoiding redundancy. Furthermore, the ability to nominate similar properties over a period of time provides flexibility to a nomination process that is dependent on owner support. The MPDF format also assists in preservation planning and cultural resource management because it establishes registration requirements for similar properties that may be nominated in the future, thus it provides the advantage of predetermining the shared physical and thematic characteristics of particular functional or architectural property types to facilitate future identification and evaluation.

Within the document would be a variety of historic contexts such as ~~"C~~ommercial Resources of Kirksville, Missouri," ~~"L~~ate Nineteenth through Mid-Twentieth Century Residential Resources of Kirksville, Missouri," and/or a specific cultural context such as ~~"A~~frican American Cultural Resources of Kirksville, Missouri." Using this general thematic approach, individual properties and districts can be nominated based on information yielded from phased survey. Future nominations using the same cover document could include similar neighborhoods that have yet to be surveyed.

The standards for preparing a MPDF are presented in detail in the National Register Bulletin *How to Complete the National Register Multiple Property Documentation Form,* which can be found at http://www.nps.gov/nr/publications/bulletins/nrb16b/.

2. **Downtown Historic District Nomination**.

The recent survey of downtown Kirksville identified several options for NRHP designation in the central business district. The City should sponsor the nomination of the largest possible district downtown to benefit the highest number of constituents. This nomination could be submitted with the MPDF as a Multiple Property Submission.

Several commercial and light industrial resources located just outside the Downtown Survey area boundaries appear to retain historic integrity. Prior to any downtown NRHP nomination, these resources must be evaluated through reconnaissance-level survey to be certain of their eligibility.[41] If their location is not of sufficient proximity to contribute to a Downtown Historic District, they should be assessed for potential eligibility as small commercial districts, as individual resources, or as locally designated landmarks or conservation districts.

3. Other Historic District Designations

Once a MPDF is in place for the ~~"~~Historic Resources of Kirksville, Missouri," the City should act as the initiator, solicit support, and/or identify financial strategies to support the listing of the potentially eligible historic districts identified in future survey. Though the level of research and fieldwork required to provide specific delineation of potential historic district boundaries was outside the scope of this project, potential historic districts are present throughout Kirksville and these areas are outlined in the Survey Priorities section above. Future survey will identify precise resource eligibility and district boundaries in these areas, as well as provide ample comparable resource information for the accurate evaluation of similar resources (e.g. post-World War II subdivisions).

4. Individually Eligible Properties

The City should support property owners toward nominating individually eligible properties for listing in the National Register of Historic Places. The City can support registration by maintaining a list of potentially individually eligible properties and notifying owners of the benefits of listing, such as rehabilitation tax credit incentives, as well as the procedures for nominating properties. Appendix F contains a list of individual properties that appear to retain sufficient historic integrity to be eligible for listing in the National Register of Historic Places[42] if they can be shown to have strong associations with one or more of the historical contexts identified in this study or developed as part of future survey.

[41] The resources present in a one-block radius of the Downtown Survey Area boundaries that warrant evaluation are as follows: c1950 gas station, NW corner of North Franklin and West Missouri streets; post WWII commercial building, NW of North Marion and East Missouri streets; 1951 1st Baptist Church, East Washington Street between South Marion and South High streets; two apartment buildings, SW and SE corners of Jefferson and South Marion streets; two commercial buildings, east side of South Franklin between Jefferson and Pierce streets; three commercial/industrial buildings, 400 block of West Harrison Street.

[42] The National Register criteria also serve as the basis for local designation of historic properties.

ADDITIONAL RECOMMENDATIONS

LOCAL DESIGNATION

As discussed above in Survey Priority #6 – Local Conservation District Survey (page 74), many resources in Kirksville do not currently meet the NRHP integrity requirements but may merit protection by designation through overlay zoning as local historic districts or local landmarks. These designations would require design review by the City prior to owners undertaking major alterations. Some areas may need a lesser degree of protection and are best suited for conservation district designation with the goal of stabilization and eventually qualification for rehabilitation incentives.

Currently, Kirksville's Historic Preservation Ordinance gives the Historic Preservation Commission broad powers to make recommendations to the Planning and Zoning Commission and the City Council regarding the designation of landmarks and/or districts and the adoption of specific ordinances for properties having ~~-s~~pecial cultural, historic, archaeological, community or architectural value."[43] This provision enables the City to establish conservation districts with specific design review criteria in areas that do not meet National Register criteria, but that do contain resources that create a distinct sense of place by virtue of their ~~-c~~ultural, historic, archaeological, community or architectural value." The creation of conservation districts would include the creation of overlay zoning and minimal guidelines to control future development that:

- protects loss of cultural fabric;
- promotes upgrading of properties not currently meeting National Register criteria;
- promotes appropriate new development and construction; and/or creates transitional buffer zones between national and/or local districts and non-historic areas.

1. Local Landmark Designation

It is recommended that the City designate local landmarks with design review as tools for protecting and upgrading properties not currently meeting National Register standards and to protect further loss of cultural fabric.

Appendix G contains a list of significant properties that do not currently meet National Register criteria for integrity, but could be listed locally as individual landmarks. Future survey is likely to identify additional resources with similar conditions, which should be considered for local landmark designation at that time.

[43] City of Kirksville, Kirksville Historic Preservation Ordinance, Section II. g: "Powers and Duties," item numbers 3 and 4 (passed February 23, 2009) http://www.kirksvillecity.com/filestorage/74/394/681/Historic_Preservation_Ordinance.pdf.

2. Local Conservation District Designation

The City should investigate establishing a public/private initiative involving property owners, the City, and the Missouri State Historic Preservation Office staff to create conservation districts in threatened areas.

Sometimes referred to as ~~"h~~historic district-lite," conservation districts often have nomination criteria and design guidelines that borrow from National Register and Secretary of the Interior's standards and guidelines. Nomination of a conservation district typically derives from the quality and cohesiveness of an area, though it is not uncommon for nomination to be initiated by neighborhood organizations facing threats due to development or blight.[44] Design standards are usually tailored to each specific district's character-defining elements and are similar to but more lenient than those for NRHP-certified districts. The design guidelines are created cooperatively with the neighborhood organization, property owners, Historic Preservation Commission, and City staff. The City of Kirksville might include the criteria below for any group of buildings, structures, landscape elements, or any integrated combination thereof considered for designation as a conservation district:[45]

- Constructed at least fifty years ago and maintains distinctive architectural and historical characteristics worthy of conservation, but retains less integrity or historical significance than a National Register-eligible historic district.

- Retains a recognized neighborhood identity and character by virtue of distinctive unifying exterior features or by environmental characteristics creating an identifiable setting, character, or association.

- Has a relationship to an identifiable historic area or neighborhood where preservation of this connection is critical to the protection of identified neighborhood or historic area.

- Represents an established and familiar visual feature of a neighborhood or the community based on its unique location or singular physical characteristics.

The following areas are recommended for local designation as conservation districts as a means of preventing future loss of historic fabric and to promote the improvement of historic integrity. Each area is described in detail above in Survey Priority #6 – Local Conservation District Survey (page 74). It is expected that future survey will identify additional areas with

[44] Philadelphia Preservation Alliance, *Neighborhood Conservation Districts Survey*, http://www.preservationalliance.com/publications/Conservation%20District%20Description.pdf (accessed December 28, 2010).

[45] Historic Preservation Services, *Historic Preservation Plan, City of Lee's Summit, Missouri*, (Kansas City, Missouri: Historic Preservation Services, 2002), 23; and City of Independence, Missouri, Unified Development Ordinance, Amendment #5 14-906 CD, Conservation District Overlay, http://www.ci.independence.mo.us/userdocs/ComDev/UDO/ARTICLE%209%20-%20SPECIAL%20PURPOSE%20AND%20OVERLAY%20ZONING%20DISTRICTS.pdf (accessed January 30, 2011).

similar conditions, at which time they should be considered for local conservation district designation.

a. University Perimeter

b. South of Still University

c. North of Downtown

d. North of Cottonwood

e. East of Baltimore

f. Downtown Buffer

It is recommended that the City initiate a cooperative program with property owners in neighborhoods adjacent to potential and/or listed National Register Districts to create locally designated conservation districts that act as transitional buffer zones between new development and certified historic resources. The City should contact the Missouri SHPO CLG or National Register staff for guidance early on when contemplating conservation district designations

ADDITIONAL RECOMMENDATIONS

ENGAGEMENT AND ALLIANCE BUILDING

1. Truman State University

Because future expansion at Truman State University is of particular concern and continues to go unchecked, it is recommended that the City engage the appropriate representatives (e.g. campus planner) at the school to begin a dialogue regarding preservation planning. As a CLG, Kirksville is a partner with the State Historic Preservation Office and should consult with them for assistance in working out an agreement with the university. Some Missouri CLGs with state universities in the city limits have developed preservation planning agreements with their respective institutions, such as review and comment on campus master plans. Others have developed more ‗defensive' tactics such as local conservation districts and National Register Historic Districts adjacent to campus boundaries in an effort to conserve neighborhoods. The City should contact the SHPO and the CLG coordinators in Columbia, Cape Girardeau, and Springfield to begin a dialogue as a means of developing a workable engagement strategy.

2. Public Engagement

Making citizens aware of the city's historic resources and encouraging them to contribute information and opinions regarding the historic value of their neighborhoods are vital to the success of any preservation program. Engaging the community early on and throughout any future preservation effort will ensure that residents and planners understand one another.

It is recommended that the Historic Preservation Commission hold regular public meetings and/or workshops to acquaint property owners with historic preservation methodology and any planned preservation efforts, as well as the National Register program and its effect on property owners. Elected officials, city and county staff, local media, and representatives from each university should be invited and encouraged to attend. Such engagement will contribute to the perception of preservation as a mainstream activity and foster community appreciation for the value and variety of Kirksville's historic properties.

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APPENDIX A

PROJECT METHODOLOGY

This project launched in May 2010. Fieldwork, preliminary archival research, and the first public meeting were conducted in early July 2010. PSLLC submitted the draft plan on September 30, 2010 and, subsequent to City staff & SHPO comments, submitted the revised plan on December 31, 2010. A second public meeting and presentation to the Kirksville Historic Preservation Commission took place on April 6, 2011, by which time all final project materials were submitted.

Preservation Solutions architectural historian, Kerry Davis, acted as project lead and conducted all aspects of project planning, fieldwork, and archival research. Project managers for the City of Kirksville were Brad Selby, Codes and Planning Director, and Cherie Bryant, Assistant to the City Manager. Pam Kelrick with the GIS Consortium in Kirksville provided the preliminary parcel database and Arc Reader GIS files. Project reviewers for the Missouri State Historic Preservation Office were Michelle Diedriech, Survey Coordinator, and Roger Maserang, National Register Historian.

Archival Research

The survey plan includes identification of broad historic contexts as they relate to the development of the built environment of Kirksville. These contexts will serve as a starting point for future research related to survey efforts and National Register nominations. General archival research was conducted to develop concise discussions of patterns and causative factors associated with Kirksville's historic resources. Among the repositories and collections utilized are the following:

- **Truman State University, Pickler Memorial Library, Special Collections Department.** Adair County histories; city directories; vertical files; photograph collections, such as the Violette Museum Documents & Photographs Collection; university histories; biographies; maps; atlases; and online exhibits.

- **City of Kirksville.** Comprehensive plans from 1957 to date, 1987 survey materials, 2004 Design Guidelines, current mapping and GIS Arc Reader files, parcel database with assessor data.

- **Adair County Courthouse.** Plat maps and land records.

- **State Historic Preservation Office.** Staff site visit reports, National Register nominations, previous survey reports, and inventory forms.

- **Mid-Continent Public Library, Independence, Missouri.** Sanborn Fire Insurance Company maps online.

- **University of Missouri Digital Library.** Image and text collections. (http://digital.library.umsystem.edu/)

- **Adair County Historical Society.** Online photograph collection. (http://www.adairchs.org/)

The literature search and archival research also included consultation with the following individuals: local historian and Truman State professor of English and Linguistics, Cole Woodcox; Truman State University student researcher of African American history, Sara Clark; Adair County Recorder, Pat Shoush; Truman State University professor of History Sylvia Macauley, and life-long resident and long-time local Kirksville teacher JoEllen Hays.

Fieldwork

Combined with the applicable research on Kirksville's past development, the fieldwork provided a basis for organization of recommended future survey efforts. A block-by-block analysis of Kirksville's built environment was conducted by means of driving each street in the project area. The latest Sanborn Fire Insurance Map (1942), as well as current GIS parcel maps, were used in the field for reference. Driving each street within the project area boundaries, the lead field investigator recorded the following:

- General distribution and types of resources;
- General distribution of retention of architectural and/or historic integrity;
- Common functional property types;
- Common architectural styles and building forms;
- Concentrations of resources and individual buildings that appear to warrant further survey, research, or National Register nomination; and
- Areas with no apparent historic resources and do not warrant survey in the near future.

Representative digital photographs of streetscapes, landscapes, buildings, sites, and structures were taken to illustrate the built environment, typical property types, and architectural styles found in the various neighborhoods of Kirksville. All photos were taken in JPEG digital format and will be labeled according to street address, burned to CD-Rom, and submitted to the City with an extra copy forwarded to the Missouri SHPO.

Foliage posed a visibility issue on many streets, particularly in residential neighborhoods, preventing good representative streetscape views. These essential views obscured by deciduous trees were taken in the fall/winter once the foliage had fallen.

Evaluation and Analysis - Integrity

As defined by the National Register of Historic Places, ~~hi~~storic integrity is the authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period."[46] To be listed in the National Register, a property must not only have historic significance, but it must also retain integrity.[47]

The consultant visually inspected the exterior of buildings in the study area to determine general distribution patterns relating to the retention of integrity. Integrity or the lack thereof, influenced survey priority recommendations in relation to the rarity of or threat to the respective resources, as well as potential National Register eligibility.

All properties eligible for listing in the National Register of Historic Places and for local designation as Landmarks or Historic Districts, whether for individual significance or as contributing elements to a district,[48] must retain sufficient historic architectural integrity to convey the period of time in which they are significant.[49]

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[46] National Park Service, *National Register Bulletin: How to Complete the National Register Registration Form* (Washington D.C.: U.S. Department of Interior, 1997),

[47] National Park Service, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: U.S. Department of Interior, 1997), 44.

[48] A contributing property to a historic district does not have to meet the threshold for individual significance, but it must contribute to the district's area of significance. Properties contributing to a district's significance for architecture must retain a higher degree of architectural integrity than in a district significant for associations with an important individual or with historical events or patterns of history.

[49] Historic architectural integrity should not be confused with the physical condition of a building or structure. A building may be in excellent physical and structural condition, but may have lost its historical character-defining elements. Conversely, a building may retain all of its historical architectural features, but may be structurally unsound and, therefore, in poor condition.

The National Park Service uses the following areas to define integrity, of which a property must retain a majority to be eligible for listing in the National Register of Historic Places. A property's historic significance determines which aspects of integrity are most important.

- Location
- Design
- Setting
- Materials
- Workmanship
- Feeling
- Association

Integrity is the authenticity of a property's historic identity, evidenced by the retention of physical characteristics that defined it during its historic period. A resource or area retains integrity if it displays its architectural or historic qualities from its period of significance. All properties eligible for listing in the National Register of Historic Places and for local designation as Landmarks or Historic Districts must retain sufficient architectural integrity to convey the period of time for which they are significant. Thus, integrity is an integral part of assessing eligibility for National Register or local designation, as well as in determining the recommended emphasis of future preservation planning efforts.

Evaluation and Analysis - Historic Significance

After compiling and reviewing the results of the field study and completing the archival research, PSLLC identified broad patterns of development in Kirksville. *A Field Guide to American Houses* by Virginia and Lee McAlester[50] provided guidelines for determining residential architectural forms, styles, and sub-types as well as assuring the use of nomenclature consistent with National Register guidelines. *The Buildings of Main Street* by Richard Longstreth[51] provided guidelines for nomenclature and determining commercial architectural forms, styles, and sub-types.

In addition to retaining the integrity of their historic architectural design (discussed below), properties listed in the National Register of Historic Places must meet certain criteria of historic significance.[52] Historic significance is the importance of a property to the history, architecture, archaeology, engineering, or culture of a community, a state, or the nation. To be listed, properties must have significance in at least one of the following areas:

- Criterion A: Association with events, activities, or broad patterns of history.
- Criterion B: Association with the lives of persons significant in our past.
- Criterion C: Embody distinctive characteristics of construction, or represent the work of a master, or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D: Have yielded, or be likely to yield information important in prehistory or history.

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[50] Virginia and Lee McAlester, *A Field Guide to American Houses (*New York: Alfred A. Knopf, Inc., 1984).

[51] Richard Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture* (Washington, DC: The Preservation Press, 1987).

[52] For additional information about the National Register of Historic Places, please see Appendix H or go to http://www.dnr.mo.gov/shpo/national.htm or http://www.nps.gov/nr/.

National Register Eligibility Status

The consultant conducted preliminary evaluations for properties according to the criteria and standards for historic resources established by the Secretary of the Interior and Missouri SHPO.

These evaluations allowed for the identification of areas that appear to contain contiguous districts, discontinuous thematic resources, and individual properties that appear to minimally meet National Register criteria. The scope of work for this survey plan dictated that this preliminary field study merely serve to outline a framework for future survey and should not be confused with comprehensive survey.

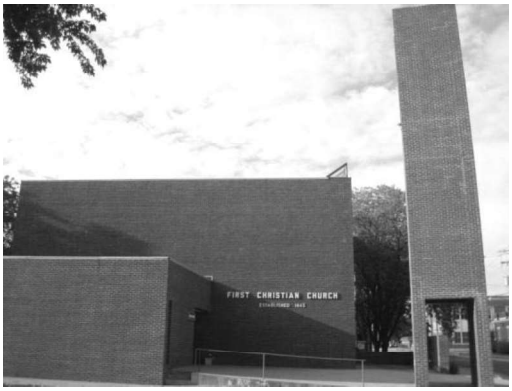
Those identified as potentially individually eligible, which are listed in the Appendix F, are those properties that appear to retain a high degree of historic architectural integrity and clearly represent associations with documented historic context(s). The Survey Priorities section also lists thematically linked property types scattered throughout the project area that appear to retain sufficient integrity to be eligible for listing in the National Register for their associative characteristics (e.g. schools).

Areas that appear to retain contiguous resources that together might form a National Register eligible Historic District are identified in the Survey Priorities section. These properties appear to possess historic integrity and are located adjacent to or near other similar properties that share the same historic context(s). A National Register District possesses a significant concentration and/or continuity of buildings, sites, structures, or objects united historically or aesthetically by plan or physical development. Contributing resources do not have to be individually distinctive, but must add to the significance of the grouping within one or more historic contexts. The majority of the components that contribute to a district's historic character must possess integrity, even if they are individually undistinguished, as must the district as a whole.

Buildings Less than Fifty Years in Age

The National Register of Historic Places generally requires that a property be fifty years of age or more to be considered historic. This allows a sufficient period of time in which to objectively consider a property's significance. In order that this survey plan not become outdated too soon, context development and field study included analysis of resources and trends through the mid-1970s. This methodology of including a thirty-five year cut-off for resource study is recommended for future survey efforts for multiple reasons, among them:

- The data collected does not become out-of-date too soon;
- Potentially significant buildings less than fifty years of age can be documented; and
- The City is made aware of buildings that will become eligible in the near future.



First Christian Church
100 North High Street

This methodology gives the City and the public a ~~"he~~ads-up" on buildings that may become eligible in the near future. Additionally, documentation of these resources provides the ability to plan future designations based on the significant impact of urban planning programs and development patterns associated with the mid-to-late-twentieth century in Kirksville.

A good example of this type of resource is the First Christian Church at Harrison and High streets. Constructed in 1970, it is an excellent example of Post Modern architecture in Kirksville. If integrity is maintained, this landmark building would be eligible for listing in the National Register within ten years.

Development of Survey Plan Priorities

The retention or lack of integrity of an area is a major factor in developing survey priorities. Areas which retain integrity will have more opportunities for preservation planning efforts than those which do not and thus will be ranked higher in survey priorities. Areas of the city that retain integrity are those where the majority of resources date from the historic period of significance and display their character-defining features. In these areas, most of the original buildings and structures remain, there are few modern intrusions and/or vacant lots, and alterations to the overall character of the district are minimal. These areas are generally considered a higher priority for survey than those that have suffered extensive losses.

Neighborhoods or commercial areas that have experienced significant loss of historic buildings or extensive non-historic alterations to original character may no longer retain sufficient integrity to warrant intensive survey and/or prioritized preservation planning efforts. In these neighborhoods, it is more prudent to conduct reconnaissance level survey in order to determine where the highest concentrations of historic buildings remain.

Integrity loss can also result from over-development of an area or the introduction of elements incompatible with an area's historic character. This includes the construction of numerous multi-family dwellings in a traditionally single-family neighborhood, commercial expansions into a residential area, and the introduction of incompatible design elements into a district. Such ‗intrusions' have a negative impact on the integrity of an area and affect its survey priority. These non-historic developments can also qualify as a threat to surrounding historic resources, which in turn may raise an area's priority for survey

APPENDIX B

PREVIOUS DOCUMENTATION

Though some small areas and several individual resources have been documented, through either inventory forms or National Register nominations, only limited survey has been conducted to date in Kirksville. Previous survey and documentation of historic resources includes:

- **Historic Inventory, 1987.** The Northeast Missouri Regional Planning Commission conducted a survey of selected Kirksville resources constructed before 1936. The survey resulted in eighty-four inventory forms and a brief report that made no recommendations of potentially eligible properties and concluded that no potential historic district existed. A list of the properties surveyed can be found in Appendix C.

- **National Register listings.** In Kirksville, eight individual properties and a historic district have been listed in the National Register of Historic Places, comprising twenty-eight resources. Listed properties are:

    - **Adair County Courthouse**, 106 Washington Street (listed 1978)
    - **Dockery Hotel**, Elson and McPherson streets (listed 1983; demolished 1991)
    - **Grim Building**, 113-15 East Washington Street (listed 1979)
    - **Kirksville Courthouse Square Historic District**, 200 block North Franklin Street, 100 block East and West Harrison Street (listed 2009)
    - **Masonic Temple**, 217 East Harrison Street (listed 2009)
    - **Parrish Place**, 1308 North Franklin Street/101 East Burton Street (listed 1973)
    - **Smith, Dr. E. Sanborn, House**, 111 East Patterson Street (listed 2009)
    - **Travelers Hotel**, 301 West Washington (listed 2009)
    - **Trinity Episcopal Church**, 124 North Mulanix Street (listed 2008)

- **Downtown Survey, 2009-10.** The City of Kirksville, using HUD funding, contracted with preservation consultant, Karen Bode Baxter, to conduct an intensive-level survey of the sixteen blocks comprising the downtown. The survey area boundaries are Missouri Street to the north, Marion Street to the east, Jefferson Street to the south, and the former Norfolk Southern Railroad grade to the west. Completion of the survey is anticipated by the end of 2010 and will result in inventory forms and a survey report outlining recommendations regarding potential National Register eligibility.

- **Downtown Design Guidelines, 2004.** Kirksville Downtown Partners contracted Powers Bowersox Associates and Terence Harkness to complete design guidelines for the ~~-O~~ld Town" area. This fifty-block study area forms a T-shape, with the narrow west end generally defined by Osteopathy, Washington and Pierce streets; the broader area, east of the former railroad grade is defined by Illinois Street on the north and Normal Street on the south, with Marion Street as the east limit. The report included recommendations for improvement of historic integrity, traffic and street improvements, some brief historic contexts, as well as specific guidance for building treatments.

APPENDIX C

PROPERTIES SURVEYED IN 1987

John S. Thomas' survey of Kirksville in 1987[53] documented eighty-four properties. This Survey Plan project field-verified the National Register eligibility status of all but the eighteen located outside the project area and within the current Downtown Survey Area. The status of the sixty-six verified resources is as follows:

- Demolished – 11
- Not eligible for the National Register due to lack of integrity – 29
- Sufficient integrity to contribute to a district – 4
- Potentially eligible for individual listing in the National Register – 16
- Eligible as local landmark - 5
- Listed in the National Register – 6

1. Kennedy Theater, 1920. Corner of Elson and McPherson. Designed by Irwin Dunbar. (Demolished)
2. Dockery Hotel, c1890. SW corner of Elson and McPherson. (Demolished)
3. IOOF Building, 1914. Central Business District. (Demolished)
4. Journal Printing Bldg, 1905. 119 South Elson. Designed by Charles Anderson. (Outside study area)
5. Sojourners Club/Adair County Library, 1916. 211 South Elson. Designed by Irwin Dunbar. (Outside study area)
6. Shaw/Salladay House, c1880. 710 North Elson. (Individually eligible)
7. Kirk Auditorium, 1922. East side of Truman State Quad on Florence St. Designed by John R. Kirk. (Individually eligible)
8. Anderson/Baldwin House, 1870. 1507 South First Street. (Not eligible - poor integrity)
9. Pickler/Stahl House, c1880. SW corner Franklin and Scott. (Not eligible - poor integrity)
10. Kennedy House, c1895. 501 North Elson. (potentially eligible as Local Landmark)
11. Selby/Wisdom House, c1876, 1908. North Franklin, SE corner with Illinois. (Eligible as local landmark)
12. City Hall/Old Post Office, 1905. SE corner Franklin and McPherson. (Outside study area)
13. March/McClay-Franklin House, c1904. 416 North Franklin. (Demolished)
14. Rothchild/Brown House, 1860-90. 608 North Franklin. (Not eligible - poor integrity)
15. Smith/Combs/Adams House, c1895. 612 North Franklin. (Not eligible - poor integrity)
16. York/Brown House, c1880. 702 North Franklin (Not eligible - poor integrity)
17. Heiny/Putnam House, c1890. 703 North Franklin (Not eligible - poor integrity)
18. Holmes House/Grissom Property, c1890. 715 North Franklin. (Sufficient integrity to contribute)
19. Rombaver/Elsea House, c1900. 714 North Franklin (Not eligible - poor integrity)
20. Aitken/Skinner House, c1890. 802 North Franklin. (Individually eligible)
21. Roberts/Klinginsmith House, c1890. 1208 North Franklin. (Not eligible - poor integrity)
22. Roy Omer/Cubine House, c1885. 1212 North Franklin. (Not eligible - poor integrity)
23. Omers House, c1877. 1216 North Franklin. (Demolished)
24. Parrish Place, 1875. 1308 North Franklin. Built by Thomas Harris. (Listed in National Register)

[53] John S. Thomas, *Historic Inventory Kirksville, Missouri* (Memphis, Missouri: Northeast Regional Planning Commission, 1987).

25. Turner/Cubine House, c1900. 1320 North Green (Demolished)
26. Grim, Dr. Ezra, House, 1914. Truman State University, 214 East Patterson. (Individually eligible)
27. Porter's Ivie Corner, c1884. Harrison, on the courthouse square. (Outside study area)
28. Porter's Corner Bldg, c1881. Harrison, north side of courthouse square. (Outside study area)
29. Masonic Temple, 1930. 217 East Harrison. Designed by F.C. Bonsack. (Listed in National Register)
30. Glenn House/Kautz House, c1890. 702 East Harrison. (Sufficient integrity to contribute)
31. Dockery House, c1885. 904 East Harrison. (Not eligible - poor integrity)
32. Lowe House, c1880. 1011 East Harrison. (Individually eligible)
33. Lacy/Porter House, c1860. 416 South High Street. (Not eligible - poor integrity)
34. Grassie House, c1900. 210 South High. (Not eligible - poor integrity)
35. Pickell House, 1866. 214 South High. Built by John L. Porter. (Sufficient integrity to contribute)
36. Hoyes/Dodson/Pollard/Higgins House, c1874. 505 South High Street. (Not eligible - poor integrity)
37. Beaman house, c1875. 516 South High. (Demolished)
38. Kirk, John, House, c1890. 603 South High. Built by John Caskey. (Demolished)
39. Dunbar House, c1900/1920. 815 East Illinois. Remodel designed by Irwin Dunbar. (Individually eligible)
40. Gardner House, c1900. SE corner Jefferson and Florence. (Not eligible - poor integrity)
41. Stamper Feed Building/Kennedy Building, c1885. SW Corner Main and Harrison. (Outside study area)
42. Princess Theater, 1915. SW corner McPherson and Franklin. Designed by Irwin Dunbar. (Outside study area)
43. Presbyterian Church, 1922-23. SE corner McPherson and High. Designed by Irwin Dunbar. (Potentially eligible as local landmark)
44. Bethel AME Church, 1878/1920. 508 South Main. (Potentially individually eligible)
45. Kirksville Daily Express Building, 1930/1964. 110 East McPherson. (Outside study area)
46. Kirksville High School, 1914. 401 East McPherson. Designed by Trank & Gordon/Built by L.W. Dumas. (Individually eligible)
47. Talbott House, c1870. 402 McPherson. (Not eligible - poor integrity)
48. Reynolds House, c1885. 701 East McPherson. (Not eligible - poor integrity)
49. Solem House, 1890. 703 McPherson. (Individually eligible)
50. Union Meat Market/Young's Bike Shop, c1890. Central business district. (Outside study area)
51. Henry Drugstore/Campbell Book store, c1890. Central business district. (Outside study area)
52. Racket Store/Bamberg's, c1890. Central business district. (Outside study area)
53. Miller Block/The Grand Leader/Singer, c1890. 100 block South Franklin. (Outside study area)
54. Red Barn, c1916. Truman State campus, east side of Franklin south of Patterson. (Individually eligible)
55. Friedman-Shelby Shoe Factory/Baldwin Property, 1908. 700 Block W. Michigan (Demolished)
56. Brown Property, c1870. NW corner Mulanix and Buchanan. (Not eligible - poor integrity)
57. Trinity Church, 1917. 124 North Mulanix. Designed by Irwin Dunbar. (Listed in National Register)
58. Motter/Storm/Moreland House, c1885/c1950. 402 North Mulanix. Built by Joe Motter. (Not eligible - poor integrity)
59. Brashear/Shain House, 1882. 1318 East Normal. (Not eligible - poor integrity)
60. Old Science Hall/Laughlin Bldg, 1906. Truman State Quad. (Not eligible - poor integrity)
61. Bragg/Putnam House, c1890. 803 Dodson. (Not eligible - poor integrity)
62. First School of Osteopathy, c1892/moved c1976. On Still Campus inside atrium at Museum. Built by A.T. Still. (Potentially eligible as local landmark)
63. Summerfield Still House, c1885. 414 South Osteopathy. (Demolished)

64. Charles Still/Atlas House, 1912. Osteopathy near Pierce. (Pending demolition)
65. Smith/King House, 1925. 111 East Patterson. Designed by Ludwig Abt. (Listed in National Register)
66. Henry House, c1890. SE corner Pierce and Franklin. (Individually eligible)
67. Chadwick/Dover House, c1910. 412 East Pierce. (Not eligible - poor integrity)
68. Douglass/Pack Property, c1870. 801 East Pierce. (Not eligible - poor integrity)
69. Downing/Miller/Waddill Property, c1890. Corner Stanford and Normal. (Not eligible - poor integrity)
70. Burrows House, c1895. 506 South Stanford. (Not eligible - poor integrity)
71. Lincoln School, 1914. 907 South Wabash Street. Designed by Trank & Gordon/Built by L.W. Dumas. (Individually eligible)
72. Harrington Jewelry, 1890. Washington Street in central business district. (Outside study area)
73. H.M. Still Block/Myers Shoe Store, c1890/1970. Washington Street in central business district. (Outside study area)
74. Kirksville Savings Bank, c1880. SE corner Washington Street in central business district. (Outside study area)
75. Burk Brothers/Beard's Gallery, c1880. 105 East Washington. (Outside study area)
76. Reliable Shoe Company, c1890. 109-11 West Washington. (Outside study area)
77. Grim Bldg, 1905 – 113-15 East Washington. Designed by Weber & Groves/Built by Albert L. Holmes. (Listed in National Register)
78. McGovern/Sneed/Taylor House, 1872. 415 East Washington. (Individually eligible)
79. Markham's, c1880. Central business district. (Outside study area)
80. Brown Property, 1880s. SW corner Mulanix and Hickory. (Not eligible - poor integrity)
81. Adair County Courthouse, 1898. Courthouse Square. Designed by Kirshch & Co. (Milwaukee)/built by Anderson and Menke (Listed in National Register)
82. Alexander House, c1920. 207 East Missouri. (Individually eligible)
83. England House, 1924. 316 South Franklin. Built by Albert Bartlett. (Individually eligible)
84. A.T. Still Birthplace Cabin, c1828/moved 1926/1976. On campus inside atrium at Museum. (Potentially eligible as local landmark)

* Dates and locations above reflect 1987 survey data and have not been verified.

THE DEVELOPMENT OF KIRKSVILLE, MISSOURI: AN OVERVIEW

EARLY SETTLEMENT PERIOD: 1828-1860

European explorers traveling through what is now northeastern Missouri in the early nineteenth century encountered several native tribes including the Iowa, Sac, and Fox nations. Their traditional lands – those on which they trapped, traded, planted, and ranged – included what is present-day Adair County, where they maintained a number of settlements along the Chariton River just west of present-day Kirksville.[54]

Following the Louisiana Purchase in 1803, Euro-American settlement pushed west of St. Louis. Treaties ceding the traditional lands of northern Missouri's indigenous tribes to the United States Government began in 1804, but uncertain boundaries and contradictory proclamations by the Territorial Legislature led to conflict. It was not until 1824 that the Sac and Foxes ceded all remaining claims in the state and were moved out of northeast Missouri.[55]

Euro-Americans found the Mississippi and Missouri Rivers served well as natural trade arteries, as they had served for the previous indigenous residents. These river routes were preferred over the existing overland routes and thus dominated transportation through and around Missouri.[56] Consequently, the state's earliest counties, established between 1813 and 1828, were along the banks of the Missouri River.[57]

Sufficient settlement had occurred by 1818 for territorial representatives to submit a request to the U.S. Congress for permission to draft a constitution prior to the admission of Missouri as a state. The issue of the introduction of slavery into the state caused a national crisis and resulted in the "Missouri Compromise" of 1820, which allowed Missouri to join the Union as a slave state but prohibited the practice in the Louisiana Territory north of Missouri's southern boundary.[58]

The 1821 achievement of statehood and the onset of the lucrative Santa Fe trade, as well as the introduction of the steamboat traffic on the Missouri River and the expansion of St. Louis fur companies' territory further west and north on the Missouri River, stimulated significant trade and settlement across the state.[59] Trappers, explorers, traders, and a few settlers penetrated the interior from navigable streams off the Missouri River, among them the Osage and Gasconade rivers to the south and the Grand and Chariton rivers to the north.[60]

[54] Kirksville-Adair County Bicentennial Committee, *A Book of Adair County History* (Kirksville, Missouri: Simpson Printing Company, 1976), 32.
[55] Kirksville-Adair County Bicentennial Committee, *Adair County History,* 33-34; and E.M. Violette, *History of Adair County,* ed. C.N. Tolman (Kirksville, Missouri: Denslow History Company, 1911), 6.
[56] Sally F. Schwenk and Kerry Davis, *Cultural Resource Survey Phase 1: Warrensburg, Missouri* (Kansas City, Missouri: Sally Schwenk Associates, 2007), 19.
[57] E.M. Violette, *History of Adair County,* ed. C.N. Tolman (Kirksville, Missouri: Denslow History Company, 1911), 7.
[58] Schwenk and Davis, *Warrensburg, Missouri*, 26.
[59] Ibid., 20.
[60] Kirksville-Adair County Bicentennial Committee, *Adair County History,* 33.

The first permanent Euro-American settlement in the area that became Adair County took place in 1828 with the arrival of seven families from Howard County to the south, to the banks of the Chariton River about six miles west of present-day Kirksville.[61] Altercations with recently displaced native tribes in 1829 and again in 1832 resulted in the deaths of several Native Americans and settlers, the departure of the settlers, and the temporary establishment of two frontier posts in the county, Fort Clark and Fort Matson.[62]

As conflict with native residents subsided, Euro-American settlement returned to the area and continued through the 1830s at a slow but steady pace. By 1840 at least forty families had settled in Adair County, totaling a few hundred individuals.[63] The earliest settlers hailed primarily from Kentucky and Tennessee, arriving via Missouri counties to the south, such as Howard and Randolph counties. Subsequent immigrants to Adair County came from Ohio, Pennsylvania, and Illinois via the Salt River from the Mississippi River and via the Chariton River from the Missouri River.[64]

Formation of Adair County and Kirksville

In January 1841, the Missouri Legislature authorized the organization of Adair County from territory attached to Macon County. As a gesture to the Kentucky origins of many of the new residents, the county took the name of John Adair (1759-1840), a native Kentuckian, a Revolutionary War veteran, U.S. Senator, and Governor of the Kentucky (1820-1824). The act forming Adair County established boundaries that encompassed 570 square miles and designated three county commissioners to identify and acquire land for the location of the county seat ~~-~~within two and one-half miles of the geographical center of the county."[65]

Later that year, central Adair County settler, Jesse Kirk, offered fifty acres to the county commission in Section 9, Township 62 North, Range 15 West. The county commissioners accepted the land, approved the site of the county seat, and named the town in Kirk's honor.[66] Local tradition holds that Kirk entertained the commissioners with food and wine to ensure that the town be named for him.[67] However, the historic record suggests Kirk did not hold clear title to the land, which delayed the filing of the official plat of the new town for more than a decade.[68]

The selection of Kirksville as the county seat was momentous for the nascent community. At the time, the county was the most important unit in regional government in Missouri, reflecting the principle of local self-governing that became strongly entrenched in the state. In rural areas such as northeast Missouri, from the mid-nineteenth century through the mid-twentieth century the county administered state and local governmental programs, as well as later federal programs at the county level.[69] The status of county seat secured Kirksville's role as an important economic, social, and governmental hub in the region.

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[61] Kirksville-Adair County Bicentennial Committee, *Adair County History,* 33. This area later became known locally as The Cabins.

[62] Kirksville-Adair County Bicentennial Committee, *Adair County History,* 36-37; and Violette, *History of Adair County,* 12. The 1829 conflict was known locally as the Big Neck Incident. The 1832 conflict was known locally as the Black Hawk War. Fort Clark was east of Novinger and south of State Highway 6, northwest of Kirksville. Fort Matson (aka Fort Madison) was located two miles east and one mile north of Sublette, north of Kirksville.

[63] E.M. Violette, *History of Adair County,* ed. C.N. Tolman (Kirksville, Missouri: Denslow History Company, 1911), 13.

[64] Violette, *Historic of Adair County,* 17.

[65] Ibid., 35.

[66] Tiffany Patterson, *Kirksville, Missouri Architectural and Historical Resource Survey Plan* (Jefferson City, Missouri: Missouri State Historic Preservation Office, 2009), 3.

[67] John Thomas, *Historic Inventory Kirksville, Missouri* (Memphis, Missouri: Northeast Regional Planning Commission, 1987), 2.

[68] Patterson, *Kirksville, Missouri,* 3; from Howard L. Conard, ed. *Encyclopedia of the History of Missouri*. Vol. 1. (New York, Louisville, St. Louis: The Southern History Company, 1901), 6-7.

[69] Schwenk and Davis, *Warrensburg, Missouri*, 21.

With the seat of county government established, organization and development ensued. The county court began proceedings, immediately dealing with roads and the authorization of a bridge crossing of Shoal Creek.[70] In January 1843, Kirksville's first post office opened in Jesse Kirk's tavern with Kirk acting as the first postmaster. By the end of the year, Adair County's first school district formed in the southeast corner of the county and a modest brick courthouse stood on the northwest corner of the courthouse square.[71] The County West Addition, filed in 1847, added four blocks to the west edge of the Original Town Plat. In 1844, the county court granted Jesse S. Jones a ferry license to provide commercial crossing of the Chariton River on the Kirksville and Trenton Trail.[72] The following year, the court laid out Benton Township and named it for Missouri's popular senator Thomas Hart Benton. An 1846 article in the *Glasgow (Missouri) News* mentioned one-inch floor planks for sale (seventy-five cents per one hundred feet) in Adair County, attesting to the presence of a commercial sawmill.[73] Immigrants arrived from Pennsylvania in 1849 and established the Ninevah colony on the Chariton River where they set up the county's first steam-powered grain mill and investigated the extraction of a coal vein in the vicinity.[74]

By 1850, 2,342 people called Adair County home, among them fifty-one slaves and five ~~f~~free people of color."[75] The presence of no less than seven different congregations, meeting primarily in private homes throughout the county in the absence of any specific religious building, reflects the presence of diverse backgrounds among the county's early citizenry.[76] The county's farmers conducted primarily subsistence agriculture, necessitating the participation of children in the operations of the family farm and reflected in the fact that although six school districts spanned the county in 1855, only about 16 percent of the 1,037 children in the county enrolled.[77]

The distribution and density of slave population in Missouri followed closely the distribution and density of the white population. The main immigration route through Missouri was along the Missouri River and it was in the counties bordering the river that the slave population was concentrated, particularly in the counties of Mid-Missouri. Between 1840 and 1860, the slave population ranged from 10 to 30 percent in central and western Missouri. Slavery was never a very prominent practice in Adair County, with the slave population never exceeding more than about 2 percent of the total population. Unlike the plantation economy of Mid-Missouri spawned by tobacco and hemp crops where slaves constituted a higher percentage of the population, slaves brought to Adair County engaged in general agricultural labor and also worked as domestic servants, often in close proximity with their owners. In 1850, eighteen Adair County residents owned slaves. Ten years later, the number of slave owners increased to thirty-four.[78] The average slave ownership remained between two and three individuals, with only a few owners maintaining more than five.

Promise of the Railroad

In the years leading up to and after the Civil War, ~~r~~railroad mania" swept the nation and railroad expansion revolutionized America by stimulating the growth of trade, settlement, and communication networks. Connection to the railroad was a matter of economic life or death for many growing rural

[70] Kirksville-Adair County Bicentennial Committee, *Adair County History,* 272.
[71] Ibid., 105 and 136.
[72] Ibid., 272.
[73] Ibid., 247.
[74] Ibid., 51.
[75] Violette, *History of Adair County,* 19.
[76] Ibid.; and Kirksville-Adair County Bicentennial Committee, *Adair County History,* 219.
[77] Kirksville-Adair County Bicentennial Committee, *Adair County History,* 105 and 230.
[78] United States Bureau of the Census, United States Federal Census, Missouri, Adair County, Slave Schedule, 1850 http://search.ancestry.com/Browse/view.aspx?dbid=8055&iid=MOM432_422-0005 (accessed August 30, 2010); and United States Bureau of the Census, United States Federal Census, Missouri, Adair County, Slave Schedule, 1860 http://search.ancestry.com/Browse/view.aspx?dbid=7668&iid=MOM653_661-0003 (accessed August 30, 2010).

communities and widespread projecting, promoting, and speculating took place with towns fiercely competing for the favor of railroad companies and access to new rail lines. The railroad companies often profited from such competition by choosing routes that ran through the towns pledging the highest bids. In Missouri, public leaders became interested in railroad construction as early as the 1840s, but it was not until the 1850s that sufficient economic growth made financing of rail lines feasible.[79]

In March 1851, the Missouri General Assembly approved the charter for the North Missouri Railroad Company,[80] authorizing it to construct a rail line from St. Charles ~~up~~ the divide between the tributaries of the Mississippi and Missouri rivers to the northern boundary of the state."[81] Kirksville benefited from these efforts, for the North Missouri line assured economic growth for the budding county seat. Anticipating the railroad's arrival, Adair County invested $50,000 in the company.[82] Construction of the line continued through the 1850s, reaching Macon, just a little over thirty miles south of Kirksville, in early 1859.

The 1851 announcement that a rail line was coming spurred development and settlement throughout Adair County, and Kirksville in particular. The following year, the county court authorized replacement of the earlier courthouse with a two-story brick structure to be situated at the center of the town square. The Original Town plat was finally recorded in 1855, and the County 2nd Addition and Linder and Mulanix Addition added about seventeen blocks to the south and southeast. Sufficient development had occurred that the Missouri General Assembly granted Kirksville its town charter in 1857.[83]

As did the nation's earliest settlements, Missouri's early communities followed European traditions of providing intentional sites and spaces for both public and private buildings. During Missouri's early settlement period, river towns' main streets usually faced the waterway and contained the major commercial buildings, while later inland communities, in particular county seats like Kirksville, commonly employed a town design platted around a central public square.[84]

The Original Town of Kirksville featured thirty blocks (six of which were half-width blocks) with a central public square measuring about 250 feet on each side. The town plan featured street widths of seventy-five feet for those roads abutting the courthouse square and sixty feet for all side streets. Each block comprised eight equal-sized lots grouped into quadrants divided by alleys measuring eighteen feet in width.[85] Lots measured approximately fifty-five feet by one hundred feet and aligned north-south or east-west, with those flanking the courthouse square aligned perpendicularly to face the square.

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[79] Schwenk and Davis, *Warrensburg, Missouri*, 25.

[80] The North Missouri Railroad became known as the St. Louis, Kansas City, and Northern in 1872 upon completion of the line between Moberly and Kansas City. It was later absorbed into eastern railroad companies and was subsequently known as the Wabash, St. Louis & Pacific, the Wabash, and finally the Norfolk and Western.

[81] Kirksville-Adair County Bicentennial Committee, *Adair County History,* 275.

[82] Ibid.

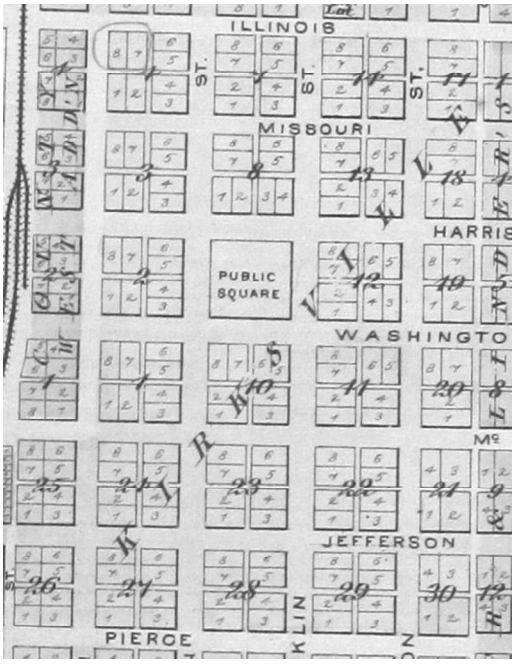
[83] Patterson, *Kirksville, Missouri,* 3.

[84] Schwenk and Davis, *Warrensburg, Missouri*, 21.

[85] *Illustrated Historical Atlas of Adair County, Missouri* (Philadelphia: Harrison and Warner, 1876; and *Sanborn Fire Insurance Map of Kirksville, Missouri* (New York: Sanborn Map Company, 1898), http://www.kclibrary.org/localhistory/ (accessed August 30, 2010).

Such conditions enticed settlers to the area and tremendous population growth ensued. During the 1850s, Adair County's citizenry grew by more than 260 percent to 8,531 residents, nearly seven hundred of which resided in Kirksville.[86] By 1860, twenty-six schoolhouses served more than 1,100 students across the county, among them, W.P. Nason's private school at the corner of Florence and Buchanan streets in Kirksville.[87] The town boasted a branch of the Bank of St. Louis, an Odd Fellows lodge in the Linder Building at the southeast corner of the square, a drugstore, the Ivie Hotel, and two newspapers – the *Enterprise* and the *Democrat*.[88]

Kirksville was poised for immense progress and investment, with rapid settlement throughout the county, a growing commercial center, a new courthouse, and a rail line on its way. However, the onset of the Civil War put a halt to development. The rail line had not yet reached Kirksville and with construction halted, the city was forced to wait until the end of the conflict before rail connection would bring the progress it promised.



Original Town of Kirksville
1876 Adair County Atlas, detail
Courtesy Pickler Memorial Library, Special Collections

THE CIVIL WAR: 1861-1865

The hostilities of the Civil War had their roots in the "Missouri Compromise" of 1820, which had allowed slavery in Missouri but prohibited the practice in the Louisiana Territory north of Missouri's southern boundary. Ignoring the terms of the Missouri Compromise, in 1854, the U.S. Congress voted to allow Kansans to decide the issue of slavery in the state, setting off an era of violent conflict across the Missouri-Kansas border, an period known as Bleeding Kansas, or the Border Wars.

Conflict in the western theater was significant, yet Missouri's important role in the Civil War is often overlooked. Of the 157 engagements and battles listed in the *Army Register* for 1861, 66 took place in Missouri, 31 in Virginia, 28 in West Virginia, 13 in Kentucky, and the balance in seven other states.[89]

With the attack on Fort Sumter in April 1861, the federal government focused its attention not only on the Border War region but also on retaining control of Missouri. The state's strategic location on both the Missouri and Mississippi rivers was critical for maintaining communication with the West, as well as for transporting men and supplies throughout the western theater. For the most part, the battles in Missouri centered on control of the river, response to hit-and-run tactics of the pro-South guerrillas, and Confederate recruiting operations, such as those that sparked the Battle of Kirksville.[90]

[86] Violette, *History of Adair County,* 19. Among the county's total population in 1860 were nine free blacks and eighty-six slaves.
[87] Kirksville-Adair County Bicentennial Committee, *Adair County History,* 231.
[88] Violette, *History of Adair County,*327; and Kirksville-Adair County Bicentennial Committee, *Adair County History,* 138 and 171.
[89] Schwenk and Davis, *Warrensburg, Missouri*, 26.
[90] Ibid., 27.

The North Missouri Railroad's property, extending 100 miles between St. Louis and Macon, became a prime target of the Confederacy in their attempt to interrupt Union supply lines. In the summer of 1861, they destroyed every bridge and culvert along the route, vandalized stations, cars and engines, tore up rail lines, and burned fuel supplies.[91]

Both Confederate and Union organizing was well underway in Adair County during the spring and summer months of 1861. That summer, the Third Iowa Regiment of the Union Army entered Kirksville and took over the *Democrat* whose editor was sympathetic to the Confederate cause.[92] Despite Governor Jackson's refusal to heed President Lincoln's call for troops, Adair County citizens formed several Home Guard companies in support of the federal government. Enlistment records further reflect Adair County's loyalty to the Union; though only 257 soldiers had been called upon to serve in the Union Army during the war, Adair County exceeded the call and provided 417.[93]

During the Civil War economic and civic activity in Adair County came to a standstill as it did throughout most of the state. Southern partisan irregular troops intimidated the populace, questioning the loyalty of the civilians in the area, robbing stagecoaches, and routinely tearing down telegraph wires.[94] Kirksville's pre-war growth was halted.

At the time, the population of Adair County represented a diverse spectrum of immigrants from both slave states (Kentucky, Tennessee, and Virginia) and free states (Pennsylvania, Ohio, Illinois, Indiana, Iowa, New Jersey, New Hampshire, Michigan, New York, and Maine), as well as a number from England and Canada.[95] Though slavery was never a broadly employed institution in Adair County, the issues of slavery and states' rights divided the county in the years leading up to and during the Civil War.[96]

Due to the divided sympathies in the region, several deadly altercations took place in Adair County during the early years of the war, the largest engagement of which was the Battle of Kirksville on August 6, 1862. In pursuit of Confederate recruiter, Lt. Col. Joseph Porter, Union Army Col. John McNeal attacked Porter who had taken a stand in the heart of Kirksville, where Porter's men had hidden themselves in homes and stores and among the crops in the nearby fields.[97] Approximately 3,500 men engaged in heavy battle on and near the courthouse square, as well as in cornfields at the edge of town, for about three hours, resulting in the retreat of Porter's troops and a decisive Union victory. Accounts vary widely as to the number of casualties, however according National Park Service's American Battlefield Protection Program records, Porter suffered 368 casualties and more than fifty captured; of those captured, fifteen were later executed.[98]

The war effectively ended in Missouri with the Battle of Westport on October 23, 1864 in present-day Kansas City, where Union forces decisively defeated the Confederate army and forced their retreat out of the state.[99]

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[91] Wabash Railroad Historical Society, "Wabash Railroad History," http://www.wabashrhs.org/wabhist.html (accessed September 10, 2010).
[92] Kirksville-Adair County Bicentennial Committee, *Adair County History,* 37.
[93] Violette, *History of Adair County,* 86.
[94] Schwenk and Davis, *Warrensburg, Missouri*, 28.
[95] United States Bureau of the Census, United States Federal Census, Missouri, Adair County, 1860 http://search.ancestry.com/Browse/view.aspx?dbid=7667&iid=4233389_00005 (accessed August 30, 2010).
[96] Violette, *History of Adair County,* 85.
[97] National Park Service, Heritage Preservation Services, American Battlefield Protection Program, "CWSAC Battle Summaries," http://www.nps.gov/history/hps/abpp/battles/mo013.htm (accessed December 6, 2010).
[98] Violette, *History of Adair County,* 92-103.
[99] Technically, the last battle to occur on Missouri soil was the Second Battle of Newtonia on October 28, 1864, the final battle of Confederate General Sterling Price's failed 1864 campaign in Missouri. National Park Service, "CWSAC Battle Summaries."

Railroad Market Center – 1860s and 1870s

At the close of the Civil War, the North Missouri Railroad line was in a great deal of disrepair and still terminated about thirty miles south of Kirksville. Repairs to existing railroad infrastructure and continuation of the line to the Iowa border ensued, with grading complete through Kirksville in 1867. The following July, Kirksville celebrated the arrival of the first rail car from Macon with great fanfare.[100] By the end of 1868, the line was complete to the Iowa border and Kirksville enjoyed long-awaited mail and trade connections with St. Louis, Kansas City, and later Des Moines.

Prior to the 1868 arrival of the North Missouri Railroad, Kirksville was relatively isolated, centered in the county and away from a navigable river. Because poor roads and ferries presented difficult and limited access to market centers where farmers could sell their agricultural goods, the railroad assured Kirksville's survival as an inland market center. Small manufactories that previously supplied only local needs expanded into regional or national trading arenas. With the advantage of Adair County's well-watered soil and suitable climate, Kirksville's location on two rail lines quickly made it the major center of commerce and agricultural production in the region.

Talk of a second rail line through town, to better serve Chicago and Quincy, Illinois, began before the North Missouri line was completed, with initial organizational discussions taking place in 1867 and preliminary surveys done the following year.[101] Interested parties held conventions in Quincy and Kirksville in 1869 and voted to incorporate the Quincy, Missouri and Pacific Railroad Company, which would travel east-west through Adair County.[102] During the next year, nearly every county and township along the proposed route between Quincy, Illinois and Brownville, Nebraska, invested in the effort; among them Adair County subscribed $100,000 and Benton Township $40,000.[103] Construction began at Quincy in February 1870 and reached Kirksville by the end of summer 1872. Though anticipated to continue west, the hilly topography and the Panic of 1873 delayed any considerable construction west of Kirksville until 1878 with the bridging of the Chariton River.[104]

The completion of the Quincy, Missouri and Pacific Railroad west of Kirksville to the Chariton River valley during the late 1870s spurred the exploitation of coal veins a few miles northwest of town. By the end of 1878, extraction operations had grown to full trainloads of coal being shipped to Quincy and the railroad itself became a major customer of Adair County coal. The towns of Novinger, Danforth, and Stahl emerged along the rail line as a result of the new coal extraction industry.[105]

With improved transportation routes came an influx of immigrants and settlers. In the 1860s, Adair County's population outside Kirksville grew by 24 percent and farmers increased the total area of cultivated land to about 48,000 acres. During the same period, population soared in Kirksville, with an increase of 123 percent to 1,471. The increase in both rural and in-town settlement created the need for services and by 1870, the county boasted sixteen religious congregations, about fifty schoolhouses, a

[100] Kirksville-Adair County Bicentennial Committee, *Adair County History,* 275.
[101] Violette, *History of Adair County,* 318
[102] The Quincy, Missouri and Pacific Railroad was later renamed the Quincy, Omaha and Kansas City Railroad and subsequently as the Omaha, Kansas City and Eastern Railroad, popularly known as the "OK" line. The Chicago, Burlington and Quincy Railroad absorbed the line and became part of the Burlington railroad network.
[103] Kirksville-Adair County Bicentennial Committee, *Adair County History,* 276.
[104] Ibid., 277.
[105] Ibid., 51-52.

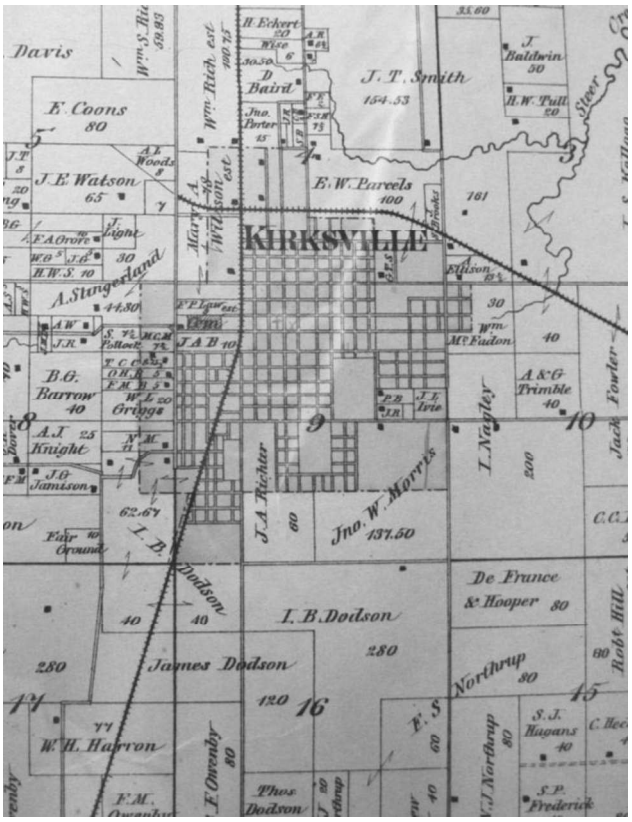
new (the first) bridge over the Chariton River (a 260-foot truss bridge costing $4,421), and a new newspaper – the *Kirksville Journal.*[106]

In an effort to boost ridership in northeast Missouri, the North Missouri Railroad published a promotional guide for new settlers in 1870, which described Kirksville as follows:

> *It has a population of 2,000, and is an important shipping point. A large number of business blocks and dwellings have been put up during the past year. The town contains four churches, two public schools, a Normal School with three hundred students, ten stores, four lawyers, four doctors, two editors, two real estate agents, two insurance agents, six groceries, a splendid depot, telegraph, express, and post office, five drug stores, a seminary, a brewery, twelve carpenters, four hotels, three livery stables, two dentists, two tailors, a flour manufactory, several saw and grist mills, &c. A grain elevator is about to be erected at the depot.*[107]

Continuing the trend from the previous decade, Kirksville's population growth far surpassed the pace of rural growth. Between 1870 and 1880, Adair County's population outside of Kirksville grew by 25 percent to 15,190 residents, while Kirksville's population rose a remarkable 57 percent to 2,314 during the same period. Sufficient population growth justified the Missouri Legislature to grant Kirksville a new charter in 1873, allowing for a mayor and two councilmen, each representing a separate ward.[108]

By 1876, fourteen new additions to the Original Town plat had been filed. Responding to the North Missouri railroad grade running north-south to the west of the Original Town Plat, the Railroad, Ely's, and Dodson's additions added a combined fifty-five blocks to the west and southwest edges of town, flanking the railroad tracks. Responding to the Quincy, Missouri and Pacific Railroad grade running east-west to the north of the Original Town Plat, Wilson's and the Northeast additions added a combined thirty-nine blocks to the north edge of town up to the railroad tracks. Responding to the recent development of the State Normal School, Richter's and Morris additions added a total of twenty-three



Kirksville and surroundings, 1876
1876 Adair County Atlas, detail
Courtesy Pickler Memorial Library, Special Collections

[106] Kirksville-Adair County Bicentennial Committee, *Adair County History,* 273; and *Facts for Emigrants: Northern Missouri* (St. Louis, North Missouri Railroad Company, 1870), 35. http://digital.library.umsystem.edu (accessed September 10, 2010). Started as a Republican paper, the *Patriot,* in 1864, it became the *Journal* the following year.
[107] Patterson, *Kirksville, Missouri,* 5; from *Facts for Emigrants: Northern Missouri* (St. Louis, North Missouri Railroad Company, 1870), 35. http://digital.library.umsystem.edu (accessed September 10, 2010).
[108] Kirksville-Adair County Bicentennial Committee, *Adair County History,* 129.

blocks to the south edge of town, surrounding the school property. Sixty-one residential blocks extended east of town with the filing of DeFrance's, Fible's, Falkenstein's 1st and 2nd, McFadon & Well's, Knight's, and Linder's 1st and 2nd additions.[109]

College Town – 1860s and 1870s

While traveling the region, the president of the Missouri State Teachers Association, Joseph Baldwin, recognized the dire need for teacher training in northeast Missouri and in 1867 established a private normal school in the former Cumberland Academy building.[110] Under the name North Missouri Normal School and Commercial College, the school boasted an enrollment of 140 students the first year and grew rapidly to 321 students just three years later. Due to agitation for better education for teachers statewide, in 1870 the Missouri Legislature authorized two state normal school districts, as well as the location of a normal school in each district.[111] The First District Normal School would be located in Kirksville, and until a new building could be completed, it would operate at Baldwin's private normal school, which officially transitioned to the new role beginning with the January 1871 session.[112]

John W. Morris and Jon A. Richter donated fifteen acres of land about one-half mile south of the public square on high ground outside the city limits for the establishment of the new normal school campus.[113] A new school building, which cost $101,000 to build, was ready for use by February 1873. Upon its opening, the institution's student body ranged from 16 to 20 years of age.

The town's role as a center of learning became even more firmly established with the arrival of medical doctor Andrew Taylor Still in 1875. Still, who had recently developed the new theory of osteopathic medicine, opened a practice in Kirksville that grew to become an expanded medical training facility. Still received a charter from the State of Missouri in 1892 and began the American School of Osteopathy with seventeen students. Enrollment increased rapidly, and by 1897, the school handled 283 students from twenty-four states and Canada.[114] The facility occupied half a block at the corner of West Jefferson and South Sixth streets, spurring the establishment of two hotels and at least eight boarding houses in a three-block radius.

Boom Period 1880s – 1890s

The 1880s and 1890s saw Kirksville develop into a modern city and occupy an increasingly important role in the county. Kirksville gained 3,652 new residents during this period, an increase of 157 percent. The percentage of countywide population residing in Kirksville increased from 15 to 27 percent. Consequently, Kirksville received the status of City of the Fourth Class in 1886 and just six years later achieved third class status, which enabled immediate elections for the positions of city attorney, collector, treasurer, assessor, recorder, and judge.[115]

As population and development increased, so did the need for services and infrastructure improvements. As a result, the Kirksville City Council approved selected roads in the central business district to be

[109] *Illustrated Historical Atlas of Adair County, Missouri* (Philadelphia: Harrison and Warner, 1876.

[110] Kirksville-Adair County Bicentennial Committee, *Adair County History,* 327. The two story frame building stood on the corner of Mulanix and Hickory streets. The Cumberland Presbyterian Church opened the school in March 1860, but was forced to close during the Civil War.

[111] The First District covered the area north of the Missouri River and the Second District covered the area south of the Missouri River.

[112] Kirksville-Adair County Bicentennial Committee, *Adair County History,* 327-328.

[113] Walter H. Ryle, *Centennial History of the Northeast Missouri State Teachers College* (Kirksville, Missouri: Northeast Missouri State Teachers College, 1972), 450.

[114] Kirksville-Adair County Bicentennial Committee, *Adair County History,* 321-324.

[115] Ibid., 129.

macadamized (1885), contracted with the new Kirksville Electric Light Company for street lights (1888),[116] improved the sewer lines (1890), and initiated development of a city water system (1894) and subsequent improvements with a line from Chariton River (1898). The voters approved bonds to construct a new courthouse in 1897, having been without a purpose-built courthouse for more than thirty years. Completed in 1898, the new courthouse anchored downtown at the center of the square. The community also directed its attention to education and by the end of the 1890s eighty school districts with eighty-five school buildings spanned the county, including the North Ward and South Ward schools, as well as the Lincoln School for African American children, in Kirksville.[117]

By the mid 1880s, the lots facing the public square left vacant from fires were almost entirely full of new one- and two-story commercial block buildings. The 1886 Sanborn Fire Insurance map shows a wide variety of goods and services offered by commercial occupants downtown including hardware stores, drugstores, groceries, a gun shop, millineries, a book store, banks, meat sellers, harness shops, dry goods stores, wagon dealers, laundries, printing facilities, a photo studio, and jewelry stores. Light industrial/non-retail endeavors, such as blacksmith shops, carpenters' shops, warehouses, lumber yards, liveries, and dealers in hides, occupied the parcels on the edge of downtown. An opera house, a skating rink, and various lodge halls provided social and recreational diversions for Kirksville residents. No less than four hotels provided lodging for travelers. Immediately beyond the central business district and somewhat blended among these downtown buildings, detached dwellings filled the blocks to the north, south, and east, where church buildings occupied prominent corner lots. Industrial concerns employing residents were located outside of downtown and included the Kirksville Creamery, Holmes Planing Mill, Loomis & Holmes Foundry, and the Kirksville Woolen Mills.

Though Kirksville enjoyed swift population growth, the vast majority of Adair County's total population was in surrounding rural areas. While commercial growth was solid within Kirksville, the economy of the region remained largely dependent on agricultural production. As the shipping point for the surrounding agricultural region, most area harvests passed through Kirksville. By the end of the 1890s, approximately 75 percent of the county's land was under cultivation, with 10 percent in pasture and the balance in timber.[118] Corn, the most valuable crop at the time, had average yields of twenty-nine to thirty bushels per acre. [119] In addition to widespread cultivation, livestock was a significant component of the regional economy and stockyards developed along the North Missouri Railroad grade in town.

In the late 1880s, the Atchison, Topeka and Santa Fe Railroad reached the southeast part of the county, affording Adair County a third railroad line and expedited service to Kansas City and Chicago. The county's coal industry continued to expand and in 1888 Adair County produced more than 8,000 tons.[120]

Kirksville's role as county seat, college town, and shipper of agricultural products served as an engine for the area economy and drew increased settlement and investment. Despite the Panic of 1893 that drove unemployment rates up to between 12 and 18 percent nationwide during the1890s, Kirksville experienced significant development in the short time between 1886 and 1898. Sanborn Fire Insurance maps from this period show that by 1891, the blocks facing the courthouse square were completely full, forming a solid street wall. In 1892 Kirksville enjoyed the convenience of six contractors, six furniture stores, eleven lawyers, two marble works, six newspapers, and eight dry goods stores. Commercial and industrial concerns spread north from downtown to the Quincy, Omaha, and Kansas City Railroad (formerly Quincy,

[116] Ibid., 311.
[117] Kirksville-Adair County Bicentennial Committee, *Adair County History,* 231.
[118] Ibid., 252
[119] Ibid.
[120] Ibid., 53.

Missouri and Pacific Railroad) tracks. Some of the newer businesses included the Kirksville Roller Mills at Elson and Missouri streets, several billiards halls and saloons, the telephone company, the bank at Elson and Harrison, a wagon shop/blacksmith shop at Main and McPherson, John Storm's Handle Manufactory, the Kirksville Bottling Works in the old creamery facilities, and the Kirksville Electric Light Company, which expanded significantly between 1891 and 1898 at its facility near the intersection of Kirksville's two rail lines. Large new houses went up in previously vacant lots at the edge of downtown and a series of six two-family flats opened for residential occupancy at Main and Harrison. J.M Ivie & Sons brick manufactory three miles west of Kirksville provided the masonry units that comprised much of this new development.

Both railroad lines improved their infrastructure during this period. In 1897, the extension of the Quincy, Omaha and Kansas City Railroad[121] was complete to Kansas City, opening additional commercial markets to Adair County. The Wabash Railroad[122] constructed an improved, combined freight and passenger depot at Washington Street to replace their earlier depot destroyed by fire.

By 1898, developers had filed no less than fifteen new additions, significantly expanding Kirksville in each direction. The first plats to be filed north of the Quincy, Omaha and Kansas City Railroad tracks were Porter's Highland Addition and Wilson's Subdivision, which added a combined twelve blocks to the north edge of town. The previously undeveloped areas west of the North Missouri railroad grade were platted into thirty-five blocks by Rice's Summit, Cottage Grove, Llewellyn Park, Southwest, and Still's additions. Two small additions, Normal and J.W. Gill's, laid out about four blocks near the Normal School. The greatest development occurred at the east and southeast edges of town, with Brashear's First and Second, Elison and Fout's, Rieger's, Redmon's, and Orchard Place additions, adding a combined total of seventy-four blocks to Kirksville's platted area.



Bailey House, 516 East Patterson (non-extant)
This circa 1892 house was in the newly developing southeast edge of town in the 1890s when the tornado destroyed it in 1899.
Courtesy Pickler Memorial Library, Special Collections

Closing out a period of great progress and development, a severe tornado destroyed a large part of Kirksville's residential neighborhoods in April 1899. The tornado killed thirty-two people and cut a four-block-wide swath of destruction across the new residential neighborhoods east and southeast of downtown, traveling northeast from Patterson Street to the Quincy, Omaha and Kansas City Railroad tracks.[123]

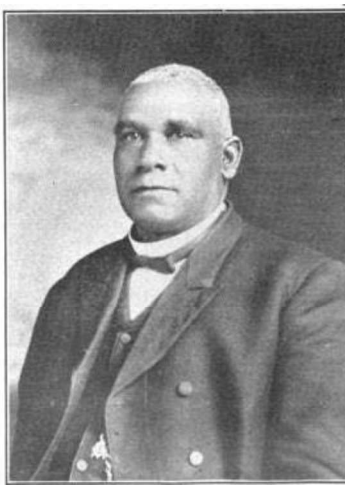
[121] Formerly the Quincy, Missouri and Pacific Railroad.
[122] Formerly the North Missouri Railroad.
[123] *The Kirksville Cyclone,* Pickler Memorial Library, Special Collections, online exhibit (Kirksville, Missouri: Truman State University, 2010), http://library.truman.edu/gallery/tornado/tornado.asp (accessed September 14, 2010).

LATE NINETEENTH CENTURY EMERGENCE OF KIRKSVILLE'S AFRICAN AMERICAN COMMUNITY

Among Kirksville's residents during the mid- to late-nineteenth century was a growing community of African Americans. A review of federal census records confirms slavery was never a very prominent practice in Adair County, with the slave population never exceeding more than about 2 percent of the total population. By comparison, between 1840 and 1860 the slave population in central and western Missouri ranged from 10 to 30 percent.[124]

Census Year	Total County Residents	Total Kirksville Residents	"Free People of Color"	Slaves
1850	2,342	…	8	51
1860	8,531	658	9	86
1870	11,448	1,471	143	…
1880	15,190	2,314	226	…
1890	17,147	3,516	303	…
1900	21,728	5,966	316	…

During the transitional period from slavery to freedom, many former slave owners gave tracts of land, typically twenty acres, to their former slaves.[125] African Americans also began to purchase land for themselves and real estate transfers were a key indicator of changes in social status. The 1870s Adair County census shows at least three black-owned farms in Township 63 North Range 15 West, where the rural population of African Americans was concentrated.[126] Changing conditions led some black families to migrate from one area to another and many former slaves moved from rural settlement areas to Kirksville, creating a sizable population of African American families. Of the black residents of Adair County in 1870, 50 percent (approximately sixty-three individuals) lived in Kirksville, where they generally found work as domestic servants and laborers.



Reverend John H. Smith, pastor of Bethel AME Church in 1911. *Violette, History of Adair County, 1911*

The population of the African American community in Kirksville grew steadily immediately following the Civil War, comprising almost 10 percent of the city's residents in 1870 and 1880. These families lived in *de facto* segregation in unofficially designated neighborhoods, south and southwest of downtown, where they maintained their own schools and churches. Many worked within walking distance from home and a significant number found positions with the railroad as laborers and porters, while Kirksville's hotels provided employment for African Americans as cooks and laborers. African American women worked as cooks, laundresses, and housekeepers throughout the city and at the two colleges.

Two segregated institutions, the church and school, played a vital role in the community life of African Americans in Kirksville and were among the earliest institutions established in the black community after the abolition of slavery. In 1872 Reverend J.W. Wilson formed

[124] Schwenk and Davis, *Warrensburg, Missouri,* 25.
[125] Ibid., 32.
[126] Of the approximately forty-six black residents in rural Adair County in 1870, twenty-eight lived in Township 63 North, Range 15 West.

Kirksville's Bethel African Methodist Episcopal (AME) church and by 1878 the congregation constructed a house of worship at 508 South Main. Upon its construction in 1877, the Lincoln School provided the first official educational opportunities for African Americans residing in Kirksville.[127] The original one-room frame building at 912 South Riggen was enlarged in 1890 in response to population growth and increased demand for elementary education.[128]

The development of African American social groups and institutions reflects the continued growth and evolution of the community. In 1878 an African American Masonic lodge, the Northwestern Lodge No. 88, formed. A few years later in 1883, the Colored Good Templars organized. At the turn of the twentieth century, the Second Baptist Church formed and by 1906 they had a house of worship at 116 East Normal Avenue.

The settlement patterns of Kirksville's African American families concentrated south and southwest of downtown, anchored by social and religious institutions in the vicinity. While recent unpublished research by Cole Woodcox and Sara Clark has revealed African Americans lived throughout the historic core of Kirksville, a particular neighborhood community eventually grew to include residences and small commercial endeavors in the southwest part of town. The area is generally bounded by South 6th Street to the west, Michigan Street to the south, South Franklin to the east, and Scott Street to the north.

"THE ATHENS OF NORTHEAST MISSOURI" EARLY TWENTIETH CENTURY KIRKSVILLE: 1900 - 1930

Following the strained market conditions of the 1890s, the United States entered a period of prosperity. International demand for wheat and other crops provided farmers with expendable income to purchase tractors and cars, thus improving both production and market access. Increased farm production created a boom economy during the first decades of the twentieth century throughout the Midwest.

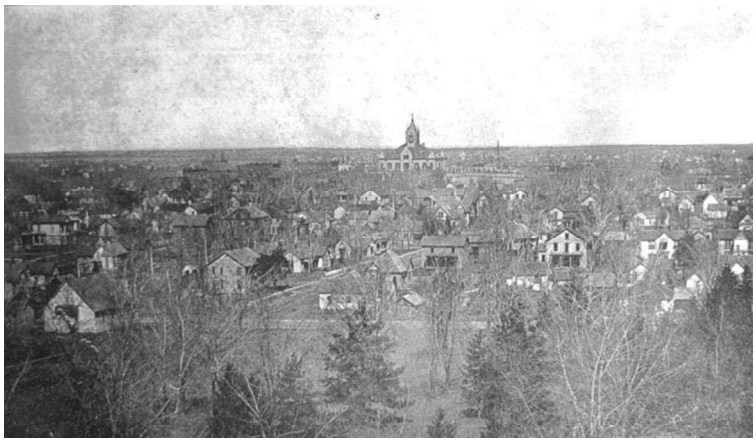
A prosperous economy led to extensive development in Kirksville. Such progress had occurred that a 1906 publication described Kirksville as ~~th~~e Athens of Northeast Missouri."[129] This growth is apparent on the 1906 Sanborn Fire Insurance Company map that shows significant new construction since 1898. In just eight years, Kirksville's rail lines attracted the development of numerous new facilities near the tracks, including the S.L. Clark Mill Company, Selby Poultry, Anheuser-Busch, Sam Cavit Rake and Ricker Factory, Shivley Bottling Works, Kellogg Grain and Seed Warehouse, Standard Oil Company, and Lemps Beer. Among the new businesses downtown were a candy kitchen, a ~~g~~ents furnishings" shop, Shryack-Thom Grocery Wholesale, Kirksville Trust Company, and a new electrical supplies and phonograph shop. The intersection of McPherson and Elson transformed during this period with three new buildings – a new two-story building to house both the telephone exchange and a billiards hall, the new two-story Hotel Dockery occupying a full quarter block, and a two-story Elks Lodge and bowling alley building.

During this short period, City Council responded to the growth and approved municipal improvements including a new post office building, a new $40,000 sewer system, a $40,000 gas plant, and a new $17,000 county jail.[130] Kirksville boasted four elementary schools, including one for African Americans, and a high school. The diversity of residents is reflected by the presence of twelve church congregations

[127] Development of a school for black children was under discussion as early as 1874, according to Violette.
[128] Apparently the same site, the address is given as 500 West Wilson Street in the 1892 city directory. Today the address is given as 907 South Wabash Street.
[129] *Kirksville Adair County, Missouri Directory* (Quincy, Illinois: C.R. Wallin & Company, 1906), 1.
[130] *Kirksville Adair County, Missouri Directory* (Quincy, Illinois: C.R. Wallin & Company, 1906), 1.

and nineteen social organizations, including five Masonic lodges and at least two African American societies.[131] A daily newspaper and four weeklies provided residents with a variety of viewpoints.

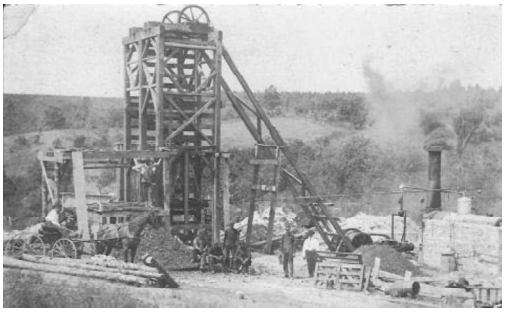
Steady growth in enrollment spurred the American School of Osteopathy to expand with the construction of a new hospital and the initiation of a nurses training program. The First District Normal School built a new science building and new library to serve its growing student population. This growth at Kirksville's colleges stimulated residential development south, southeast, and southwest of downtown that included new multi-unit residential buildings and the conversion of numerous large dwellings into boarding houses; the 1906 Sanborn map shows no less than twenty-nine boarding houses in the forty blocks immediately south and southwest of downtown.



1906 view north from Normal Street

Kirksville City Directory, 1906.

Concurrent with collegiate, residential, and commercial development, Adair County's coal industry matured and became a major employer and economic driver in the Kirksville area.[132] During the early years of the twentieth century, most of Adair County's coal was exported to points west and commonly filled entire trainloads, sometimes two per day. The coal market spurred construction of a fourth railroad line through Adair County – the Iowa and St. Louis Railroad – specifically aligned with the coal areas in the western part of the county. By 1905, fifteen shaft mines, six slopes, and two drift mines operated in Adair County with more than 708,000 tons shipped from the county that year. The mines near the town of Novinger were the most productive in the county, with the Kirksville vein (just a few miles west of town) not far behind. The 1914 Sanborn shows Star Coal Company operated a mine just west of the Kirksville city limits. World War I demand for coal spurred exploitation and by 1918, Adair County produced about 15 percent of the state's total coal production, with 789,000 tons shipped.[133]



Early mining operation in Kirksville area.

Date and location unknown.

Courtesy Cardcow.com

The rapid turn-of-the-century growth in Kirksville continued for two more decades. As with many Missouri communities and county seats nationwide, a relative boom period took place in the decades leading up to the Great Depression. The rural-to-urban migration that began in the late nineteenth century, deepened into what was to become a long-term trend. Between 1900 and 1930 Adair County's population dropped by 10 percent while Kirksville's population grew by 39 percent. By 1930, Kirksville contained more than 42 percent of the county's residents.

[131] *Kirksville Adair County, Missouri Directory,* 1906, 39-42.
[132] Kirksville-Adair County Bicentennial Committee, *Adair County History,* 52.
[133] Ibid., 53.

Significant municipal improvements followed to keep up with the population growth and resultant development. During this period, the City Council approved funding for brick paving of streets around the square and those accessing railroad depots and the colleges (1906); a new fire department building (c1910); improvement of the Kirksville Water Works six miles southwest of town along the river (c1910); and installation of a water purification plant 2½ miles west of town (c1920). The school district responded to increasing enrollment by constructing a new high school building (1914), the new Washington Elementary School (1924), the new Benton Elementary School (1924; demolished by Truman State University c2000), and a new Lincoln School for African American students (1914). Concurrently, the post office receipts rose sufficiently to nearly double the size of the post office building at Franklin and McPherson streets (c1920).



Kirksville High School (1914)

Courtesy Cardcow.com

At the time, residents of Kirksville enjoyed excellent passenger rail service, choosing from eight trains daily on the Wabash Railroad[134] including direct service to Des Moines and St. Louis. Construction of the new, four-story Travelers Hotel adjacent to the Wabash Railroad passenger depot and the new Quincy, Omaha and Kansas City Railroad passenger-only depot[135] reflect increased passenger traffic. A prosperous economy and ample rail connections led Kirksville to be described as offering ~~-e~~xtraordinary inducements for manufacturing…[and] excellent shipping facilities,"[136] conditions reflected by the significant private commercial and industrial development that went up along the railroad grades. Between 1906 and 1930, new private industrial construction adjacent to the tracks included: Sherwood Foundry and Machine Shop; Davis-Cleaver Produce Company; OK Grain Elevator and Mill; Murphy Carpenter Shop and Planing Mill; Quinlin Hotel; S.L. Eggert's Contracting and Stone Crushing; Kirksville Gas, Heating and Electric Company; Snyder Coal; Dodson Pickle Works; International Shoe Company; expansion of the Kirksville Power, Light and Ice Company facilities on North Elson; and Kirksville Meat Packing Company with its own rail siding west of the city limits. A feed warehouse, a monument works, four carpenter shops, a tin shop and bulk oil stations with large gas tanks also went up along the Wabash and Quincy, Omaha, and Kansas City railroad tracks. To handle the increased freight, the Wabash Railroad built a new freight house during this period.

Hand-in-hand with municipal and railroad developments, private commercial investment brought a great deal of change to the built environment of downtown Kirksville. Late nineteenth century houses abutting the central business district gave way to new commercial buildings as the central business district grew in each direction. Between 1906 and 1930, more than twenty-two institutional and commercial buildings went up or expanded significantly downtown, not including automobile-related buildings (discussed below). Among them were: Shryack-Thom Wholesale Grocers; Mills and Arnold Lumber Company, which doubled in size; the Elks (BPOE) Building expansion; two Masonic buildings; two movie theater buildings, followed by a new large combined movie theater and two-story commercial building occupying a quarter block at McPherson and Elson; the opera house expansion; Palace Bakery; Baxter Lumber Company; People's Steam Laundry; a new funeral home; Carrolton Apartment building at Marion and Jefferson streets; a printing building; and a piano shop addition to the front of an existing dwelling. Four, two- and three-story commercial buildings also went up at Franklin and McPherson, Jefferson and Franklin, and Main and McPherson.

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[134] Formerly North Missouri Railroad.

[135] As opposed to the earlier, smaller, combined passenger and freight depot.

[136] *W.H. Hoffman's City Directory of Kirksville, Mo. 1921* (Quincy, Illinois: Hoffman Directories, 1921), n.p.

During this period, car ownership in Missouri grew at a rapid pace as a result of improved roads and the increasing affordability of vehicles. As early as 1907, the Missouri Legislature established the position of state highway engineer as part of the Board of Agriculture. Just six years later, the State Highway Department formed and began to acquire state and federal funds for road improvements.[137]

In Kirksville, horse-powered transportation began to give way to automobiles by 1914 with the replacement of livery stables and blacksmith shops with auto garages. The impact on Kirksville's built environment was extensive. By 1925, ten new commercial auto garages went up downtown with a capacity of more than 220 cars. New filling stations appeared on corner lots on Franklin, Marion, and Osteopathy streets. New automobile-specific construction included buildings for battery, radiator, and general repair, as well as auto wrecking and storage. At least four combined service buildings went up, offering multiple auto-related services under one roof, such as ~~-a~~uto laundry," greasing, radiator repair, laundry, vulcanizing, and glazing. Many of these new buildings replaced earlier dwellings abutting the edge of downtown and operated side-by-side with detached single-family houses. One residence on the north edge of downtown offered commercial parking in its backyard in an attempt to capitalize on the increased traffic downtown.

North Franklin Street was an important north-south route, accessing Potter Avenue to the north that led west out of town to Novinger.[138] During the early 1910s, some limited commercial and auto-specific development took place up to and beyond its intersection with the Quincy, Omaha, and Kansas City railroad tracks.



Map of Daniel Boone Auto Trail, Circa 1920. *Courtesy Iowa DOT*

By this time, auto tourists were becoming important travelers across Missouri and the identification of regional and transcontinental auto routes became vital. To provide tourists with a documented network of roads that linked states and identified roadside necessities along the route, town boosters and national automobile clubs planned touring routes and published guidebooks directing ~~-a~~utoists" from state to state.[139] Among the early trans-state highways developed in the 1910s, was the Daniel Boone Auto Trail designated in 1916, linking St. Louis with Des Moines.[140] Beginning in 1918, Kirksville was also along the Glacier Trail, a route between St. Louis and Glacier National Park.

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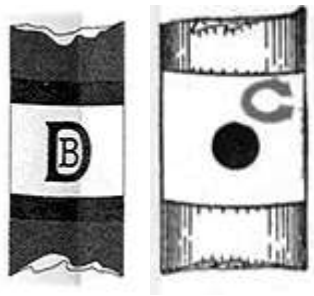
[137] Missouri Department of Transportation, "History Chronology," *About MoDOT,* http://www.modot.mo.gov/about/general_info/history.htm (accessed September 23, 2010).

[138] Potter Avenue later became part of Missouri Highway 6 and Franklin Street became part of the city/business route of US Highway 63.

[139] Elizabeth Rosin and Dale Nimz, National Register of Historic Places Multiple Property Documentation Form, "Roadside Kansas," (Kansas City, Missouri; Rosin Preservation, 2009), E-7.

[140] Iowa Department of Transportation, "History of the Daniel Boone Trail," http://www.iowadot.gov/autotrails/danielboone.html (accessed September 17, 2010). Sources suggest it may have also been part of the Triple Star Auto Trail.

At this time, Kirksville also enjoyed traffic coming in on the Cannon Ball Auto Trail, which linked Chicago and Quincy, Illinois to Kansas City.[141] This route became State Highway 6 passing northwest-southeast through Kirksville, coming in from the west on Potter Avenue, traveling south on Franklin Street across town, and heading east out of town on Shepherd Street. State Highway 11 also passed through town, running southwest-northeast coming into town from the west well south of the city limits, traveling north up Baltimore Street, and heading east out of town on Illinois Street.



Daniel Boone Auto Trail Pole Marker
(at left; uppermost and bottom band were red)
Cannon Ball Auto Trail Pole Marker
(at right; letter "C" was red)
Courtesy Iowa DOT

State highway traffic along Baltimore Street drew new auto related businesses and commercial development to the east edge of town. By 1925, services along the route included an auto supply store, two filling stations, and a garage. Other businesses that moved to the east side of town included Thompson Florist's greenhouses, White Star Laundry, and Weaver Brothers cement block manufactory.

With the coming of the U.S. Bureau of Roads numbering system in 1926, the portion of the Daniel Boone Trail and Glacier Trail between Moberly, Missouri, and Des Moines, Iowa, was incorporated into U.S. Highway 63, which linked Des Moines with Turrell, Arkansas.[142] This roadway traveled into Kirksville from the north along North Green Street[143] and continued south to Jefferson Street where it turned east to Halliburton Street, at which point it turned south to Patterson Street and then east to Baltimore Street, where it turned south out of town.[144] As a result of increased traffic, auto-related businesses quickly clustered along the route including: five filling stations, an auto junkyard, and tourist cabins at the intersection with East Quincy Street. Additional development took place in the vicinity, including a new hatchery building and the Missouri State Highway Department's regional headquarters building at the intersection of North Green and Mary streets.

As the central business district expanded into the earlier close-in residential areas and auto routes drew traffic to the edges of town, new residential development took place on previously vacant parcels north, south, and east of downtown, as well as toward the outer city limits in each direction. Low-rise apartment buildings, such as the Rollins Apartments at Mulanix and Jefferson, and duplexes appear south and east of downtown. New additions continued at a rapid pace, with four new additions filed between 1898 and 1914, another fifteen filed between 1914 and 1919, and nine more by the end of the 1920s.

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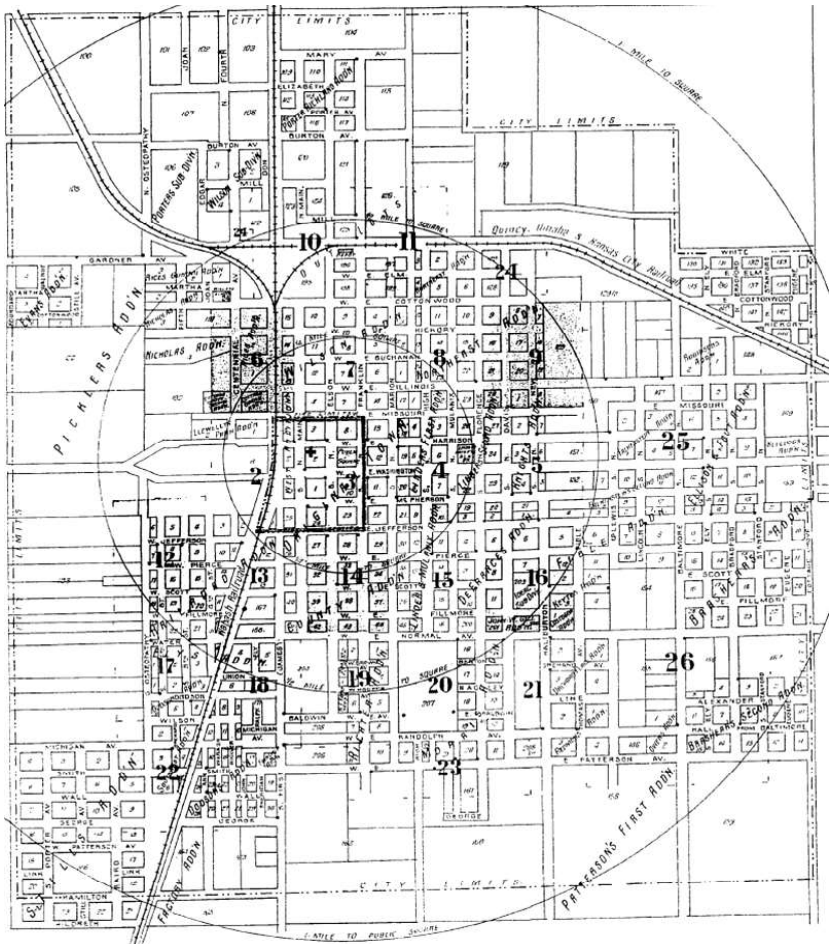
[141] Kirksville-Adair County Bicentennial Committee, *Adair County History,* 273; and Dave Schul, "National White Way," *National Auto Trails,* 1998, http://academic.marion.ohio-state.edu/schul/trails/national/whiteway.html (accessed September 17, 2010). Sources also suggest this roadway may have been part of the National White Way linking Colorado Springs and Chicago, but this could not be confirmed. As transportation routes are directly related to Kirksville's development, more research is recommended in this area.

[142] Dale Sanderson, "End of U.S. Highway 63," *USEnds.com*, 2009, http://www.usends.com/60-69/063/063.html (accessed September 17, 2010).

[143] During this period, the route of U.S. Highway 63 along North Green Street required a slight realignment through the introduction of an angled connector road aligned southwest-northeast between Green and Marion streets, between East Elm and East Cottonwood streets.

[144] Kirksville-Adair County Bicentennial Committee, *Adair County History,* 190.

By 1925, residential development extended east to Baltimore Street and filled 50 to 75 percent of the parcels beyond. Consequently, the City annexed land in the late 1920s, expanding the city limits by about three blocks along the east edge of the city limits, as well as adding about four blocks to the southwest boundary of the city.[145]



1925 Sanborn Fire Insurance Map, note residential development to the east

Construction became a thriving business in Kirksville, reflected by the city's ability to support three lumber yards and twenty-four real estate and rental agents in 1913. By 1927, seven trades unions operated in the city, comprised of unions representing carpenters, painters, and construction laborers, as well as barbers, mineworkers, teamsters, and chauffeurs.

[145] *Sanborn Fire Insurance Map of Kirksville, Missouri* (New York: Sanborn Map Company, 1925), http://www.kclibrary.org/localhistory/ (accessed August 30, 2010); and *Sanborn Fire Insurance Map of Kirksville, Missouri* (New York: Sanborn Map Company, 1932), http://www.kclibrary.org/localhistory/ (accessed August 30, 2010).

KIRKSVILLE PLATS, 1898 TO 1931			
Year Filed	**Plat Name**	**Number of Blocks**	**General Location from Downtown**
1898 to 1914	Ideal Subdivision	1	SE
	Keyte's Addition	2	E
	Castelon Addition	1	SE
	Rice's Addition	3	N
1915 to 1919	Porter's Subdivision	5	N
	Evan's Addition	5	NW (edge of city limits
	Nicholas Addition	4	N
	Pickler's Addition	N/A[146]	NW (edge of city limits)
	Cottage Grove 2nd Addition	1	N
	Robinson's Addition	2	NE (edge of city limits)
	Kellog's Addition	2	E (edge of city limits)
	Owen's Addition	2	SE (edge of city limits)
	Patterson's 1st Addition	4 (very large lots)	SE (edge of city limits)
	Factory Addition	13	SW (edge of city limits)
	Fairdale Addition	2	S
	Fairview Addition	7	NW (edge of city limits)
	Walker's Addition	3	N (edge of city limits)
	Eggert's Addition	1	N
	Jones Addition	2	SE (edge of city limits)
1920 to 1931	Kern's Addition	4	N (edge of city limits)
	Kern's 2nd Addition	2	S
	College View Addition	2	S
	Hall & Tuttle Addition	6	SE
	Brashear's 3rd Addition	6	SE (edge of city limits)
	Lincoln Addition	2	SE
	Hocker Addition	1	SE
	Park View Addition	4	SE (edge of city limits)
	Bondurant's Addition	1	SW (edge of city limits)

Described in 1921 as a ~~fl~~ourishing and progressive city, a city of education and refinement…,"[147] by the end of the 1920s, Kirksville boasted two city parks, four hospitals, and a country club. Moreover, the two colleges continued to draw more students and stimulate Kirksville's economy.

The American School of Osteopathy's curriculum developed into a full four-year program of medical instruction and increased enrollment (700 students by 1921) led to new buildings in 1916 and 1922. In 1924, the school become the Kirksville College of Osteopathy and by 1925 built a three-story college building downtown at Jefferson and Elson streets, as well as the Nurses' Cottage and Laughlin Hospital across from the main college buildings on West Jefferson Street. Investment and expansion at the college stimulated commercial development between its two campuses and by the end of the 1920s

[146] Pickler's Addition did not organize land into traditional blocks and lots; rather it defined an expansive area into a variety of large lots varying widely in size and arrangement.
[147] *Hoffman's City Directory of Kirksville, Mo. 1921*, n.p.

seven new retail stores opened along Jefferson Street, including J.F. Jamisch's osteopathic tables and tools business.

At the same time, the First District Normal School experienced significant growth, partially stimulated by a 1924 fire that destroyed about two-thirds of the school's square footage. With student enrollment around 1,300, the college quickly rebuilt. The college retained the earlier Science Hall, greenhouse, Model Rural School, and power plant (all in place by 1914) and constructed three new buildings along edges of the campus property reflecting a more traditional quadrangle-like plan around an inner lawn. The new buildings included the Ophelia Parish School, Kirk Auditorium, and Demonstration Hall. Known by this time as Northeast Missouri State Teachers College, its expansion and investment continued to spur new multi-unit residential development in the form of duplexes and low-rise apartment buildings, as well as the conversion of earlier houses into flats within a four-block radius of the limits of the college campus.

African Americans in Early Twentieth Century Kirksville

After reaching a peak of 316 individuals in 1900, the African American community in Kirksville began a steady decline both in actual numbers and percentage of the total city population. In 1920, the approximately 105 individuals made up only a little over 1.25 percent of the city's residents. Regardless, the African American community remained a significant component of the larger Kirksville community. At least two downtown businesses were owned and operated by African Americans – J.G. Jones operated a barbershop downtown at 112 West Harrison (non-extant) and Benjamin Richardson operated a shoe shop around the corner at 209 North Elson Street (non-extant).[148]

Social and fraternal organizations were prominent and reflect diversity within the community. Initially meeting in quarters at 109½ South Franklin Street, by 1913 the Masonic Lodge members had their own hall in the building at 214½ North Franklin Street. This space served as a central meeting place in the community and other recently formed groups met there regularly as well. Among them the West Gate Lodge No. 38 of the Knights of Pythias who met bi-weekly and two black women's groups – the Beautiful Evening Temple (later known as SMT West Gate No. 157) and the Heroine of Jericho Dorcas Court No. 55. By 1927, meeting hall facilities for all the African American social groups moved to 101½ North Wabash.

The Second Baptist Church built a new building between 1906 and 1914, having moved from its original location on Normal Street, where the original place of worship was demolished. The new church stood at the southwest corner of Filmore and South Main streets, less than a block south of the Bethel AME church. The Bethel AME church boasted a membership of seventy-eight at this time.

In 1914, the new Lincoln School replaced the inadequate 1877 African American elementary school. Kirksville's board of education never offered secondary school for the community's black children until after the 1954 Supreme Court decision in *Brown v. Board of Education of Topeka,* ending racial segregation in public education. Prior to this time, if a black student wanted to go to high school, they had to travel thirty miles south to Macon's segregated high school and the Kirksville school district would compensate the Macon school district tuition to cover the cost.[149]

[148] Cole Woodcox, "The African-American Community in Kirksville 1910-1916" (unpublished working paper, undated).
[149] Kirksville-Adair County Bicentennial Committee, *Adair County History,* 240.

THE GREAT DEPRESSION: 1930-1940

The onset of the Great Depression, marked by the October 1929 collapse of stock market prices, forced nearly half of the nation's banks to insolvency. The resulting drastic reductions in spending and production led to a sharp rise in unemployment nationwide. By 1933, the value of stock on the New York Stock Exchange was less than a fifth of its peak in 1929 and approximately one fourth of Americans were unemployed. Businesses shut down, factories closed their doors, and farm income dropped by half. Little private commercial development occurred during the Great Depression and the only significant construction nationwide took place through public building projects.

Already suffering from the agricultural recession of the 1920s, severe drought from 1935 through 1937 further compounded the problems created by the Great Depression, adding to the austere conditions for farm families. In 1935, the *St. Louis Post-Dispatch* reported on the state's erosion issues, ranking Adair County's loss of topsoil as ~~s~~severe."[150] Many farmers lost their farms and all but three of Adair County's banks folded. Recently improved transportation arteries and economic staples such as hatcheries, grain mills, and local milk plants like the Producers Creamery, provided critical stability. Opened in 1932, Producers Creamery accepted whole milk from as many as 1,300 producers with cream stations throughout the region, some as far as 200 miles away.[151]

Due to the combination of financial depression and drought, federal relief programs focused their efforts toward the Midwest states. In particular, the programs of the Works Progress Administration (WPA; renamed Work Projects Administration in 1939), the Public Works Administration (PWA), and the Civilian Conservation Corps (CCC) significantly impacted not only the state's economic conditions, but also the Missouri landscape. These programs provided funding to state and local governments for the construction of public improvements, such as buildings, roads, bridges, and dams in order to provide jobs and stimulate the local economy. In Missouri, federal and state relief monies enabled cities and counties to build courthouses, city halls, libraries, ball fields, auditoriums, memorials, post offices, and park areas, as well as improve other public facilities and municipal infrastructure.

Like Missouri counties statewide, Adair County experienced job scarcity and severe financial strain during the Great Depression. Bank loan totals in Adair County dropped by half during this period.[152] As hard times continued well into the 1930s, the Kirksville Board of Charities established sewing and canning rooms where volunteers worked to provide clothing and food to indigent families. The Salvation Army set up headquarters at the north edge of downtown to provide food and lodging for those in need. Private commercial activities slowed considerably or stopped altogether. Compounding the problems for Adair County, coal production was in decline. Combined with a sharp drop in ridership due to increased auto usage, the Omaha, Kansas City and Eastern Railroad (aka the OK Line) began discontinuing portions of their line during this time, paring down to only one mixed freight/passenger train per day by 1941.

During the 1930s and up to the onset of World War II, federal and state programs spurred significant new construction in Adair County and Kirksville, in particular. Public works projects in Kirksville included: the construction of two new elementary schools (Willard and Greenwood); an addition to the 1914 high school; the Rieger Armory; and pavement on twenty miles of streets, which included a supplemental grant providing the labor for curb construction if abutting property owners paid for materials.[153] The federal Department of Conservation established headquarters in Kirksville for a newly designated four-county

[150] Ibid., 249.
[151] Ibid., 260.
[152] Adair County Committee for Economic Development, *The Postwar Plans of the People of Adair County, Missouri,* (Kirksville, Missouri, 1945), 7.
[153] Kirksville-Adair County Bicentennial Committee, *Adair County History,* 272-275.

forestry district. Originally established in 1930 by the Federal Aviation Administration as an emergency landing strip, the airfield south of town came under City ownership and received improvements converting it to a municipal airport. The City created additional local jobs with the 1932 improvement of Memorial Park.

The Great Depression marks the beginning of a period of great expansion at the Northeast Missouri State Teachers College under the presidency of Walter H. Ryle. State appropriations funded the majority of the construction, which totaled more than $418,000 and included New Baldwin Hall (1938), Field House (1938), Ophelia Parrish Junior High School Addition (1939), Kirk Memorial Building (1940), and the Industrial Arts Building (1940).[154] In addition to campus construction projects, in 1938 President Ryle initiated a massive campus expansion plan that included a landscape design by the notable Kansas City firm of Hare and Hare. The land acquisitions over the next twenty-five years resulted in campus holdings expanding by six times the original 15-acre tract into the surrounding neighborhoods.

Accessed by a federal highway and two state highways, Kirksville benefited from a system of ~~"a~~ll weather" paved roads allowing shipment of goods by truck, a more efficient and less costly option for some types of produce and manufactured goods than rail transport. Kirksville continued to be a regional center for agribusiness, commercial businesses, governmental agencies, and education. Despite the desperate financial conditions, between 1932 and 1941 some private investment occurred in Kirksville, if at a restrained pace. Industrial concerns located new facilities along the railroad grades, including a wholesale plumbing supply, a farm implement dealer, a pickle factory, a coal dealer, a creamery, bulk oil tanks, and a cattle auction facility.[155] The Adair Coal Company Mine No. 1 continued to operate 4½ miles north of downtown. The Kirksville College of Osteopathy undertook additions to both the hospital and the clinic at the southwest edge of the central business district. Toward the end of the 1930s when the WPA Federal Writers' Project visited Kirksville, they described its economy as ~~"w~~ell entrenched," citing its six factories, four wholesale houses, and other commercial businesses.[156]

Newly paved roads spurred increased automobile usage and auto-related businesses comprised the majority of private construction in Kirksville during the Depression. Among the new auto-specific construction were: a combined filling station and restaurant; the expansion of earlier filling stations; an auto sales and service building; three new filling/service stations; and at least two auto repair shops. Baltimore Street, nine blocks east of downtown, was fast becoming a transportation artery and between 1932 and 1942, numerous roadside commercial buildings went up, including two tourist camps near Patterson Street, two new filling stations, a new motor freight station, a restaurant, a commercial greenhouse, and a new one-part commercial block.[157]

The rural-to-urban migration deepened during this period as rural residents moved to town in search of income. Between 1920 and 1940, Adair County outside Kirksville lost 4,025 residents, while Kirksville gained more than 2,860 people during the same period.[158] Kirksville's 10,080 citizens comprised nearly 50 percent of the county's residents.

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[154] Ryle, *Centennial History,* 472-479.
[155] *Sanborn Fire Insurance Map of Kirksville, Missouri* (New York: Sanborn Map Company, 1942), http://www.kclibrary.org/localhistory/ (accessed August 30, 2010).
[156] Writers' Program of the Work Projects Administration in the State of Missouri, *The WPA Guide to 1930s Missouri* (Lawrence, Kansas: University Press of Kansas, 1986), 461.
[157] *Sanborn Fire Insurance Map of Kirksville,*1942.
[158] Adair County Committee for Economic Development, *Postwar Plans,* 5.

WORLD WAR II AND THE POSTWAR PERIOD: 1941-1960

The general disruption of private construction resulting from the Great Depression continued after the United States entered World War II. As the nation refitted for wartime production, public works efforts also ceased.

During World War II, Adair County sent 1,700 men and women into the military and about 2,000 more took jobs in war-related industries throughout the country. As such, Kirksville experienced a bit of a labor shortage, and combined with wartime restrictions on materials and banks' hesitancy to lend, a great deal of construction, building upgrades, and maintenance projects remained on hold throughout the county.[159] The Kirksville Chamber of Commerce's Adair County Postwar Planning Committee published a study in 1944 that documented pending postwar plans of Adair County's citizens, farmers, and business owners. The report identified about $2.2 million of planned spending by Adair County farmers in farm infrastructure and machinery improvements as soon as the war ended. The study further identified more than $5.73 million in planned new construction, repair, and additions, including private residential, public infrastructure, and commercial sectors; more than 62 percent of that amount was projected specifically for projects in Kirksville. The report summarized, "...it is reasonable to assume that postwar construction in Adair County will total a million dollars a year."[160]

Postwar Recovery and Transformation

By the end of World War II, Kirksville's nineteenth- and early twentieth-century commercial areas and residential neighborhoods reflected the effects of the Great Depression and the rationed resources of the wartime period. As in many American cities in the late 1940s through the 1950s, poorly maintained older commercial buildings in Kirksville received storefront "updates" and an immense wave of new construction significantly altered the appearance of the city's streetscapes. The amount of postwar remodeling and new construction is not surprising, as almost twenty years had passed during which the Great Depression and wartime restrictions had severely constrained construction, maintenance, and commercial development. Thus, there was a real and psychological need for new, clear symbols of progress.

The pent-up need for new construction created a building boom. An influx of returning veterans and a desire to return to normalcy fueled an almost universal desire to own a home and raise a family in a new uniform environment.[161] During the first years of the postwar period, home ownership, particularly for white middle-class families, became a matter of public policy. The 1949 Housing Act guaranteed developers and bankers higher profits for large housing developments targeted to the middle class and the selling of single-family detached houses quickly became big business.[162] Annual single-family housing starts exploded from 114,000 in 1944 to 1,692,000 by the end of the decade. Between 1950 and 1956, mortgage banking firms increased loans nationally from $6 billion to $20 billion.[163]

Responding to the employment needs of returning veterans and as a means to encourage postwar recovery, the City erected a factory for the Canton Glove Company. Completed by 1947, the new manufacturing plant employed 115 and became one of the largest employers in the city. Building on this success and seeking to further diversify Kirksville's economy, the Kirksville Industrial Development

[159] Ibid., 7-17.
[160] Adair County Committee for Economic Development, *Postwar Plans,* 16.
[161] Gwendolyn Wright, *Building the Dream: A Social History of Housing in America* (Cambridge: MIT Press, 1981), 242.
[162] Wright, *Building the Dream,* 246-47.
[163] Wright, *Building the Dream,* 242; and Kenneth T. Jackson, *Crabgrass Frontier: The Suburbanization of the United States* (New York: Oxford University Press, 1985), 233.

Corporation (KIDC) formed in 1952 to promote private investment in manufacturing. KIDC brought in McGraw Electric, which employed three hundred workers, and was a major influence in securing more than 950 manufacturing jobs for Kirksville by the end of the 1950s.[164] New soda bottling plants for Royal Crown, Nehi, and Tindall provided additional employment opportunities.

The wave of new commercial development in Kirksville that began immediately after World War II continued through the 1950s, as it did in county seat communities nationwide. By 1950, Kirksville's residents enjoyed the recently developed KIRK radio station, three movie theaters, a bowling alley, and a new telephone dial system provided by Southwestern Bell at their new plant on West Washington. The 1950s saw the arrival of KTVO Television and by 1958, a drive-in theater north of town on U.S. 63.

Urbanization and Infrastructure

As the postwar economy stabilized around the country, consumer demand increased, fueling production growth and contributing to a period of unprecedented economic prosperity. Wartime legislation, such as the GI Bill of Rights, provided subsidies for education, housing, and business endeavors, further shifting the national economy away from its agricultural roots.[165] As the nation's standard of living rose, those who chose to continue farming found it financially difficult. By 1950, the median income of farm families was only 60 percent of the median income of American families nationwide.[166] Thus, numerous families left farming for the increasing opportunities in towns and cities nationwide, a nationwide pattern reflected in Adair County. During the 1950s, Kirksville gained more than two thousand residents, while Adair County outside the city lost more than 1,600. Kirksville comprised 65 percent of the total county population by 1960.

Deferred maintenance during World War II and improved economic conditions in the decade following the war led to road and infrastructure improvements nationwide. Immediately following the war, Kirksville continued street paving, completing 57 percent of its roadways, a total of about sixty miles, by 1949.[167]

Missouri was at the forefront of road development in the U.S. in the postwar period. In 1952, the Missouri Department of Transportation took over the responsibility for nearly twelve thousand miles of county highways, eventually bringing 95 percent of Missourians to within two miles of a hard-surfaced road.[168] Upon Eisenhower's signing of the Federal Aid Highway Act of 1956,[169] Missouri was the first state to take bids and begin construction of their portion of what was to become Interstate 70.

At the same time, the auto industries refitted for automobile manufacturing, which had ceased during the war, and consumer demand skyrocketed as Americans hit the road. U.S. Highway 63 had become a critical element of Kirksville's economy. This trade and transportation route linked the city with U.S. Highway 36 and I-70 to the south and U.S. Highway 34 in Iowa to the north.

Postwar improvements to U.S. Highway 63 during the 1950s included its expansion into a four-lane divided highway for a two-mile stretch south of town between State Highways 11 and 6. The business route continued along North Green and Franklin streets and the south end of Franklin Street was realigned south of Patterson Street, curving the roadway southeast to connect with South Baltimore

[164] Runnells and Winholz, *The Comprehensive Plan for the City of Kirksville, Missouri: A Guide for Future Development* (Kansas City, Missouri: Runnells and Winholz, 1969), 13.
[165] Christy Davis and Brenda Spencer, National Register of Historic Places Multiple Property Documentation Form, "Historic Agriculture-Related Resources of Kansas," (Topeka, Kansas: Davis Preservation and Spencer Preservation, 2008), E-34.
[166] Ibid., E-35.
[167] *Hoffman's City Directory of Kirksville, Missouri 1949* (Quincy, Illinois: Hoffman Directories, 1949), n.p.
[168] Missouri Department of Transportation, "History Chronology," *About MoDOT,* http://www.modot.mo.gov/about/general_info/history.htm (accessed September 23, 2010).
[169] Also known as the National Interstate and Defense Highways Act of 1956.

Street at East Shepherd Avenue/State Highway 6. Concurrently, the realignment at the north end of town sending U.S. 63 southeast from its intersection at State Highway 6 created an express route along Baltimore Street.

This realignment of U.S. Highway 63 along Baltimore Street effectively bypassed downtown Kirksville, shifted commercial traffic away from the central business district, and stimulated new construction along the eastern edge of the city. New construction and commercial development began to concentrate along the improved route and national trends materialized in Kirksville as convenience stores, gas stations, restaurants, and new housing developments appeared along Baltimore Street, including three new motels that went up on Baltimore Street between 1949 and 1958.[170]

As population continued to grow at a rapid pace after World War II, the City of Kirksville pursued construction of a reservoir. Upon approval of a bond issue in 1949, construction began on a dam of Big Creek. Completed in 1952, the resulting 573-acre reservoir inundated an abandoned coal mine and rock quarry and created seventeen miles of shoreline. The City gave the property to the State of Missouri to become Thousand Hills State Park and during the 1950s, the State improved the more than 3,000-acre property with the construction of a park office, concession building, bath house, service buildings, shelter house, and a lakeshore road. The 1958 city directory described Thousand Hills State Park as a major recreational draw and ~~o~~ne of the most popular State Parks in the state."[171]

Other municipal improvements during the postwar period included the upgrade of twenty miles of sewer lines and construction of a new public pool. By 1958, Kirksville residents enjoyed five municipal parks within city limits. After the 1954 Supreme Court decision in the *Brown v. Board of Education of Topeka,* the Kirksville school district was forced to integrate the few African American students attending Lincoln School into the larger student population. In the late 1950s, responding to a rapid increase in enrollment, they began construction of a large, new high school on a 100-acre campus on the east edge of town.

Perhaps most notable among the municipal actions during the postwar period was the hiring of Hare and Hare to complete a comprehensive plan.[172] The thorough study identified patterns of development present in the mid to late 1950s. Among the conditions documented were the following:

- Dense housing in the historic core, with lower density in the newer residential developments on the outskirts;
- New building activity trending toward the east and southeast;
- A ~~l~~ack of usable land within the present city," and the abundance of unimproved property just outside the existing city limits;
- The necessity for increased parking downtown; and
- The ~~i~~nadequate" public buildings.

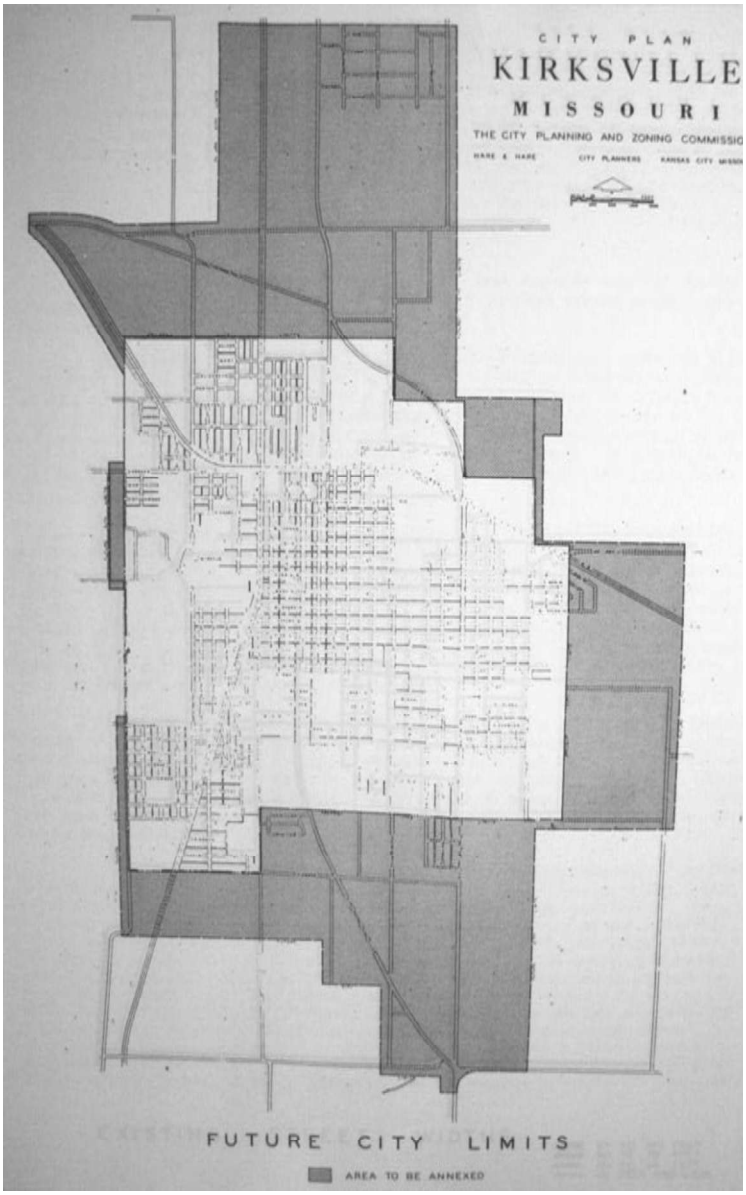
Among Hare and Hare's recommendations to remedy the conditions above:

- Major annexations to the north, south, and east;
- Extensive street widening;
- Removal of ~~b~~uildings of lesser value" to create surface parking lots downtown; and
- Introduction of a new civic campus occupying more than four blocks to include a new post office or library, a new city hall, and a new courthouse, all flanked by adjacent surface parking lots.[173]

[170] *Hoffman's City Directory of Kirksville, Missouri 1949,* n.p.; and *City Directory of Kirksville, Missouri* (Kirksville, Missouri: Journal Printing Company, 1958), n.p.
[171] *City Directory of Kirksville, Missouri,* 1958, n.p.
[172] Hare & Hare, *A City Plan for Kirksville, Missouri,* (Kansas City, Missouri: Hare & Hare City Planners, 1957), 6-10, 15-16, 33-36, 42-45.

Suburban Residential Development

No new plats were filed between 1932 and 1942, a reflection of the slowdown of development and investment during the Depression. By contrast, thirty-five plats for new residential developments were filed between 1942 and 1976.[174] Typical of similar-sized cities, all of them reflect a movement to the previously undeveloped, outer edges of town. Among them: the 1950 Reed Addition at Baltimore and Hamilton filed by Wilmont and Ola Reed, which features four blocks of sixteen lots each; the 1952 Scott Street Terrace Addition, a re-plat filed by a group of ten investors organizing only fifteen lots along a cul-de-sac at the east end of East Scott Street; the Southern Heights and Southern Heights 1st Addition filed in August 1955 and April 1963 respectively by the South Side Development Company, which organized a combined total of 109 lots along a loop and cul-de-sac street plan near the intersection of South Franklin and LaHarpe streets; and the 1966 Bower-Wayman 2nd Addition, organizing forty-five lots along East Porter and Burton Streets at the north edge of town. The Sunset Village Addition was in place by 1957, located well north and outside the city limits at the time and organizing 144 lots in an asymmetrical grid plan. Also in place by 1957 was Leisure Acres Addition, a combination cul-de-sac and arc street plan with 104 lots at the northeast edge of the city limits of the time.



1957 Comprehensive Plan for the City of Kirksville, Hare and Hare
Shaded areas are recommendations for annexation.

Kirksville gained more than 1,350 new houses during the postwar period up to 1960, comprising almost 30 percent of the total residential building stock of the time. In addition to new residential developments, previously undeveloped parcels throughout the historic core received new postwar dwellings. In Kirksville, it was not uncommon for owners of larger parcels with a late nineteenth or early twentieth century house toward one end of the lot to squeeze in a small residence on the other end of the lot.

[173] Ibid.
[174] Twelve of these new plats took place within the current project area and an additional twenty-three outside the project area.

Continued College Expansion

Growth at Northeast Missouri State Teachers College during the postwar period was considerable. Immediately following the war, the federal government granted the Northeast Missouri State Teachers College nine, one-story, wood-framed barracks-type buildings to house the anticipated postwar influx of students.[175] The anticipated growth was realized and by 1949, college enrollment was about 1,100; an increase of more than 26 percent since the late 1930s that reversed a drop in enrollment during the Depression. The trend continued and by 1957, 2,100 students were in attendance.

In 1945, the Missouri Legislature granted the college the legal right to condemn property, public or private, for the purpose of constructing student housing facilities. The following year, they appropriated nearly $500,000 in state funds toward dormitory construction.[176] The results were Blanton and Nason halls, four-story red brick buildings to house a combined total of more than three hundred female students. New construction in the 1950s totaled almost $2.9 million and included an addition to the Industrial Arts Building (1951), Field House Addition (1953), Greenhouse Addition (1954), Science Building (1955), Home Management House (1957), Fair Apartment Building (1958), purchase of Grim Hall and Addition (1955, 1959), College Auditorium (1959), Pershing Building – Center Unit (1959), and Brewer Hall (1959).

Due in large part to the presence and draw of the Kirksville College of Osteopathy, Kirksville became well-known for superb health care, drawing patients from a wide area, boasting four hospitals – two osteopathic and two medical – and three nursing homes.[177] The 1958 city directory lists no less than fifty-eight osteopathic physicians and nine medical doctors.

LATE 20TH CENTURY KIRKSVILLE: 1960-1975

Many of the trends of the 1950s continued into the second half of the twentieth century. The colleges continued to expand with increased enrollment. The automobile influenced settlement and commercial investment patterns as the railroad system contracted. Kirksville's population continued to increase while the rural population declined, with Kirksville comprising more than 77 percent of Adair County residents. By 1964, Adair County had lost 465 farms in the previous decade.[178] By 1968, single-family residential development occupied 36 percent of the developed land in Kirksville.[179] The drop in rural population drove school consolidation until 1968 when the county supported only two districts.

During this period, the City began a series of major annexations, following the recommendations of Hare and Hare's 1957 comprehensive plan. The boundaries of these annexations match Hare and Hare's recommendations very closely and include the following expansion phases and locations:

- November 1968 – east and north
- November 1970 – west and south
- April 1972 – west and south
- November 1972 – east and south

[175] Ryle, *Centennial History,* 479.
[176] Ibid.
[177] *City Directory of Kirksville, Missouri,* 1958, n.p.
[178] Runnells and Winholz, *Comprehensive Plan for Kirksville,* 13.
[179] Ibid., 18.

These annexations brought several recent residential additions into the city limits, particularly on the north and east edges of town. Among them were: Town and Country Addition, Belaire Estates, Kellwood Hills, and Kirk's Village, each of which featured irregular loop and cul-de-sac street plans.

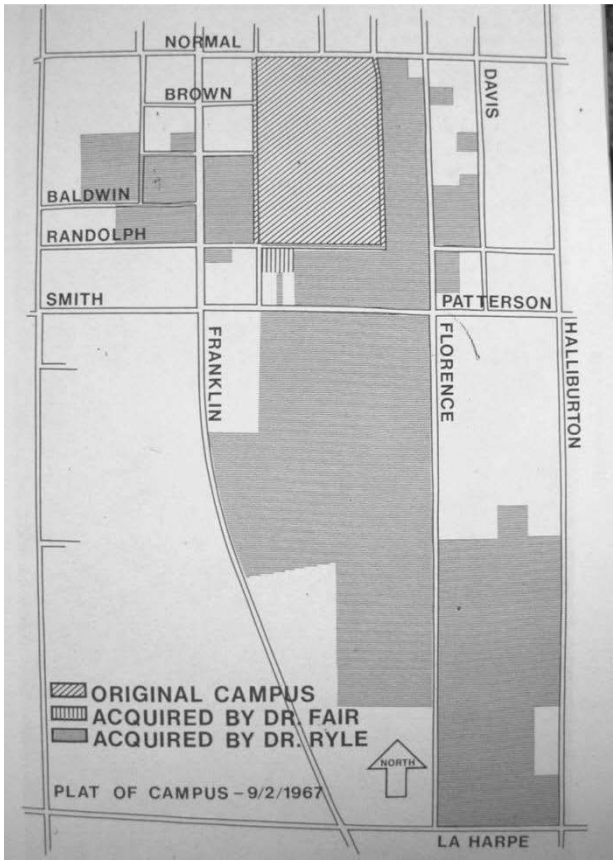
The City also took Hare and Hare's advice regarding the inadequate postal and city hall facilities. Having outgrown its 1909 building, the Kirksville post office moved into a new Modern Movement style building at Jefferson and South High streets in 1962. However, rather than constructing the extensive civic campus suggested by Hare and Hare, the City vacated their previously rented space in the courthouse and renovated the old post office into the new City Hall.

Significant industrial expansion took place in the 1960s due to the efforts of the KIDC. New plants setting up facilities in Kirksville during this period included: Hollister Inc., manufacturers of hospital supplies; Donaldson Company, manufacturers of industrial air filters; Kewanee Machinery and Conveyor Company, manufacturers of farm machinery; Kirksville Precast, manufacturers of precast concrete steps; and Burroughs Corporation, manufacturer of business forms.[180] These businesses provided more employment opportunities in Adair County than any other county in the nine-county Northeast Missouri region.[181]

Commercial development continued to expand along automobile arteries, in particular along U.S. Highway 63 in the north part of town. During the early 1960s, Kirksville supported sixteen lumber and building materials dealers, twenty automobile dealers, and twenty-six gas stations. The combined retail trade in Kirksville was eighteen times that of the rest of Adair County. The trend was toward fewer, but larger retail establishments. For example, while thirty-five food stores operated in Kirksville in 1958, only seventeen operated five years later in 1963 and generated increased sales.[182] Shopping centers appeared along the major transportation routes – in particular at the two intersections of U.S. Highway 63 and State Highway 6 (north and south parts of town), and along Baltimore Street, which carried about 10,800 vehicles per day.[183]

[180] Ibid., 12-13.
[181] Ibid., 14.
[182] Ibid.
[183] Ibid., 29.

Late twentieth century expansions at both colleges continued to provide major stimulus to Kirksville's economy and development patterns. The Kirksville College of Osteopathy embarked on major construction plans including a new outpatient clinic, married student housing, the consolidation of its earlier buildings with large additions to the north and south of the complex, and construction of Kirksville's tallest building – the seven-story Timken-Burnett Research Building. For convenient health services, in 1968 the Adair County Nursing Home built immediately adjacent to these expanded medical facilities.



Truman State University expansions up to 1967.
Courtesy Centennial History of Northeast Missouri State Teachers College, 1972.

Growth at Northeast Missouri State Teachers College[184] in the 1960s surpassed that of any earlier period in the school's history. Construction totaled well over $12.38 million and included: Dobson Hall (1961), Walter Ryle Hall (1963), Adair House purchase and remodeling (1964), Violette Hall (1965), Campbell Apartments (1965), Missouri Hall (1965), Pickler Memorial Library Addition (1967), Pershing Building – North Wing (1967), Student Union Building (1967), Science Building – South Wing (1968), and Centennial Hall (1967).[185] Moreover, the school acquired massive amounts of adjacent land, increasing their holdings by six times the original 15-acre tract. More land was added to the campus between 1960 and 1966 than in any like period during the first century of the College.[186] By 1975, enrollment reached more than five thousand students and the following year they built a $1.5 million natatorium.

Having implemented some of the recommendations from the 1957 Hare and Hare comprehensive plan, the City contracted with Runnels and Winholtz, a planning firm in Kansas City, to complete another comprehensive plan in the late 1960s. In addition to the various land use trends identified in the study, the primary recommendation related to the ~~-U~~rban Renewal Potential." More specifically, the plan stated, ~~-a~~pproximately one-half of the presently urbanized area of the City of Kirksville is eligible" for federal financial assistance toward urban renewal land clearance and redevelopment programs.[187]

[184] The school's name changed to Northeast Missouri State College in 1968, to Northeast Missouri State University in 1972, and finally to Truman State University in 1992.
[185] Ryle, *Centennial History,* 493-520.
[186] Ryle, *Centennial History,* 459.
[187] Runnells and Winholz, *Comprehensive Plan for Kirksville,* 25.

ARCHITECTURE AND COMMUNITY DEVELOPMENT IN KIRKSVILLE

DEVELOPMENT PATTERNS

The primary guiding factor in the layout of Missouri's communities was typically related to physical factors — the location of a river or the presence of a railroad line and the use of a grid system for platting streets and lots. However, the mandate that Adair County's county seat be strictly centralized in the county placed Kirksville away from a navigable river, which slowed its early growth until a railroad was planned through the community.

During the early settlement period in Missouri, the main street in most towns commonly faced a river and contained the major commercial buildings. As with most county seat communities in the Midwest, Kirksville followed the traditional Shelbyville courthouse square plan.[188] Kirksville's original town plan comprised a central public square surrounded by commercial lots facing the public square and residential neighborhoods platted in a grid pattern beyond. The site and arrangement reflects the physical circumstances at the time of the City's founding, the technological development of the era, and the location of the steep drop in grade to the west.

The position of the original town plat allowed the maintenance of the public square plan along with easy accommodation of the grade of the first railroad line to arrive. Throughout Kirksville's first hundred years, manufacturing and freighting services remained west and northwest of the central business district, in proximity of the two depots and accessible to the railroad tracks that ran along the ridge where the change in grade was gradual. At the same time, the city's retail businesses continued to cluster around the historic central square well into the twentieth century.

In addition to the grid system of streets, transportation networks influenced the development and physical character of Kirksville. In particular, Jefferson and Illinois streets stimulated residential development to the east of downtown along this corridor just as Franklin Street drew it south. As state and federal highway systems established routes through town, along Baltimore Street in particular, this drew commercial and residential development to the east edge of town.

The two college campuses in the south and southwest portions of the city were strong influences on the town's physical development. The late nineteenth century growth of these institutions initially stimulated residential development in the surrounding areas. Subsequent expansion of each college in the twentieth century has resulted in the clearance and redevelopment of many of these earlier residential areas.

Post-World War II population growth and expansion of automobile roads drew new residential development to the north, east, and south of the city limits. Major annexations in the 1960s and 1970s brought these neighborhoods into the city and stimulated residential redevelopment of previous agricultural land in the immediate vicinity.

These post-World War II subdivisions are the only named or otherwise denoted neighborhoods in Kirksville. Only the post-World War II residential subdivisions have names and a distinct identify apart from other adjacent residential areas. The overwhelming character of the pre-World War II residential areas is that of a broad continuum, with most blocks reflecting a wide range of construction dates (75- to 100-year spans), as well as a wide variety of house sizes, forms, and styles. Thus, it is impractical to attempt documentation of neighborhood development patterns outside of overall residential patterns citywide.

[188] Karen Bode Baxter, *Architectural/Historical Survey of Downtown Kirksville.* (St. Louis: Karen Bode Baxter, 2010), 24.

ARCHITECTURAL STYLES AND BUILDING FORMS

The availability of water and suitable building materials influenced the location, configuration, and physical appearance of communities such as Kirksville during the state's early settlement period. A number of areas in Northeast Missouri, such as Kirksville, contained substantial stands of timber, as well as river clays that were suitable for brick making, providing readily accessible building materials.

At the onset of the Civil War, only thirty-five urban centers in the United States had populations exceeding 25,000. By 1890, there were almost four times that number and at least twenty-four cities claimed more than 100,000 inhabitants. During this period, sharp differences emerged between the East and the West, as well as between village, town, and city. Larger commercial centers began to organize land use and relegated civic, retail, industrial, and recreational buildings to certain locations. New building types emerged for specific functions including the commercial block, office building, city hall, courthouse, schoolhouse, opera house, hotel, department store, manufacturing plant, and warehouse.[189] Kirksville's development followed this nationwide pattern of architectural sophistication at the end of the nineteenth century.

Folk House Residential Architecture

The choices Kirksville's residents made in the design of their homes reflected the popular tastes of the era in which they were built and/or local building traditions and materials. Residential buildings generally fall into two basic categories: folk houses and styled houses. While folk houses avoid a concerted effort to carefully imitate current fashion, styled houses earnestly incorporate popular architectural elements through the intentional choice of materials, ornamentation, and other design features to reflect a contemporaneous architectural style. Folk house dwellings utilized building traditions handed down from previous generations and provided basic shelter. They are defined by their form and massing, lack identifiable stylistic elements, and show relatively little change over time.



Unidentified Kirksville dwelling, c1895
Traditional house form with applied ornamentation popular during the late nineteenth century.
Courtesy Pickler Memorial Library, Special Collections

During the early settlement period of a region, most homebuilders used natural building materials (rock, clay, logs, and timber) found near the building site. This dependence on the local availability of building materials, combined with the building traditions brought by the earliest settlers of an area, often resulted in strong contrasts in the design and form of folk houses from region to region.[190] In Kirksville, no known examples of dwellings from this early period are extant. The 1987 cultural resource survey conducted by John S. Thomas of the Northeast Missouri Regional Planning Commission identified three possible antebellum dwellings that reflect early I-House and Folk House forms – the Lacy/Porter House, Brown/Rothchild House, and Fickell House.[191]

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[189] Carole Rifkind, *A Field Guide to American Architecture* (New York: Times Mirror New American Library, 1980), 193.
[190] Virginia and Lee McAlester, *A Field Guide to American Houses (*New York: Alfred A. Knopf, Inc., 1984), 63.
[191] The Lacy/Porter House is at 416 South High Street and has poor integrity. The Brown/Rothchild House is at 608 North Franklin and also has poor integrity. Thomas did not survey the Fickell House and its exact location is not yet known.

The railroad dramatically changed the nature of the nation's housing between 1850 and 1890. After the arrival of a railroad line into the region, homebuilders were able to use inexpensive materials imported from other parts of the country. In Kirksville, this transition occurred in the late 1860s and early 1870s. Homebuilders no longer had to rely on local materials or what could be transported overland from the Chariton or Salt Rivers. Instead, railroads rapidly and cheaply moved lumber from distant sawmills in densely forested areas. Consequently, large lumberyards quickly became standard fixtures in almost every town. Soon, modest houses of light balloon or braced framing sheathed with wood clapboards replaced hewn log construction and mortise-and-tenon timber framing.

Despite this transition in building materials and construction techniques, earlier folk house forms persisted. Even after communities became established, folk house designs remained customary as an affordable alternative to more complex architectural styles.[192] However, it should be noted that it was not uncommon for folk houses to incorporate some modest elements inspired by popular high style dwellings. For example, folk houses in Kirksville exhibit the use of corner boards, fascia trim, molded window hoods, exposed rafter tails, strict symmetry, cross gables, and peaked window lintels as subtle references to architectural styles popular during the period of construction.



Folk House, 402 Stanford
Traditional folk house form with restrained ornament.

Styled Residential Architecture

A high number of various house styles gained and lost popularity throughout the course of America's history. These changing fashions either incorporated earlier architectural designs or consciously departed from the past to create their own distinct defining elements.

The majority of styled houses in America trace their design origins to one of four major architectural traditions — Ancient Classical, Renaissance Classical, Medieval, and Modern.[193] The Ancient Classical tradition originated in the monuments of early Greece and Rome. Incorporating some of the same details, the closely related Renaissance Classical tradition stems from the renewed interest in classicism during the Renaissance.[194] The Medieval tradition includes architecture based on the formal Gothic style used for church buildings in the French and English Middle Ages, as well the simpler domestic buildings of the period. The Modern Movement began in the late nineteenth century and continues today. It is based primarily on a lack of historicism and applied ornamentation, as well as evolving construction techniques resulting in external simplicity and a variety of spatial relations. From each of these traditions emerged several different styles of American houses, many of which were interpreted and reinterpreted over time.[195] Kirksville retains residential examples each of these stylistic traditions, each of which is discussed in detail on pages 44-59.

Other traditional architectural expressions that influenced American residential design are primarily of Spanish origin, including the simple buildings of the Spanish Colonial era in America, as well as the more

[192] Ibid., 94.
[193] McAlester, 5.
[194] Ibid.
[195] Ibid.

highly structured designs of Spain and Latin America. Oriental and Egyptian influences also provided inspiration and sophistication to American architecture at different times. Consequently, stylistic mixtures during various time periods are common nationwide, and in Kirksville.[196]

During the late eighteenth century and early nineteenth century, commonly a single architectural style prevailed in a region over a long period of time. By the 1840s, a blend of Greek, Gothic, and Italianate modes emerged as a popular blending of earlier traditional styles, gaining wide popularity as a result of architectural building pattern books. One of the most widely read was A. J. Downing's influential book *Cottage Residences, Rural Architecture and Landscape Gardening,* published in 1842. Presenting several choices, Downing featured both the Medieval Gothic designs and the Italianate country villa styles. Before long, builders and architects combined features of both and these houses attained widespread popularity in the United States in the decade before the 1850s. These houses are classified as Romantic Houses. The Greek Revival style retained a high degree of popularity from approximately 1830 to 1860 and the Italianate style from about 1850 until the 1880s. The less common Gothic Revival style houses were more complex to construct, but remained fashionable into the 1880s. A restrained example in Kirksville can be found at 516 Harrison Street

From this point forward, the concurrent popularity of several architectural styles became a dominant theme in American residential architecture.[197] Victorian-era styled houses enjoyed popularity from 1860 to 1900 and include the Second Empire, Stick, Queen Anne, Shingle, Richardsonian Romanesque, and Folk Victorian idioms. Victorian-era houses typically drew heavily on medieval building precedents for inspiration. The various Victorian house styles share commonalities among architectural features such as steeply pitched roofs, textured wall surfaces, asymmetrical façades, and irregular floor plans. Known for their complex shape and elaborate detailing, these styles coincided with the technological shift from traditional heavy timber framing to lightweight balloon framing that greatly simplified construction of corners, wall extensions, and overhangs. Additionally, the mass production of housing components resulting from the expanding railroad system further contributed to low-cost decorative ornamentation.[198] These styles reflect a departure from the traditional American Colonial styles that previously dominated popular architecture for generations and a growing trend toward the presence of a variety of popular style options for residential design.



Unidentified Kirksville dwelling, c1895
Classic Queen Anne style cottage popular during the late nineteenth century.
Courtesy Pickler Memorial Library, Special Collections

The National Register's recommended style guide, *A Field Guide to American Houses* by Virginia and Lee McAlester, states the Eclectic Movement (1880-1940) drew inspiration from the full spectrum of architectural tradition.[199] Between 1890 and 1915, homebuilders erected residences in such diverse styles as Colonial Revival, Neoclassical, Prairie School, Tudor Revival, Mission, and Craftsman. Houses

[196] Ibid.
[197] Ibid., 177.
[198] Ibid., 239.
[199] Ibid., 319.

built during this period fell into two categories — historical "period" styles and "modern" styles, which shunned earlier architectural precedents. During the late nineteenth century, European-trained architects started designing "period" residences for well-off clients in the Italian Renaissance, Chateauesque, Beaux Arts, Tudor, and Colonial Revival styles. The Chicago Columbian Exposition of 1893 epitomized correct historical interpretations of classical European styles, adding to the popularity of reproducing historical models. Kirksville boasts a number of excellent examples of early twentieth century Revivalist architecture, among them the Spanish Colonial Revival style Alexander house at 207 East Missouri Street and the Italian Renaissance Revival style England House at 316 South Franklin Street. At the same time and in contrast to the European and Colonial American-inspired styles, what McAlester refers to as Modern houses emerged. This stylistic subcategory represents the escalating impact of the Arts and Crafts Movement, Frank Lloyd Wright's Prairie School, and European Modernism on middle-class housing in the early twentieth century. Reflections of this nationwide trend can be found throughout Kirksville, including the Prairie School style house at 410 South Halliburton Street, and the Craftsman style dwelling at 503 South Davis Street.

After World War I, middle-class preferences in residential architecture returned to the period styles seen in architect-designed landmarks of the previous two decades. However, following World War II, a new wave of modernism took place. Although the resulting modernistic and International styles remained rare in domestic architecture, their Modern Movement descendents – the Ranch and Split-level – dominated American housing for the rest of the twentieth century.[200] Though innovative, they often incorporated exaggerated, stylized, or seemingly out-of-context elements of the Craftsman, Prairie, Tudor Revival, Colonial Revival, and International styles. Kirksville retains excellent examples of the Ranch house stylistic variations, including those found along Halliburton, Lewis, and Downing Streets, as well as along Grim Drive, Grim Court (north and south), and Grim Place.

Commercial and Institutional Architecture

Commercial buildings erected in the United States during the mid-to-late nineteenth century and early-to-mid twentieth century reflect various general forms and patterns. They fall into two distinct design categories — those reflecting defined popular styles and those featuring simple utilitarian designs. Property type classifications denoting the overall building plan and form are: the One-part Commercial Block, the Two-part Commercial Block, Stacked Vertical Block, Two-part Vertical Block, Three-part Vertical Block, and the Temple Front designs.[201]

Most of the first commercial buildings in Missouri were simple temporary structures housing various business functions. As soon as possible, owners replaced their first business houses with brick or stone buildings rising two to three stories. Upper floors contained offices, assembly rooms, or provided residential space for the merchant's family or tenants. Every commercial center had special services buildings, such as livery stables, that had unique plans and design to meet its specific function. Some of these special services buildings, such as banks, hotels, and opera houses, were among a town's most impressive structures and typically reflected popular styled architecture.

The evolution of Kirksville's commercial center mirrored that of other county seat communities in the region. After the Civil War, in commercial centers throughout the Midwest there was a drive to make order from the chaos of the war and the earlier settlement period. In both rural and urban communities, elected officials commissioned the erection of bridges and paving of streets. By the 1880s, citizens approved bond issues to install gas, electricity, and telephone lines. New concerns for public health and safety resulted in the creation of water and sewer systems, as well as the development of fire and

[200] Ibid.

[201] The commercial vernacular property types in this study are based on the *Buildings of Main Street: A Guide to American Commercial Architecture* by Richard Longstreth.

building codes. The boom years of the late nineteenth century reshaped the downtown business center as more types of businesses, banks, manufacturing plants, offices, hotels, and retail shops went up.

During the early nineteenth century through the mid-twentieth century, most commercial buildings were designed to be seen from the front rather than as freestanding structures. Consequently, the façade provided the character-defining features, while the side walls were often party walls shared with the adjacent building(s). Walls at the ends of a block or facing onto alleys typically lacked design treatments and used less expensive masonry materials. Lot dimensions determined a commercial building's footprint, which typically filled most, if not all, of their respective lots. Most lots were rectangular, were deeper than they were wide, and shared standard dimensions.[202]

In addition to the typical Midwestern city's high style train depots, banks, hotels, and county courthouse, by the late nineteenth century, many successful merchants erected downtown business buildings in the latest style to advertise their prosperity. Common styles in the late nineteenth century and early twentieth century include Italianate, Romanesque Revival, Renaissance Revival, and Colonial Revival. These buildings often exhibited elaborate ornamentation such as complex decorative brickwork and intricate stonework; carved and cast details on windows, piers, and cornices; bay windows and turrets enlivening the façade; and regularly spaced windows, repetitive decorative details, and common building materials creating a sense of unity.[203] Historic photos of the period show Kirksville's downtown buildings exhibiting these elements.

No matter how intricate their details, the composition of the façades of most commercial buildings can be reduced to a few simple design elements that reveal the major divisions of the internal function. Spaces for human occupation reflected an effort to capture the greatest possible amount of natural light and air through the use of large display and transom windows, light wells, and skylights.[204]



North side of Courthouse Square, c1895
Helm Brothers Hardware in the foreground exemplifies the elaborate nature of many Late Victorian commercial buildings.
Courtesy Pickler Memorial Library, Special Collections

Whether executed in a popular style or a simple generic design, the downtown commercial buildings found in communities like Kirksville commonly took the form of the One- or Two-Part Commercial Block building types.[205] Typically of masonry construction, these buildings are between one and three stories in height and have a distinct hierarchy of architectural elements. Most have a cornice near the roofline and a horizontal band or belt course separating the first story from those above, reflecting the different uses of the floors within. Where there is a second story, the windows typically have defined lintels, sashes, and sills. Below the second-story windows (or below the cornice of a One-Part Commercial Block) is space reserved for a sign. Recessed or flush entrances and display windows fill the street level below the transom windows. A solid bulkhead base of wood or masonry supports the

[202] Richard Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture* (Washington, DC: The Preservation Press, 1987), 17.
[203] Longstreth, 17.
[204] Ibid.
[205] Ibid., 24, 29, 31.

display window frames, with entrance door kick plates typically corresponding to the bulkhead height. Pilasters and/or columns commonly frame each side of the display windows to provide vertical definition.

Late Victorian commercial buildings were more elaborate and ornate than previous or subsequent downtown structures, reflecting changing preferences in decoration. The exuberant designs of the Late Victorian architectural styles appealed to the citizens of the prosperous post-Civil War period.[206] The amount of ornamental elements and variety of materials employed increased due to technological advances allowing for the mass production of architectural ornaments and convenient access to railroad lines for delivery. Builders easily ordered standard products from catalogs or purchased stock items at the local lumberyard or iron works. Downtown buildings began to feature applied cornices with brackets and moldings carved from wood or made from cast iron or pressed metal.[207] The mass manufacture of building products allowed thousands of buildings to attain a distinctive appearance previously reserved for only the costliest edifices.[208]

Larger plans for commercial buildings emerged toward the end of the nineteenth century. The open plan department store, which created spacious display areas for a variety of goods, is an important example of the evolution of the specialty store plan. Modest 25-to-30-foot-wide buildings began to be integrated into three- to six-unit blocks that created an impressive and modern effect along the downtown streetscape.[209]

Beginning in the 1890s and becoming well established in the early twentieth century, was a subtle shift in American architecture away from the sentimentality and ornamental excesses of the Victorian era. Consequently, there was a return to the classical architectural styles that continued until the late 1920s. Commercial and institutional buildings in these idioms tended to be larger, grander, and more elaborate than earlier nineteenth century revival styles.[210] They include civic monuments, memorial buildings, and commemorative sculptures; courthouses and capital buildings; libraries and university buildings; banks and hotels; and fire and police stations.

Chicago's Columbian Exposition in 1893 played a major role in popularizing these changes, particularly in the Midwest states. The Columbian Exposition introduced classical architectural forms and mass-produced building materials and products to business owners in rural and urban commercial centers nationwide. The 1904 Louisiana Purchase Exposition in St. Louis, as well as the 1915 Panama-Pacific International Exposition in San Francisco and the 1915-1916 Panama-California Exposition in San Diego, further stressed classical design, as well as introducing Mediterranean revival and Arts and Crafts movement styles to the general public. Consequently, the important styles that influenced commercial architecture in Missouri at the beginning of the twentieth century included Colonial Revival (1870-1920); Romanesque Revival (1890-1910); Classical Revival (1890-1920); Renaissance Revival (1890-1920); and Mission/Spanish Colonial Revival (1915-1940).

The architecture of Midwestern retail centers did not change as rapidly in the early twentieth century as it had in the late nineteenth century. The technical innovations with steel and cast concrete that led to the skyscraper and the Commercial Style of Chicago did not affect small cities like Kirksville. Banks, government buildings, and churches continued to reflect classically inspired styles and the storefront arrangement remained largely unchanged.

[206] Ibid., 31.
[207] Longstreth., 35-36.
[208] Ibid., 16.
[209] Rifkind, 194.
[210] Ibid., 220.

More generic designs also evolved during this period, reflecting a movement toward a simplified aesthetic that occurred in the first decades of the twentieth century as a result of the industrial revolution. Inexpensive mass-produced wood products, ready-made millwork and ornamentation, and steel for structural framing came into common usage during this period, stimulating new streamlined building styles.[211] In the first decade of the twentieth century, reinforced concrete emerged in the construction of commercial and industrial buildings, providing stimulus for the construction of large buildings with increasingly open floor plans. The advent of structural steel buildings and the corresponding prospect of fireproof construction stimulated, in turn, advancements in ceramic products.[212]

The types and styles of commercial buildings and structures built in Kirksville after World War I and before the Great Depression reflected national trends. Most new commercial buildings had minimal architectural embellishment. When it occurred, it often consisted of decorative brickwork and sparse pastel-colored terra-cotta details creating a rich tapestry-like effect. By the 1930s, poured concrete construction and cast concrete ornament became common. Compressed air tools, as well as, electric welding and cutting tools utilizing cemented tungsten carbide and tantalum carbide provided the ability to employ new building materials and processes. The use of welded rigid-frame trusses and the cantilever accelerated the use of steel construction during the 1920s and the Great Depression. The greater strength created by the use of steel welding and synthetic adhesives created lighter frame construction. These innovations led to streamlined, standardized construction techniques and further expanded mass production and prefabrication.[213]

The prosperity enjoyed by Missourians in the 1920s led to widespread new construction and brought the Modern Movement's Art Deco style to many communities like Kirksville by the end of the decade. Originally a European style, it gained popularity in the United States in the late 1920s, becoming the first widely popular style in nearly thirty years to depart from the traditional revival styles traditionally employed for commercial and institutional buildings. The style took its name from the *Exposition Internationale des Arts Decoratifs et Industriels Modernes,* a 1925 exposition held in Paris that repudiated classical and revival styles and embraced artistic expression complementing the modern machine age. Art Deco design featured geometric forms and vertical massing and ornamentation. Often upright piers at regular intervals ascended the full height of the façade to create a distinct vertical emphasis and ornamentation included striated and abstract elements embellishing wall surfaces. Art Deco brought Formica, structural colored glass, marble, bronze, and terra-cotta into common usage in commercial and institutional buildings. By the early 1930s, both high style and restrained examples of Art Deco style appeared in commercial buildings on the main streets of America's towns and cities, including Kirksville.

By contrast, the subsequent streamlined phase of Modern Movement design introduced during the 1930s and 1940s employed sleek, machine-inspired motifs. Having evolved out of the cubist European International Style the style featured rectangular and cylindrical forms emphasizing horizontality through the use of smooth surfaces, curving shapes, and a minimum of applied ornamentation. Classified as Streamlined Moderne style,[214] buildings in this style commonly utilize bands or belt courses across the full width of the façade to emphasize the façade's horizontal lines, ribbon windows, smooth wall surfaces of buff-colored brick, and rounded corners to suggest movement and speed. Large expanses of glass, glass brick, chrome, and stainless steel are common.

[211] Jorbe Burchard and Albert Bush-Brown, *The Architecture of America: A Social and Cultural History* (Boston: Little Brown and Company, 1961), 136-137.
[212] James Marston Fitch, *American Building: The Historic Forces That Shaped It* (New York: Schocken Books, 1978), 168.
[213] Rifkind, 218 and 294.
[214] The National Register of Historic Places also recognizes the alternate style classifications of Moderne and Art Moderne.

State and federal relief programs played an important role in introducing the country to the simplified design and ornament that evolved from the Modernist aesthetic during this period. As part of the employment programs initiated during the Great Depression, the Works Progress Administration (WPA) and Public Works Administration (PWA) stimulated the introduction of these modern architectural aesthetics throughout the country. During this period, architects worked almost exclusively on government-funded projects such as dams, bridges, parks, schools, armories, stadiums, post offices, city halls, and courthouses. The federal programs' use of simple and low-cost designs, based initially on the new Moderne style, spread the idiom nationwide. In the Midwest, the targeted funding for construction programs introduced Modern Movement design throughout the region.[215] While civic buildings reflected changing tastes in design, the vocabulary of classical architecture persisted and the Modern Movement government buildings of the 1930s clearly reflect classical Greek and Roman massing and motifs. What emerged was a "stripped classicism" commonly classified as PWA Moderne.[216]

Examples of this mid-to-late 1930s transition from strict classicism to a more stylized Modernist aesthetic are seen in public works projects nationwide. While the Neoclassical proportions, distinct column-inspired elements, and strict symmetry cling to the Neoclassical tradition favored for civic architecture, the reduction to sheer planes and lack of classical adornment clearly reflect the growing influence of Modern Movement aesthetics.[217] In Kirksville, the Rieger Armory is an excellent example of this transitional style.

Commercial buildings dating from the immediate post-World War II era were typically simpler and more restrained in appearance than their predecessors. Lacking the vibrant elements associated with the Modern Movement's earlier Art Deco or Streamlined Moderne designs, the exterior no longer "[c]onveyed] a slick package so much as it resembles an open container for the salesroom beyond."[218] Instead, these buildings incorporate extensive arrangements of display windows, prominent freestanding signage, and an aesthetically subservient facade wall.[219]

The post-World War II era brought a number of factors that contributed to a shift in building design and the structure of communities in general. The increasingly widespread use of the personal automobile was a major influence, as were the large amounts of relatively inexpensive land surrounding population centers that were anxious for new development after nearly two decades of limited growth. The design tenets of European modernism continued to influence mainstream American architecture and a rejection of historic references continued. Modern Movement commercial design in the second half of the twentieth century spread new concepts of form and space (volume); architectural design was no longer viewed as the arrangement of masses or blocks enclosing interior space, but rather as the employment of abstract planes to define space. The ideas of a façade wall and floor plan as the basis for design were considered outdated ideas. Proponents of the new design philosophy saw buildings as three-dimensional objects that differentiated exterior and interior space while retaining a flow between the two.[220]

Among the tenets of post-World War II Modern Movement design was that the previous aesthetics in use for over a century were antiquated. The dense assemblage of buildings oriented to the street on small blocks forming a grid became outmoded. The most obvious change in exterior spatial order was the new incorporation of a large parking lot as part of building design. Off-street parking, which had begun in the 1920s, now appeared in front of and then around commercial and institutional buildings. By the 1950s, parking lots, particularly for shopping centers, became a primary design factor and the building became a

[215] Ibid.
[216] David Gebhard, *The National Trust Guide to Art Deco in America* (New York: John Wiley and Sons, 1996), 7.
[217] George Ehrlich, *Kansas City, Missouri: An Architectural History, 1826-1990* (Columbia, Missouri: University of Missouri Press), 1992, 108.
[218] Longstreth, 65.
[219] Ibid.
[220] Ibid., 126.

visual backdrop. This design element soon appeared in both large shopping centers as well as many smaller stores and office complexes.[221]

This site arrangement for new commercial development divided land into much larger segments, now defined by major arterial streets and accessed by limited entry points. This pattern allowed for freestanding buildings or clusters of buildings surrounded by abundant open space for automobile parking. This model became common not only in newly developing suburban areas, but as a preferred design for post-World War II redevelopment of traditional urban commercial cores nationwide. Hare and Hare's 1957 master plan for Kirksville recommended such redevelopment downtown through the removal of "buildings of lesser value" to create surface parking lots downtown.[222] By the mid-1950s, larger retail development projects turned inward with storefronts placed along an open-air pedestrian mall.

ARCHITECTS AND BUILDERS IN KIRKSVILLE

As was typical of other Missouri towns, many of Kirksville's early buildings were not architect designed. With the exception of important civic buildings, master carpenters and masons contracted by property owners designed the majority of buildings in small cities like Kirksville. However, during the late nineteenth century and early twentieth century, professionalism in the practice of architecture became firmly established in Missouri. Prosperous times dramatically changed the appearance of the state's cities, leading to increased architectural sophistication. Some important architects and builders with known work in Kirksville are discussed below. It is expected that future survey efforts will identify additional architects and builders that influenced the built environment of the city.

Irwin Dunbar (1888-1975), architect

Perhaps the most prolific architect in Kirksville, he designed a high number of buildings over the course of just a few decades. Born in Glenwood, Missouri, Dunbar graduated from the University of Missouri in 1914 with a degree in mechanical engineering.[223] He subsequently moved to Kirksville and began practice as an architect, where his brother John also practiced as an architect with offices at 402 West Harrison Street. Craftsman elements characterize his early works from 1914 to 1917.[224] He served in France for nineteen months during World War I and stayed on to study art at the Beaux-Arts University in Toulouse. Upon his return to Kirksville, he resumed his practice and was the only architect listed in the 1921 Kirksville city directory. Dunbar left for the West Coast in 1927 where he studied architecture at the University of Southern California and at the Chouinard School of Art, Los Angeles. During the Depression, he returned to Kirksville and worked as an architect for the Missouri Highway Department, during which time he maintained an office at 212 North Franklin Street. A lack of construction during World War II forced him to move to Moline, Illinois, where he worked as an architect for John Deere & Company. He retired in 1958 and returned to Kirksville, where he died in 1975.

<u>Various Known Works:</u>
Princess Theater, Kirksville (1915)
Trinity Church, Kirksville (1917)
Sojourner's Club, Kirksville (1916)
Acacia Club, Kirksville (1916)
Dunbar House, Kirksville (c1900/c1925)

[221] Longstreth, 126-129.
[222] Hare & Hare, 42-45.
[223] Cole Woodcox, National Register of Historic Places Nomination Form, "Trinity Episcopal Church," (Kirksville, Missouri: Truman State University, 2009), 21.
[224] Cole Woodcox, "Trinity Episcopal Church," 21.

Citizens National Bank, Kirksville (1922)
Presbyterian Church, Kirksville (1922)
Zion Lutheran, Macon (1923)
Rollins Apartments, Kirksville (1925)
Baxter-Miller Building, Kirksville (1926)
Adair County Home for the Indigent, Kirksville (1926)
Kennedy Theater, Kirksville (1926)
Macon Swimming Pool, Macon (1938)
Rieger Armory, Kirksville (1940)
Truitt House, Kirksville (1940)

Bonsack and Pearce, architects
Based in St. Louis, this firm had a great deal of influence on Kirksville's built environment, producing eight prominent buildings in just a decade. Frederick C. Bonsack III worked at the St. Louis architectural firm of his father (Frederick C. Bonsack, Jr., 1859 - 1917) before forming a partnership with Harvey J. Pearce, a draftsman with Eames & Young and Harry Hohenschild, in 1921.[225] The practice of Bonsack & Pearce designed numerous houses, schools, churches, and PWA projects statewide until Bonsack's death in 1956. After 1956, the firm continued as Pearce & Pearce.

Various Known Works:
Masonic Temple, Kirksville (1930)
Dade County Courthouse, Greenfield, Missouri (1935)
The Kirksville Daily Express, Kirksville (1930)
Greenwood Elementary School, Kirksville (1935)
Memorial Hall, Kirksville (1936)
Dr. George M. and Blanche Laughlin House, Kirksville (1937)
Baldwin Hall, Truman State University, Kirksville (1939)
Ophelia Parrish Hall, Truman State University, Kirksville (north wing, 1939)
Kirk Memorial Building, Truman State University, Kirksville (1940)
Audrain County Courthouse, Mexico, Missouri (1951)

Eggert and Russell, contractors
Eggert and Russell maintained offices at 402 West Harrison Street in Kirksville, the same building where Irwin Dunbar's brother John kept an office for his architectural practice. Little is known of the partnership, but it is likely that Eggert was Steven Eggert (b1870), a cement contractor in Kirksville in the 1910s and 1920s.[226] The partnership constructed Kirksville's Trinity Church building in 1916 from a design by Irwin Dunbar.

McKim and Rollins, contractors
This firm represents a partnership between building contractor, Clarence L. McKim (b1877), and engineer, C. D. Rollins. Little information is available about the firm, however McKim is listed as a building contractor in the 1920 census living on East Washington Street. The partners constructed Kirksville's Travelers Hotel in 1924.

[225] Cole Woodcox, National Register of Historic Places Nomination Form, "Masonic Temple," (Kirksville, Missouri: Truman State University, 2009), 23.
[226] United States Bureau of the Census, United States Federal Census, Missouri, Adair County, 1920 http://search.ancestry.com (accessed September 10, 2010).

Leonard F. Poehlman contractor

Leonard F. Poehlman (b1873) was a German immigrant and worked in Kirksville as a building contractor. He appears in the 1920 and 1930 census as a general contractor living at 302 South Main Street with his family. An active Mason, he received the contract for the construction of the Masonic Temple in 1930. He also built the Poehlman Building at 118 South Franklin Street in Kirksville that same year.[227]

Charles C. Anderson, architect

During the late nineteenth century and first part of the twentieth century, Anderson maintained a practice in Kirksville. He was one of the contractors who contributed to the completion of the Adair County Courthouse (1898) and is credited with the design of the Journal Printing Building (1905).[228]

[227] Cole Woodcox, National Register of Historic Places Nomination Form, "Kirksville Courthouse Square Historic District," (Kirksville, Missouri: Truman State University, 2009), 2.
[228] Baxter, 18.

APPENDIX E

KNOWN AFRICAN AMERICAN CULTURAL RESOURCES

Based on recent unpublished research by Cole Woodcox, local historian and Professor of English and Linguistics at Truman State University, the following resources appear in early twentieth century city directories and primary resources as the residences of and/or places of business owned or patronized by African Americans. Field study verified which remained and which have already been lost. This list should not be misconstrued as a comprehensive list, as the research was limited to a short period of time between 1910 and 1916. It is expected that future survey and research will reveal additional resources with associations with Kirksville's African American community.

Non-extant

- Second Baptist Church (first building), 120 East Normal
- Richardson Residence, 1103 North Main
- Charlotte Coby Residence, 814 North Davis
- Wilson Residence, 416 North Davis
- Benjamin Richardson's Shoe Shop, 209 North Elson
- J.G. Jones Barbershop, 112 West Harrison
- James Coby Residence, 515 North Elson
- Wilson Residence, 608 East Hickory
- Jones Residence, 316 East McPherson
- Eubanks Residence, 1108 South Franklin
- Payton Residence, 1116 South Franklin
- West Residence, 516 South Main
- Smith Residence, 702 South Main
- Stewart Residence, 712 South Main
- Thompson Residence, 811 South Elson
- Appleton Residence, 708 South Fifth
- Grant Linn Residence, 103 North Wabash
- Emily Linn Residence, 109 North Wabash
- Johnson Residence, 207 South Wabash
- Rucker-Hopson Residence, 912 South Wabash
- Johnson Residence, 1003 South Orchard
- Green Residence, 406 West Washington
- West Residence, 412 West Washington
- Berry-Hawkins-Tanner Residence, 414 West Pierce
- Payton Residence, 416 West Normal
- Toles-Brown Residence, 515 West Normal
- Boggs Residence, 410 West Filmore
- Bradshaw Residence, 414 West Filmore
- Herald Residence, 422 West Filmore
- Ann Madison Residence, 411 West Filmore
- Tanner Residence, 415 West Filmore
- Brown Residence, 422 West Filmore
- Susie Madison Residence, 423 West Filmore
- Raymond Residence, 425 West Filmore
- Andrew Richards Residence, 216 West Porter

Extant resources:

- Bethel AME Church, 508 South Main
- Lincoln School, 907 South Wabash
- Dorsey Grocers and Dry Goods, 604 West Dodson
- Toles Residence, 1401 North Main
- Lawrence Residence, 1616 North Elson (rear)
- John E Proctor Residence, 1501 North Elson
- John H Proctor Residence, 1513 North Elson
- Henderson Residence, 512 South First
- Clark Residence, 520 South First
- Call-Buckner Residence, 519 South Fourth
- Stokes Residence, 602 South Fifth
- Cosey Residence, 703 South Fifth
- Baker-Jones Residence, 718 South Fifth
- Bowman Residence, 315 West Scott
- Clarence Richards Residence, 212 West Porter

APPENDIX F

POTENTIAL INDIVIDUALLY ELIGIBLE RESOURCES

The following individual properties appear to retain sufficient architectural integrity for listing in the National Register of Historic Places[229] and clearly have associations with one or more of the historical contexts identified in this survey plan. This is by no means a comprehensive list, but represents properties identified as potentially eligible in the block-by-block study. It should be noted that information resulting from the limited scope of field study for this project relating to potential eligibility for listing in the National or local registers is preliminary and therefore somewhat limited. Recommendations are based on an initial assessment of historical architectural integrity that serves as a threshold to meeting the National Register criteria. This list is provided as a planning tool for the City of Kirksville and should not be misconstrued as a certified list of eligible properties. The Missouri SHPO can neither approve nor deny the eligibility of these properties until additional documentation is provided, which is outside the scope of this project. It is expected that future survey will identify many more potentially eligible individual buildings, as well as possibly verify the eligibility status of the following:

- 808 South Baltimore, Giraffe Vernacular Motel, c1948
- 1516 South Baltimore, Giraffe Vernacular Folk House, c1925
- 1615 South Baltimore, Mission Revival Service Station, c1920
- 111 East Buchanan, Craftsman Style Duplex, c1920
- 707-09 North Centennial, Willard School, Colonial Revival Style School, c1934
- 421 West Cottonwood, Shotgun Folk House, c1910
- 503 South Davis, Craftsman Style Residence, c1912
- 710 North Elson, Shaw/Salladay House, Queen Anne Style Residence, c1880
- 904 North Elson, Prairie School Style Passenger Depot, c1919
- 500 South Elson, Rieger Armory, PWA Moderne Style Armory Building, c1940
- 1810 South First, Queen Anne Style Residence, c1890
- 516 North Franklin, Garage/Hatchery, Two-Part Commercial Block, c1919
- 802 North Franklin, Aitkin House, Queen Anne Style Residence, c1890
- 316 South Franklin, England House, Italian Renaissance Revival Residence, 1924
- 403 South Franklin, Henry House, Queen Anne Style Residence, c1890
- 404 South Franklin, Gable-Front Apartment Building, c1937
- 416 South Franklin, Tudor Revival Style Residence, c1937
- S Franklin Street, Truman State University, Agricultural Demonstration Barn, c1916
- 410 South Halliburton, Prairie Style Residence, c1919
- 601 South Halliburton, Tudor Revival Residence, c1937
- 605 South Halliburton, Tudor Revival Residence, c1937
- 606 South Halliburton, Greenwood School, Classical Revival School, 1934
- 706 South Halliburton, Laughlin House, Colonial Revival Style Residence, 1937
- 807 South Halliburton, Four Square Folk House, c1915
- 808 South Halliburton, Craftsman Style Residence, c1920
- 1407 South Halliburton, Contemporary Style Residence, c1955
- 313 East Harrison, Mixed Style Residence, c1919
- 401 East Harrison, Colonial Revival/Queen Anne Free Classic Style Residence, c1902
- 516 East Harrison, Gothic Revival Style Residence, c1880
- 509 East Harrison, Washington School, Mixed Revival Style School, 1925

[229] The National Register criteria also serve as the basis for local designation of historic properties.

- 708 East Harrison, McManis House, Craftsman Style Residence, 1929
- 723 East Harrison, Stephenson House, Mixed Style Residence, 1917
- 805 East Harrison, Tudor Revival Residence, c1937
- 1102 East Harrison, Craftsman Style Residence, c1920
- 1011 East Harrison, Lowe House, Hall and Parlor Folk House, c1880
- 1414 Highland, Colonial Revival Residence, c1945
- 416 North High, Craftsman Style Residence, c1914
- 709 East Illinois, Tudor Revival Style Residence, c1937
- 711 East Illinois, Tudor Revival Style Residence, c1937
- 716 East Illinois, Prairie Style Residence, c1915
- 815 East Illinois, Dunbar House, Colonial Revival Style Residence, c1900/c1925
- 1003 East Illinois, Queen Anne Style Residence, c1905
- 301 East Jefferson, Prairie Style Residence, c1919
- 508 South Main, Bethel AME Church, African American Church, c1878/1920
- 602 North Marion, Service Station, One-Part Commercial Block, c1937
- 409 East McPherson, Kirksville High School, Tudor Revival Style School, 1914
- 703 East McPherson, Solem House, Shingle Style Residence, c1890
- 207 East Missouri, Alexander House, Spanish Colonial Revival Style Residence, c1920
- 401 East Missouri, Craftsman Style Residence, c1915
- 212 South Mulanix, Rollins Apartments, Low-Rise Walk-Up Apartment Building c1920
- S Mulanix, Truman State University, East Side of Main Quadrangle, Kirk Auditorium, 1922
- 712 East Normal, Craftsman Style Residence, c1920
- 813 East Normal, Colonial Revival/NeoColonial Residence, c1950
- 1005 East Normal, Truitt House, Tudor Revival Residence, 1940
- 214 East Patterson, Grim House, Prairie Style Residence, 1914
- 501 East Pierce, Craftsman Style Residence, c1920
- 513 East Scott, Craftsman Style Residence, c1928
- 316 South Stanford, Queen Anne Style Residence, c1890
- 907 South Wabash, Lincoln School, African American School, 1914
- 207 East Washington, First Baptist Church, Colonial Revival Style Religious Building, c1951
- 216 East Washington, Southwestern Bell Telephone Building, Modern Movement Style Building, 1950
- 415 East Washington, Fout-Sneed House, Italianate Style Residence, c1872

APPENDIX G

POTENTIAL LOCALLY DESIGNATED LANDMARKS

The following individual properties are historically significant, retain architectural integrity, and would contribute to a surrounding district. However, there is no district potential in the immediate vicinity and they do not appear to retain sufficient integrity to be individually eligible for listing in the National Register of Historic Places. As such, they are good candidates for potential local designation as Landmarks.

- 316 North Franklin, Selby/Wisdom House, Italianate Style Residence, c1876/1908/c1980

  Integrity issues that prevent individual eligibility include the non-historic porch footprint, non-historic replacement porch balustrade, metal roof material, and replacement windows with inappropriate infill. As one of the oldest houses in Kirksville, it may be worthy of local designation.

- 1617 Don, Queen Anne Style Residence, c1890

  This is a good example of a Queen Anne cottage, a very popular house type in Kirksville. However, the replacement windows combined with the loss of original porch posts and porch railing combine to hinder its overall integrity. It appears to be a good candidate for local Landmark designation.

- 501 North Elson, Kennedy House, c1895.

  Surveyed in 1987, field verification identified that it would contribute to a National Register Historic District, but with no district potential it would be a better candidate for local Landmark designation.

- First School of Osteopathy, c1892/moved c1976. Having been moved, this building is not eligible for listing in the National Register. However, by virtue of its local significant associations with A.T. Still, it would be a potential candidate for local Landmark designation.

- A.T. Still Birthplace Cabin, c1828/moved 1926/1976. Having been moved twice, this building is not eligible for listing in the National Register. However, by virtue of its local significant associations with A.T. Still, it would be a potential candidate for local Landmark designation.

Nationwide, a variety of federal and state laws, as well as incentive programs protect many historic properties. In general, local preservation laws provide the most substantive protection for historic properties.

Federal Framework

A number of federal laws affect historic preservation in various ways:

- by establishing preservation programs for federal, state, and local government agencies;
- by establishing procedures for different kinds of preservation activities; and
- by creating opportunities for the preservation of different types of resources.

The National Historic Preservation Act of 1966, as amended, is the centerpiece of the national historic preservation program. The primary mandates of the act of 1966 are as follows:

- Authorization for the Department of the Interior, National Park Service to expand and maintain the National Register of Historic Places;
- Provision for the establishment of State Historic Preservation Officers to administer federal preservation programs;
- Specification of how local governments can be certified for participation in federal programs;
- Authorization for preservation grants-in-aid to states and local governments;
- Provision of a process for federal agencies to consider and mitigate adverse impacts on historic properties that are within their control; and
- Establishment of a rehabilitation tax credit program for private property owners that is also part of the Internal Revenue Code. The tax codes also allow charitable contributions through façade and scenic easements.

National Park Service

All preservation programs are administered by the National Park Service (NPS), Department of the Interior. One component of this charge is the development of programs and standards to direct federal undertakings and guide other federal agencies, states, and local governments in developing preservation planning and protection activities on a local level.

Secretary of the Interior's Standards (http://www.nps.gov/hps/tps/standguide/)

The centerpiece of this effort is the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation. These standards provide all federal agencies, state historic preservation officers, and other organizations with methodologies and guidelines for the preservation of historic and archaeological resources. These standards and guidelines address issues relating to preservation planning, which includes the identification, evaluation, and protection of historic/cultural resources. They

serve as the standards for all projects undertaken with federal funding, incentives, loans, or action by the federal government that impact significant historic resources. They have been upheld in federal and state court decisions. Perhaps most importantly, the standards serve as the base for design guidelines in the majority of designated districts and sites throughout the United States. In the three decades the standards have been used, they have proven to stabilize and increase property values.

National Register of Historic Places (http://www.nps.gov/nr/)
The National Register of Historic Places is the nation's official list of properties important in the history, architectural history, archaeology, engineering, and culture of the United States. The National Park Service oversees the National Register program. In Missouri, the Department of Natural Resources, Historic Preservation Division administers the National Register program. Properties of local, regional, state, and national significance may be nominated to the National Register. Resources listed in the National Register include districts, sites, buildings, structures, and objects. Listing a property in the National Register has a number of advantages, including:

- Recognition of the property's value to the community, state, and nation;
- Eligibility for grants and loan programs that encourage preservation;
- Qualification for participation in federal and state rehabilitation tax credit programs; and
- Consideration in planning for federal or federally assisted projects.

Section 106
Section 106 of the National Historic Preservation act of 1966, as amended, requires federal agencies to consider the effect of federally assisted projects on properties listed in or eligible for the National Register of Historic Places. If a project threatens to harm such properties, the federal Advisory Council on Historic Preservation may be consulted in a process designed to promote consideration of ways to avoid or minimize such harm. The federal Advisory Council on Historic Preservation (ACHP) provides a detailed summary at http://www.achp.gov/106summary.html.

Federal Law
Other federal laws protecting cultural resources include:

- National Environmental Policy Act of 1969
- Housing and Community Development Act of 1974
- Surplus Real Property Act of 1972
- Public Buildings Cooperative Use Act of 1976
- AMTRAC Improvement Act of 1974
- Emergency Home Purchase Assistance Act of 1974
- The Department of Transportation Act of 1966
- Archaeological and Historic preservation Act of 1974
- Archaeological Resources Protection act of 1979
- Antiquities Act of 1906
- Historic Sites Act of 1935
- Executive Order 11593, Protection and Enhancement of the Cultural Environment

Certified Local Government Program (http://www.nps.gov/history/hps/clg/)
The federal government established the Certified Local Government (CLG) program in 1980 to promote the preservation of prehistoric and historic resources and allow local communities to participate in the national historic preservation program to a greater degree. Prior to this time, preservation programs developed within a decentralized partnership between the federal and state governments, with the states carrying out the primary responsibility for identification, evaluation, and protection of historic properties. Through the CLG program, Congress extended this partnership to the local government level to allow local participation in the preservation planning process. Communities that meet Certified Local Government qualifications have a formal role in the National Register nomination process, establishment of state historic preservation objectives, and participation in designated CLG grant fund.

Grants-in-Aid Programs
The National Park Service provides grants-in-aid to states to promote preservation activities on the state and local level. In Missouri, grants are awarded for identification, evaluation, and protection of historic and archaeological resources according to federal and state guidelines.

Federal Preservation Incentives (http://www.nps.gov/history/hps/tps/tax/)
Tax incentives for the preservation and rehabilitation of historic properties are among the most useful tools for a local government to encourage the protection of historic resources. The most widely used federal incentives are the historic Rehabilitation Tax Credits and the charitable contribution deduction. Since the passage of the Tax Reform Act of 1986, the most widely used federal tax incentives allowed under the Internal Revenue Code are the Rehabilitation Tax Credits, the Charitable Contribution Deduction (Tax Treatment Extension Act of 1980), and the Low Income Housing Credit.

State Framework

Each state has a State Historic Preservation Officer (SHPO) appointed by the Governor to administer federal preservation programs. The Missouri Historic Preservation Program is a division of the Missouri Department of Natural Resources (DNR) and the Director serves as the Missouri SHPO. The program's responsibilities include:

- conducting ongoing surveys to identify and evaluate cultural resources;
- preparing comprehensive statewide preservation plans;
- nominating properties to the National Register of Historic Places;
- reviewing federal projects for effects on cultural resources;
- administering the rehabilitation state and federal tax credit program;
- administering a range of assistance programs;
- providing public information, education, and training programs; and
- providing technical assistance to counties and local governments in developing local preservation programs.

Statutory and Case Law
Missouri has constitutional provisions and enabling legislation that provide the legal basis for state and local governments' powers to enact preservation legislation. The appellate division and the state Supreme Court of Missouri have supported these powers. In particular the Missouri Historic Preservation Act authorizes the Director of the Department of Natural Resources (DNR), as the State Historic preservation Officer (SHPO), who, in addition to mandated federal duties, administers the state's unmarked human burial sites, the historic preservation revolving loan fund, the Historic Shipwrecks, Salvage or Excavation Regulations of 1991 and, with the Missouri Department of Economic

Development, the Missouri Rehabilitation Tax Credit program and the Main Street Missouri Act. There are also a number of state ordinances that provide general development incentives on the local level, which can be used in older neighborhoods and commercial centers to promote preservation. These general development incentives can be combined with other federal, state, and local government programs to stimulate investment in historic buildings.

Local Framework

As noted above in the discussion of federal programs, local governments strengthen their local historic preservation efforts by achieving Certified Local Government (CLG) status from the National Park Service (NPS). The NPS and state governments, through their State Historic Preservation Offices (SHPOs), provide valuable technical assistance and small matching grants to hundreds of diverse communities whose local governments endeavor to retain what is significant from their community's past for the benefit of future generations. In turn, the NPS and state governments gain the benefit of having a local government partnership in the national historic preservation program. Another incentive for participating in the CLG program is the pool of matching grant funds SHPOs set aside to fund CLG historic preservation sub-grant projects, which is at least 10 percent of a state's annual Historic Preservation Fund (HPF) grant allocation. Grant funds are distributed through the HPF grant program, administered by the NPS and SHPOs. Currently, in Missouri only CLG programs receive federal Historic Preservation Fund grants that are distributed and administered by the Missouri SHPO.

Jointly administered by the NPS in partnership with SHPOs, the CLG Program is a model and cost-effective local, state, and federal partnership that promotes historic preservation at the grassroots level across the nation. Working closely with such national organizations as the National Association of Preservation Commissions, the CLG program seeks: (1) to develop and maintain local historic preservation programs that will influence the zoning and permitting decisions critical to preserving historic properties and (2) to ensure the broadest possible participation of local governments in the national historic preservation program while maintaining preservation standards established by the Secretary of the Interior.

PRESERVATION NETWORK	PUBLIC	PRIVATE
FEDERAL / NATIONAL	National Park Service (NPS) Advisory Council on Historic Preservation	National Trust for Historic Preservation Preservation Action National Alliance of Statewide Organizations American Association of State and Local History Association for Preservation Technology Society for American Archaeology
STATE	State Historic Preservation Offices (SHPO) Regional Offices for the National Park Service (NPS)	Missouri Preservation (Missouri Alliance for Historic Preservation) Regional Offices for the National Trust for Historic Preservation
LOCAL GOVERNMENT	City of Kirksville Historic Preservation commission	Adair County Historical Society Other Local Preservation and History Organizations

ARCHITECTURAL HISTORY

- McAlester, Virginia & Lee. *A Field Guide to American Houses.* New York: Alfred A. Knopf, Inc., 1984.
- Longstreth, Richard. *The Buildings of Main Street: A Guide to American Commercial Architecture.* Washington, DC: The Preservation Press, 1987.

NATIONAL REGISTER OF HISTORIC PLACES

- National Park Service, National Register of Historic Places http://www.nps.gov/nr/
- National Register Instructional Bulletins http://www.nps.gov/nr/publications/
- Missouri State Historic Preservation Office, National Register Program http://www.dnr.mo.gov/shpo/national.htm

ADVOCACY SOURCES

- National Trust for Historic Preservation http://www.preservationnation.org/
- Missouri Preservation http://www.preservemo.org/

TAX INCENTIVE PROGRAMS

- National Park Service, Historic Preservation Tax Incentives http://www.nps.gov/history/hps/tps/tax/
- Missouri State Historic Preservation Tax Incentives http://www.dnr.mo.gov/shpo/TaxCrdts.htm
- Missouri Department of Economic Development, Historic Preservation Tax Program http://www.missouridevelopment.org/topnavpages/Research%20Toolbox/BCS%20Programs/Historic%20Preservation.html