

# Cultural Resource Survey

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## Lexington-Winner Road-Englewood Neighborhoods



Prepared for

The City of Independence, Missouri

By

Historic Preservation Services, L.L.C.

October 2000

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ELIZABETH ROSIN AND SALLY F. SCHWENK

Historic Preservation Services, L.L.C.

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# ACKNOWLEDGEMENTS

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Special thanks to Ted R. Cauger and Donna Vaughan Crandall long-time Englewood residents,  
for assistance in research and providing graphics.

This survey project was funded by a grant from the United States Department of  
Housing and Urban Development, Community Development Block Grant Fund and  
City of Independence Historic Preservation Program Funds



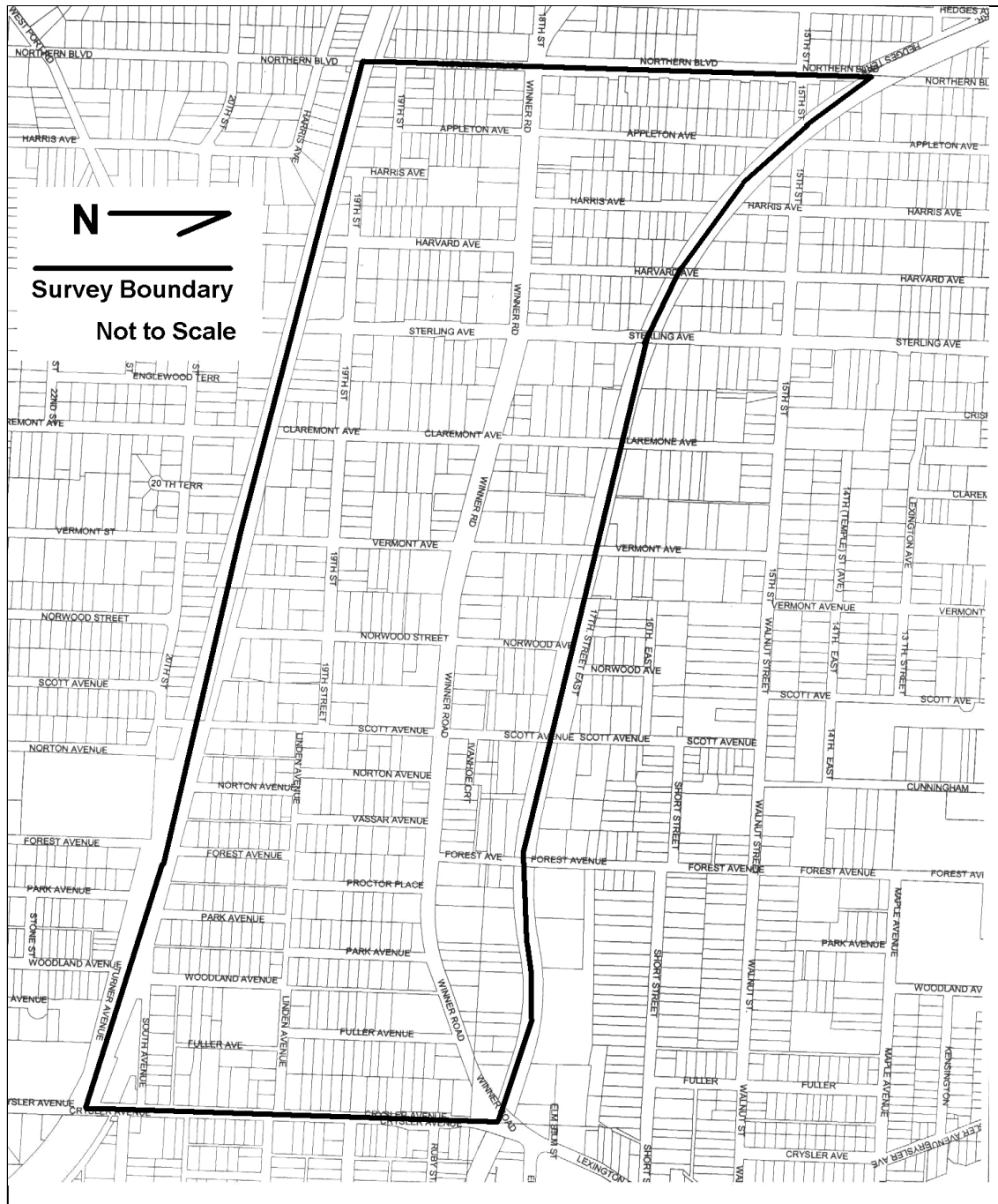
# INTRODUCTION

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The City of Independence contracted the firm of Historic Preservation Services, L.L.C. (HPS) to complete a historic resources survey in the Lexington-Winner Road-Englewood neighborhoods of Independence, Missouri. The United States Department of Housing and Urban Development provided Community Development Block Grant funding for the project. The goal of the survey was to identify and evaluate architectural and historic cultural resources in the survey area, to ascertain any individual properties and/or groups of properties that may be potentially eligible for listing on the National or Independence registers of historic places, and to identify groups of properties that could be designated as Conservation Districts. In addition to designation of resources, information gathered in the Survey is a necessary component of future city and neighborhood planning activities.

Historic Preservation Services, L.L.C. preservation consultants, Elizabeth Rosin and Sally F. Schwenk, conducted survey activities between April and November 1999. The City of Independence provided photographs of the surveyed properties in digital format on CD-ROM. The Survey area included 644 properties bounded by Northern Boulevard on the west, the Chicago and Alton Railroad right-of-way on the south, Chrysler Avenue on the east, and the Missouri Pacific Railroad right-of-way on the north. *[Figure 1]* The Lexington - Winner Road corridor bisects the Survey area, including the Englewood Plaza commercial district. The Independence Square is approximately a mile to the east. The survey area is almost entirely residential in character. Commercial properties are clustered along Winner Road at the west end of the survey area, on the east along the Winner/Lexington Road corridor, and along South Street. A few institutional and government properties are scattered throughout the Survey area.

**Figure 1**  
**CITY OF INDEPENDENCE**  
**LEXINGTON-WINNER ROAD-ENGLEWOOD SURVEY AREA**



Lexington – Winner Road – Englewood Survey

Historic Preservation Services L.L.C.

# METHODOLOGY

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Historic Preservation Services, L.L.C. completed the Lexington-Winner Road-Englewood Survey in conformance with the procedures for reconnaissance level survey outlined in the *National Register Bulletin 24, Guidelines for Local Survey: A Basis for Preservation Planning*. Evaluation of resources for significance was in accordance with *National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation*. In addition to these guidelines, the consultants relied on criteria established in the City of Independence, Missouri ordinances relating to designation of significant properties on the local historic register and as conservation districts.

## SCOPE OF WORK

The scope of work for the Lexington-Winner Road-Englewood Survey project included the following:

- Compilation of existing data on the history and architecture of the City of Independence and the Survey area
- Field inspection of all properties in the Survey area
- Compilation of data on a data base
- Analysis of data gathered
- Identification of properties and districts that are potentially eligible for listing on the National Register of Historic Places and/or as local Landmarks, Historic Districts and Conservation Districts.
- Preparation of a report and maps that summarize the findings.

## FIELD SURVEY

The field survey component included field inspection of each building in the survey area to confirm building materials, in particular wall cladding and foundation materials. The consultants relied on this information as well as that supplied by the digital photographs in developing written descriptions of each property.

## **ARCHIVAL RESEARCH**

In addition to the documentation of architectural styles and evolution of land use, research focused on the preparation of historical contexts for the time period in which the survey area developed and the identification of dates of construction and original property owners. Historic Preservation Services L.L.C. used the archival and research collections of the Midcontinent Public Library, Independence (MO) North Branch; the Jackson County Historical Society Archives and Research Library in Independence, Missouri and the Kansas City, Missouri Public Library, Special Collections. Long-time Englewood resident, Ted Cauger provided historical photographs.

## **ESTABLISHING DATES OF CONSTRUCTION**

Due to the absence of extant building and water permits, HPS staff used plat maps, city directories and phone directories as well as architectural style to establish a construction date range. For example, if a 1924 city directory contained a listing for a property but the 1922 directory did not (the next previous year available); consultants estimated the date to be c. 1924. Identification of style and use of atlases and plat maps of Independence and Jackson County helped identify properties with the earliest dates of construction (late nineteenth and early twentieth centuries) and the ownership of those properties. When information documenting the date of construction was lacking, the consultants estimated the date based on similarity of architectural features to other buildings in the survey area. Unless identified on a map as dating from an earlier period or in phone directories, the earliest date identified by extant city directories is 1911, the first city directory to index by address. This means that some properties may date from an earlier period.

The survey area includes properties that were originally erected in unincorporated area of Jackson County prior to annexation into the City of Independence in 1948. During the period between World War I and World War II, many of the street names in the unincorporated area changed. All of the properties originally in the Inter-city area have street numbers running east from Kansas City, Missouri to Forest Avenue; all of the properties east of Forest have numbers running west from the Independence Square.

## **IDENTIFYING ORIGINAL OWNERS**

In most instances the city directories identified building owners and tenants. Extant directories with listings organized by address begin in 1911. Available city directories

located at the Jackson County Historical Society Archives and Research Library; Mid-continent Library, Independence North Branch and the Special Collections located at the Kansas City, Missouri Public Library include the years 1911, 1920, 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1940, 1942, 1946, 1948, 1950, 1954, 1957, 1960, 1965, and 1975. The 1908 phone directory at the Jackson County Historical Society Research Library and Archives provided some documentation of residences prior to 1911.

## **COMPILATION OF DATA**

The consultants used a database in Microsoft Access 7.0 to compile the survey information. The City of Independence provided a template of fields and the Independence Historic Inventory Form. The database fields record each building's physical features (plan, height, materials, style) as well as historical information (date of construction, ownership, environment). When linked with the digital records from other surveys, this database will enhance the understanding of historic resources in Independence. For example, use of the database simplifies searches for properties by dates of construction, builder, architect, and style. This information can also be linked to geographic information systems software to more easily create visual presentations of the data.

## **DATA ANALYSIS**

The consultants analyzed five categories of data to identify contiguous historic districts, thematic districts, and/or individual properties that are potentially eligible for National Register and local Landmark or Historic District listing. The five categories address issues important in determining the significance of a property for listing on the National Register. The categories are:

- Architectural Integrity
- Date of Construction
- Original Building Use/Function
- Architectural Style/Property Type
- Architect.

A detailed description of the five areas of analysis and results is included in the "Survey Results" section of this report and in the Appendix.

## HISTORICAL AND ARCHITECTURAL ANALYSIS

Prior to the Lexington-Winner Road- Englewood survey, an historical architectural resource survey for the City of Independence conducted in 1974-75 included certain resources in the project area. One property in the survey area, the Woodson-Sawyer House at 1604 Lexington Avenue is currently listed on *the National Register of Historic Places*. No properties in the survey area have local designation as either a landmark or a district.

After compiling and reviewing the results of the field survey and completing the archival research, the consultants identified the broad patterns of development of Independence and the Inter-city area and contexts particular to the Lexington-Winner Road - Englewood neighborhoods in the survey area. At the same time, work on developing architectural contexts began with the review of photographic documentation and database information relating to the survey area. *A Field Guide to American Houses* by Lee and Virginia McAlester provided guidelines for determining architectural forms, styles and sub-types as well as assuring the use of nomenclature consistent with National Register nomenclature. Review of the survey data revealed not only the architectural styles and sub-types but provided information for mapping to reveal development patterns and chronology.

In order to make management recommendations, the consultants conducted preliminary evaluations for all inventoried properties according to the criteria and standards for historic resources established by the Secretary of the Interior. This included a preliminary assessment for individual eligibility for listing on the *National Register of Historic Places* and as potentially contributing elements in a National Register District.

In addition to retaining the integrity of their historic architectural design, properties listed on the *National Register of Historic Places* must meet certain criteria of historic significance. 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 isgnificant in our past;
- Criterion C: Embody distincitive characteristis of construcion, or represent the work of a master, or possess high artistic values; or that represent a significant and distinguishable entity whose componetns may lack individual distinction;

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

This criteria also conforms with that specified in the City of Independence, Missouri's ordinances relating to local designation of Landmarks and Historic Districts. In addition, the assessment also took into consideration, the potential of groups of properties to be listed locally as a Conservation District in accordance with the defined definition in the City of Independence ordinances.

# SURVEY RESULTS

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## PHYSICAL DESCRIPTION OF SURVEY AREA

The Lexington-Winner Road-Englewood survey examined 644 properties in an area bounded by the Missouri Pacific railroad tracks on the north, Northern Boulevard on the west, the Chicago and Alton railroad tracks on the south, and Crysler Avenue on the east [Figure 1]. Independence Square lies east of the survey area.

Early to mid-twentieth century development characterizes the survey area with scattered vestiges of late nineteenth century farms and late twentieth century infill construction. Winner-Lexington Road bisects the area. A regular grid of streets extends from this main arterial street to railroad tracks that form the north and south boundaries. Commercial properties are predominantly found along the Winner-Lexington Road corridor, as well as on a few side streets adjacent to this main thoroughfare and along the railroad tracks.

Landscape features denote two distinct areas. The area between Crysler and Forest avenues developed as early suburbs in the City of Independence, while the area west of Forest initially developed as part of an unincorporated area under the jurisdiction of Jackson County. Lot size in the area between Crysler and Forest is more consistent than in the unincorporated area to the west. North-south running alleys bisect a number of the blocks in this area. Many retain detached single and double car garages with alley access, although the majority of lots originally featured street-facing driveways. The area between Lexington and Linden has paved sidewalks and pronounced curbs on both sides of the street.

At the old city limits at Forest Avenue, Linden Avenue becomes 19<sup>th</sup> Street and Lexington becomes Winner Road. A grassy median that divides Winner Road denotes the change. This median incorporates the historic right-of-way for Willard Winner's interurban rail line. Sidewalks line both sides of the Lexington-Winner Road corridor. The residential streets radiating north and south from Winner Road have a more "unfinished" appearance, than those adjacent to the Lexington portion. The majority have sidewalks on only one side of the street or not at all. A few streets such as Harvard between Winner and 19<sup>th</sup> Street and Northern Boulevard have sidewalks on both sides. Northern Boulevard north of Winner also has a grass median.



Single-family dwellings dominate the residential properties in the entire Survey area. The majority date from 1920-1932. The survey documented a number of scattered mid- to late-twentieth century single-family infill<sup>1</sup> housing. Many of these dwellings are Ranch style houses. Some of these buildings are turned perpendicular to the street in order to fit on narrow early twentieth century lots. Most of the multi-family dwellings identified in the Survey date from mid to late-twentieth century. With the exception of the complex located in the 1800 block of Vermont Avenue, duplexes are the most common multi-family housing. Only a few single-family dwellings have multi-family uses.

The Englewood Plaza commercial area is at the western end of the Survey area, stretching from Harvard Avenue to Northern Boulevard. The commercial buildings face onto Winner Road and, with a few exceptions, extend into previously residential areas only the depth of the original lots. The majority are one-story, functional commercial buildings dating from 1930 – 1956.

## ARCHITECTURAL DESCRIPTION OF SURVEY AREA

Buildings in the Survey area represent a wide range of building types and styles, including residential, commercial and institutional property types.<sup>2</sup> The charts and maps of this report illustrate the general distribution of properties by style, age and condition. *A Field Guide to American Houses* by Lee and Virginia McAlester provided the hierarchy and terminology for architectural styles and descriptions of residential architecture. *The Buildings of Main Street* by Richard Longstreth, provided a similar model for architectural nomenclature for commercial buildings.

## ORIGINAL BUILDING FUNCTION

Drawn from the National Register sub-categories for “Function and Use,” published in *National Register Bulletin 16A: How to Complete the National Register Registration Form*, published by the National Park Service, Department of the Interior, the consultants identified different categories of building function for properties in the Survey area. The functions of some buildings changed from their original use but, for the purposes of this analysis, they were recorded according to their original use. Five hundred thirty-three of the 644 properties surveyed were single-family dwellings. Multi-family dwellings,

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<sup>1</sup> Houses erected after the block was developed

<sup>2</sup> The determination of property types is based on the original use.

including duplexes, accounted for an additional 63 properties. The final 48 buildings were non-residential properties and include commercial retail buildings and businesses, office buildings, manufacturing and storage facilities and institutional, governmental buildings and one neighborhood landscape feature.

**Figure 2**  
**ORIGINAL BUILDING FUNCTION AND USE**

|                                     |     |      |
|-------------------------------------|-----|------|
| DOMESTIC: Single Family             | 533 | 83%  |
| DOMESTIC: Multi-Family              | 63  | 10%  |
| COMMERCE TRADE: Specialty Store     | 30  | 5%   |
| OTHER:                              |     | 2%   |
| COMMERCE TRADE: Warehouse           | 3   |      |
| COMMERCE TRADE: Professional        | 2   |      |
| COMMERCE TRADE: Business            | 1   |      |
| COMMERCE TRADE: Financial Institute | 1   |      |
| HEALTH CARE: Medical Offices        | 2   |      |
| RELIGION: Religious Facility        | 2   |      |
| EDUCATION: School                   | 1   |      |
| FUNERARY: Mortuary                  | 1   |      |
| GOVERNMENT: Post Office             | 1   |      |
| RECREATION AND CULTURE: Theater     | 1   |      |
| INDUSTRY: Manufacturing Facility    | 1   |      |
| LANDSCAPE: Street Object            | 1   |      |
| SECONDARY: Mortuary Garage          | 1   |      |
| TOTAL                               | 644 | 100% |

## RESIDENTIAL ARCHITECTURE

Residences were the dominant building type in the survey area, accounting for 83 percent of the buildings surveyed. Of these, single-family residences represented 533 properties. The residential architecture included examples from the Romantic Period -- Italianate through the Modern -- and Neoelectic styles of the post-World War II period, as well as the gamut of nineteenth and twentieth century folk house forms. The majority of the multi-family residences date from 1920 to 1932. Duplexes are the dominant multi-family house form. Many of the versions built after W. W. II are the Ranch House style. Because the multi-family residential properties are generally stylistically similar to the single-family residences in the survey area, they are included in the discussion of the appropriate architectural styles.

### NATIONAL FOLK HOUSES

Folk houses are simple dwellings defined by their form and massing but lacking identifiable stylistic attributes. Even after communities became established, folk house designs remained popular as an affordable alternative to more ornate and complex architectural styles. The Survey identified 319 examples of National Folk House designs.

#### GABLE-FRONT

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One Hundred thirty-eight examples found of Gable-Front houses ranged between one-and-a-half and two-and-a-half stories in height. Their rectangular massing, front-gabled form and minimal architectural ornament distinguish them. The house at **1826 Northern** is a typical example.



#### Gable-Front-and-Wing

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Gable-Front-and-Wing houses are very similar to their Gable-Front cousins. A secondary side-gable block, placed perpendicular to the main front-gabled block gives these houses their distinctive L-shaped massing. Like the Gable-Front sub-type, architectural ornament is minimal. The survey identified 30 examples of the style. The example at **716 Procter Place**, is a fairly elaborate example with Colonial Revival elements. By contrast,

**814 Forest** is a very simple example of this vernacular form.



## HALL-AND-PARLOR

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Hall-and-Parlor dwellings have a simple, side-gable form and usually a symmetrical, three-bay façade composed of two rooms flanking an entrance hall. Like the example at **1905 Norton**, they are two rooms wide and one room deep with little if any architectural ornament.

## I-HOUSE

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The I-house is a two-story version of the Hall-and-Parlor form that includes two rooms flanking a central hall on each story encased in a symmetrical three bay façade. Adornment, as seen in the example at **1713 Scott**, was typically sparse.



## MASSED PLAN

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Massed Plan dwellings expand the Hall-and-Parlor footprint to a mass that is two rooms wide and two rooms deep. A number of simple one-story, side-gabled, Massed Plan dwellings constructed in the Survey area in the World War II era express elements of the vernacular Cape Cod design. Like **1620 Appleton**, these dwellings are distinguished from the one-part Colonial Revival Cape Cod by their limited architectural detailing.

## PYRAMIDAL ROOF

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The small dwelling at **828 Park** is a classic example of the Pyramidal Roof subtype. The simple one story dwelling has a nearly square plan with a dominant, pyramidal hip roof.



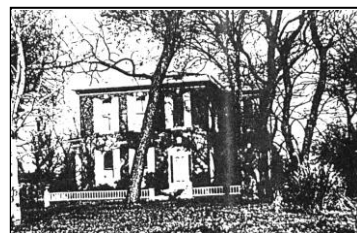
## ROMANTIC PERIOD (1820-80)

Houses of the Romantic Period include Greek Revival, Gothic Revival, Italianate, Exotic Revivals and Octagon dwellings generally constructed between 1820-80. The Englewood Survey area includes only one property from this stylistic period.

### ITALIANATE

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Constructed c.1866, the residence at **1604 Lexington** is a classic example of an Italianate dwelling with its shallow hipped roof, wide, bracketed eaves, and full arch one over one windows.



## VICTORIAN PERIOD (1860-1900)

During this period, increasingly accessible builder's pattern books spread the latest trends in house designs and styles to the population in growing communities throughout the country. The expansion of the railroad system after the Civil War made building materials, including milled lumber and mass-produced nails, accessible to anyone living in relative proximity to a rail line. Milled lumber included decorative turned and cut pieces that conveyed ornate Victorian motifs. Of the many Victorian Period styles identified by the McAlesters, the Survey area contains three high style examples and one example of a Folk Victorian subtype.

### QUEEN ANNE

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Distinguished by their irregularly-shaped steeply pitched roofs, Queen Anne dwellings feature numerous devices to avoid smooth wall texture including the use of multiple wall claddings, cut-away or projecting bay windows and oriels. The one-story, partial, full or wrap-around porches that covered the façade typically features turned or jigsaw ornament. Although a very late example, the one-and-a-half story house at **1621 Linden** exemplifies some of these characteristics.



### SHINGLE STYLE

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The cross gambrel roof, integrated porch, and wood shingle treatment on the entire exterior of the house at **708 Fuller** distinguish this property as a simple example of Shingle Style architecture.



## FOLK VICTORIAN

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The residence at **1620 Northern** is a typical example of a Folk Victorian dwelling. These dwellings incorporated classic turned or jigsaw Victorian porch elements and/or eave details into an otherwise simple folk house form.



## ECLECTIC PERIOD (1880-1940)

The McAlesters divide the Eclectic Period into three subcategories: Anglo-American, English and French Period Houses; Mediterranean Period Houses; and Modern Houses. The Eclectic Movement drew inspiration from American Colonial era architecture as well as the architecture of Europe. Designs emphasized strict adherence to stylistic traditions and minimal variation and innovation. At the same time, and in contrast to the European and Colonial American-influenced designs, Modern Houses appeared. Dwellings in this subcategory represented the burgeoning efforts of the Arts and Crafts Movement, Frank Lloyd Wright's Prairie School and European Modernism in the early twentieth century.

## ANGLO-AMERICAN, ENGLISH AND FRENCH PERIOD HOUSES

### COLONIAL REVIVAL

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The term "Colonial Revival" refers to the entire rebirth of interest in early English and Dutch houses on the Atlantic Seaboard. The Georgian and Adam styles form the backbone of the revival styles and often are freely combined. Houses with elements of the Colonial Revival style were popular in the Englewood area, and survey examples illustrate the four most common subtypes.

### Side-Gabled Roof



The symmetrical, two story façade, flat-roofed portico, and blind arches above the first story windows make the residence at **1525 Lexington** a classic example of the Side-Gabled Roof sub-type.

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## One-Story

An example of the One-Story subtype, often referred to as a Cape Cod, is the small dwelling at **1838 Norwood**, which has a symmetrical three-bay façade, end chimney, roof dormers, and formal treatment of the entrance surround.



## Gambrel Roof

Distinguished by its roof shape, the house at **700 Procter** is typical of the Gambrel Roof variant, often referred to as a Dutch Colonial.



## Second-Story Overhang

The projecting upper story of the two-story residence at **1821 Vassar** illustrates the Second-Story Overhang subtype.



## NEOCLASSICAL (CLASSICAL REVIVAL)

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A presentation of classical design elements distinguishes neoclassical architecture. The identifying feature is a full-height porch with roof supported by classical columns. Even in a simple bungalow form, such as the one-story house at **1816 Norwood**, the columnar porch and symmetrical plan dominate the design.

## FRENCH ECLECTIC

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**701 Proctor** is one of two French Eclectic designs in the survey area. The prominent placement of the robust tower on the asymmetrical façade distinguishes it from the Tudor Revival and identifies it as belonging to this style.

## TUDOR REVIVAL

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Houses designed in the Tudor Revival style became increasingly popular after World War I. Innovations in building technology made the application of stone and brick veneer over frame construction increasingly affordable. In addition to large, high style examples, small Tudor cottages frequently appear in modest working class neighborhoods. Their distinguishing features include steep gables prominently placed on the front of the dwelling, complementary arched door hoods or openings, grouped windows and usually a full height central chimney.



Examples of Tudor Revival styles in the survey area include substantial examples, such as **1606 Lexington** (above left), a “Brick Wall Cladding” sub-type, as well as more modest examples of the “Wooden Wall Cladding” variant, such as the house at **1834 Appleton** (above right). The Tudor dwelling at **11501 Winner Road** (below right) was constructed as a duplex.



Lexington – Winner Road – Englewood Survey

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## MEDITERRANEAN PERIOD HOUSES

### ITALIAN RENAISSANCE

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In massing, materials, and ornament, the residence at **640 Procter** is an excellent example of Italian Renaissance architecture. Limestone cladding, tile roof, and wide eaves are key identifiers.



### MISSION REVIVAL

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An excellent example of Mission Revival architecture is the house at **702 Procter**. The textured stucco wall surface, complex arched parapets, arched openings, and loose asymmetrical massing distinguish this style.

### SPANISH ECLECTIC

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*The residence at 1916 Norwood* typifies small, Spanish Eclectic residential architecture. The textured stucco wall surface, low-pitched tile roof and asymmetrical massing distinguish this style.



## EARLY 20<sup>TH</sup> CENTURY HOUSES

### FOUR-SQUARE

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The Four-Square is a building type that features cubed massing with four rooms on each of two stories. It can have a gable or hip roof and adornment based on a wide range of styles, including Late Victorian, Colonial Revival, Neoclassical, and Craftsman.



Most of the Four-Square house type identified in the Survey are simple dwellings with either little ornament or an eclectic mix of stylistic references. Because the house *form* is more dominant than the house *style*, these dwellings were classified as “Four-Square Eclectic Period Folk House” types. Their *gable-front* or *pyramidal* roof forms and references to other architectural styles distinguish the sub-types.

The house at **1916 Norton** (above) is a typical example of a Four-Square dwelling in the survey area. This front-gable example has cornice returns, wide eaves, Tuscan porch posts and 1/1 double-hung windows. The house at **1814 Claremont** (right) is a pyramidal-roof example.



## CRAFTSMAN



The Survey area includes a significant number of Craftsman style residences. Most date from the 1920s and the late-1930s and are modest examples of *Side-gable* and *front-gable* roof variant. The residence at **1834 Harvard** (left) is a simple one-and-a-half-story, side-gable example with a distinctive porch, through-wall dormer,

and 3/1 double hung sash window. A front-gable example at **1611 Harris** (right) features knee-braced eaves, battered porch piers and an original basement garage.



## PRAIRIE SCHOOL



Prairie School architecture has its roots in the work of Frank Lloyd Wright at the turn of the century. Wright created a distinctly American house form that addressed the needs of the modern housewife as well as the landscape of his native Midwest. Distinctive elements of this style, as seen in the architect designed house at **701 Park**, include the low-pitched hip roof with wide eaves, one-story porch, banded windows, and overall horizontal emphasis in the design.

## AMERICAN HOUSES SINCE 1940

Following World War II there was distinct shift in American residential architecture. Modern styling and simplicity replaced period architecture popular in the pre-war era. By the 1960s and 1970s house designs again incorporated historical references but now, rather than strictly replicating them, home designers adapted historic stylistic references to modern forms and plans.

The “Modern” classification for post- W.W. II houses in *A Field Guide to American Houses* includes Minimal Traditional, Ranch House, Split-level, Modern Movement, Contemporary, and Contemporary Folk House styles. These were the most common modern styles built after 1940. Many additional modern designs appeared throughout this period. Some designs reflected regional preferences; others resulted from new technologies and/or energy conservation parameters.



Tudor Revival styles by the shallower pitch of the roof gables. The example at **11323 Winner Road** (above) is a modest duplex example, while the rambling one-story form of **11404 Winner Road** (right) foreshadows the advent of the Ranch House.

### MINIMAL TRADITIONAL

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Minimal Traditional dwellings represent a transition from Tudor and Craftsman architecture to the Ranch House. Tight eaves and a large, prominently placed chimney are common elements, as are multiple, gables (often crossed) and incorporation of stone or brick veneer elements.

They are distinguished from



### RANCH HOUSE

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The basic Ranch House is a low, one-story building with moderate to wide eaves. The low pitched roof may be gable or hip; the façade may be symmetrical or asymmetrical; and the plan may or may not include an integrated garage. Large picture windows, often grouped



with flanking sash windows in a tripartite arrangement, are common. Other window openings are typically single or paired. Decorative shutters are common, as are small 2/2 sash with horizontal divisions.



The very simple four-bay plan, like the small house at **808 Woodland** (left), is typical of the earliest Ranch houses in the survey area. These represent a builder's vernacular that adapts the Massed Plan, Side Gable form to include elements of Ranch design.

Over half of the Ranch Houses surveyed were oriented perpendicular to the street, with their narrow end wall rather than their broad main façade, facing the street. The duplex example at **1833 Vassar** (above-right) represents an adaptation of this modern style to a narrow pre-World War II lot.



#### SPLIT-LEVEL

As its name implies, a split-level dwelling has living space on two levels, one of which is partially below ground. When entering the dwelling, a visitor has the option to go up to



the main living space or down to the secondary living space. An attached garage was nearly universal. The garage entrances are at the front or side of the houses. Rooflines are either hip or gabled. As with the Ranch House, banded or tripartite picture windows commonly illuminate the interior, and decorative shutters are common. Single and paired double-hung windows fill the remaining openings. The residence at **1818 Norton** (above-left) is a single-family split-level example found in the Survey area, while the dwelling at **1301-03 Linden** (above-right) is an example of the style's use in a duplex plan.



#### CONTEMPORARY

The U-shaped apartment complex at **1717-19 Sterling** (right) represents the flat-roof subtype of Contemporary design. Flat roofs distinguish it with

Lexington – Winner Road – Englewood Survey

wide concrete eaves overhanging the porches that traverse the length of each floor, minimal decorative detailing, and multi-colored brick cladding.

### **CONTEMPORARY FOLK HOUSE**

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The prefabricated modular house is an example of a contemporary folk house. Inexpensive to build, these small dwellings are a more permanent version of the mobile home. Typically built on a slab foundation with a shallow gable roof, they have no distinguishing architectural ornament. The residence at *1835 Vermont* is an example in the survey area.



### **NEOECLECTIC**

By the late 1960s, references to historic architectural styles returned to domestic architecture. Builders and architects adapted and incorporated restrained elements of Colonial, Tudor, French, and Mediterranean architecture into modern (Ranch, Split-level) house forms.

### **NEO-COLONIAL**

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The Neo-Colonial style is the most recent interpretation of seventeenth and eighteenth century American Colonial architecture. Like the earlier Colonial Revival, Neo-Colonial dwellings feature a one-and-a-half or two-story primary block with a side gable roof and tight eaves. On the front façade windows may be single or grouped around the central entrance creating a

façade that is symmetrical or nearly so. *1715-17 Northern* (left), *1814 Vermont* (below right), and *1806 Vermont* (below left) are multi-family expressions of the Neo-Colonial style. The duplex at *1715-17 Northern* features a symmetrical, side-gabled, two-story main block flanked by one-story, side-gabled wings. The building at

*1814 Vermont* is one in a series of Neo-Colonial townhouses erected in 1950. It expresses the style through its gabled end walls with cornice returns, symmetrically arranged duplex sub-units, and shuttered 1/1 windows. The four-family unit at *1806 Vermont* exhibits traits of Neo-Colonial styling



Lexington – Winner Road – Englewood Survey

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through its red brick exterior, symmetrical façade, shuttered windows and sidelights.  
**NEO-FRENCH**

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Neo-French designs became increasingly popular during the 1970s and 1980s. Steeply pitched hipped roofs and arched windows or dormers, often breaking the eave line, like that seen on the condominium townhouses at **11405-09 Winner Road**, typify this style. These dwellings may be one or two stories in height and have symmetrical or asymmetrical facades.



### **MANSARD**

The Mansard variation of Neo-eclectic architecture became popular in the 1960s as a cost-effective means of achieving a dramatic design. The oversized Mansard roof, like that seen on **1920 Vermont**, is the defining feature of the style.



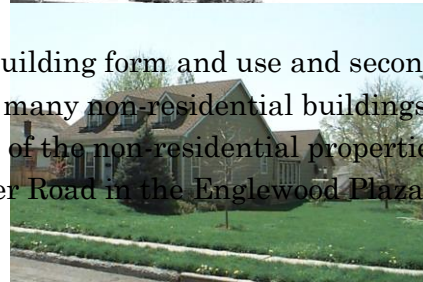
### **NEOCLASSICAL REVIVAL**

Neoclassical Revival designs have gained popularity in the last twenty years. Their distinguishing characteristic, as seen at **1700 Northern**, is a full-height portico added to the front of a one or two-story dwelling. This example also features double-hung windows and three symmetrically placed dormers.



### **NON-RESIDENTIAL PROPERTY TYPES**

Non-residential architecture is distinguished first by building form and use and secondly by its architectural style. Due to their functional nature, many non-residential buildings exhibit little if any architectural styling. The majority of the non-residential properties identified in the Survey are along or adjacent to Winner Road in the Englewood Plaza commercial district.



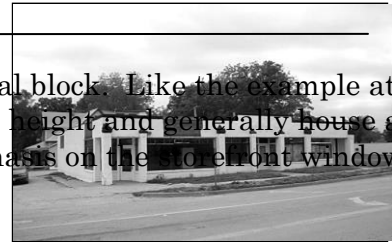
## COMMERCIAL BUILDINGS

Changes in transportation had a dramatic effect on the design of commercial districts. Originally, individual buildings with distinct styling sat side by side on adjacent downtown lots. The advent of the streetcar and its associated suburban development was accompanied by the development of small retail strips, housing multiple businesses, clustered at streetcar stops. Retail strips outside of a central commercial district became increasingly common in the twentieth century, following the growth in popularity of the automobile. Shoppers were no longer limited in the number or size of purchases they could make and the auto shopping strips were designed to accommodate automobile parking. Specialty building types, such as the Auto Service Station, also became increasingly common in the early decades of the 20<sup>th</sup> century.

### ONE-PART COMMERCIAL BLOCKS

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The basic commercial building form is the one-part commercial block. Like the example at **11014 Winner Road**, these simple buildings are one-story in height and generally house a single business. Architectural styling is simple with an emphasis on the storefront window glazing.



### TWO-PART COMMERCIAL BLOCKS

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Slightly more complex than their one-story cousins are two-part commercial blocks. Like the corner building at 11028 **Winner Road**, these buildings are typically two to four stories in height with a clear separation of use between the first story customer services and upper story office, meeting room or residential uses. Styling on the first story focuses on the storefront glazing and entrance(s). Design of the upper floors identifies the buildings architectural influences. The stylistic treatment of the building at **11028 Winner Road** exhibits intricate patterned brick work often referred to as “tapestry brick.”



### COMMERCIAL STRIPS

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The development of streetcar lines in the late nineteenth century and the increasing popularity of the automobile after World War I gave



rise to a new form of commercial center. Commercial Strips featured several store fronts grouped together in a single building design. They were typically located away from a community's commercial center, near a streetcar stop or well-traveled intersection. Styling evolved from picturesque to streamlined to contemporary as these centers were constructed over the course of the late-nineteenth and twentieth centuries. The Englewood Survey includes several examples, such as the buildings at **1415-25 Lexington** (right), and at **10900-02 Winner Road** (above).

## AUTO SERVICE STATION

As their name implies, Auto Service Stations first appeared in the early twentieth century to meet the growing needs of automobile owners. Their functions included providing fuel, routine service and repairs. One or more drive-through garage bays with a small office at one end dominated these functionally designed buildings. Styling ranged from picturesque to streamlined to utilitarian. The example at **10800 Winner Road** reflects the International style based on function of the building and use of fireproof materials. A large garage bay replaces the original office space.

## MOVIE THEATER

Distinguished by their unique function and ornate facades, movie theaters are large boxy structures with limited glazing. Large decorative marquees dominate the facades. The Englewood Theater, constructed in 1949 at **10917 Winner Road** is an excellent expression of the Modern Movement International Style that continued in popularity after World War II.



## OFFICE BUILDINGS

Buildings that house business and professional offices are found in a variety of forms and plans. They include larger, multi-story edifices and smaller, one-story blocks. The examples in the Survey area like the medical office buildings at **10901 Winner Road** (left/above) and **11200 Winner Road** (left/below) that were constructed after World War II exhibit elements of Contemporary styling. The building at **10901 Winner** has an asymmetrical façade with an irregular projecting end wall and roof plate and features one-over-one aluminum hopper windows.

The building at **11200 Winner Road** (left) incorporates into its design a projecting cornice element below the eave line, irregular massing,





and a modern incorporation of limestone cladding and glazing. The one-story Neo-eclectic office building at **1808 Harvard** (right) is representative of office design after 1970.

## **MORTUARY/FUNERAL HOME**

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The distinct commercial property type found in the Survey area is the mortuary/funeral home at **1501 Lexington**. A mortuary houses facilities for preparing the deceased for internment, while a funeral home accommodates public spaces for visitation and memorial services. By the mid-twentieth century, funeral homes combined these functions and included areas to house limousines and hearses for transporting the deceased and immediate family members to the cemetery.

Mortuaries and funeral homes typically express a conservative interpretation of popular architectural styling. **George C. Carson Funeral Home** is a restrained Modern design that reflects the architectural simplicity popular after World War II. A separate garage houses the company's vehicular fleet.



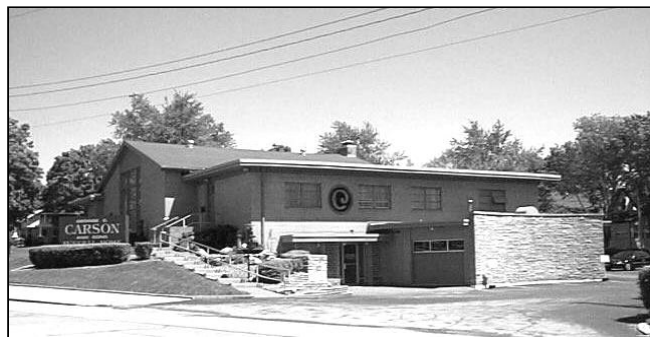
## **INDUSTRIAL BUILDINGS**

By the nature of their use, industrial buildings are purely functional in design and virtually devoid of architectural styling.

### **FACTORY-MANUFACTURING FACILITY**

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As early as 1940 the Jackson County Producer's Cooperative operated the factory at **1450 Lexington**. While the façade of this building has been altered in the intervening 60 years, its simple utilitarian form remains readily apparent.



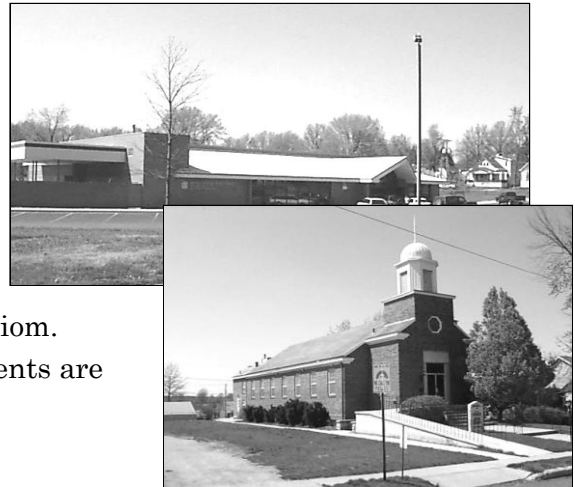
## **WAREHOUSE – STORAGE FACILITIES**

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Warehouses like this 1930s storage facility at **11701 Winner** are functional designs. Later alterations such as the oversized windows and door reflect reuse as a commercial building. The most important features of the property type are fireproof masonry construction and one or more loading bays or docks.

## INSTITUTIONAL/GOVERNMENT BUILDINGS

Institutional and Government buildings are more architecturally expressive than industrial buildings, although they are generally conservative in their selection of an architectural idiom. Classical motifs and styling with historical antecedents are most common.



### CHURCH

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The church at **1706 Northern** is an example of the Colonial Revival style adapted for a religious edifice. The front gable, cornice returns, and symmetrically placed bell tower all express the building's architectural style. This masonry example is a variation on simple church design seen in the United States since the eighteenth century.

### POSTAL FACILITY

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Located at the site of the old Bristol Elementary School at **1500 Northern Boulevard** this modern postal facility combines multiple functions (public and shipping) in a single facility with contemporary styling. Like many post W.W.II. governmental buildings, the facility has minimal, contemporary architectural styling. Earlier in the century, such facilities ranged from robust Beaux Art styles to restrained expressions of Colonial Revival or Art Deco styling.

### SCHOOL

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Originally named Southwest Elementary School, **Procter Elementary School** on Linden Avenue is a classic example of a pre-World War II educational facility. These buildings incorporated the latest tenets of the educational

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movement in their layout with traditional styling that reflected the historical eclecticism of the era. This school building features brick construction highlighted by stone coping, belt course, and door and window surrounds, double-hung windows and arched doorways.

## LANDSCAPE FEATURES

### ENTRY MARKER

The neighborhood entry marker at the corner of *Procter Place and Lexington* is typical of landscape structures that emerged from the City Beautiful movement during the first decades of the twentieth century. Flanking the street, the curved form of the two sets of entrance steps facing the corner draws pedestrians into the neighborhood. Its simple rusticated stone construction reflects typical materials used for street landscape objects and structures along Winner Road.



**Figure 3**  
**MOST PREVALENT ARCHITECTURAL STYLE**

|                                |     |      |
|--------------------------------|-----|------|
| GABLE FRONT FOLK HOUSE         | 138 | 21%  |
| CRAFTSMAN                      | 80  | 12%  |
| RANCH HOUSE                    | 69  | 11%  |
| MASSED PLAN FOLK HOUSE         | 46  | 7%   |
| TUDOR REVIVAL                  | 34  | 5%   |
| FOUR SQUARE FOLK HOUSE         | 33  | 5%   |
| PYRAMIDAL FOLK HOUSE           | 31  | 5%   |
| COLONIAL REVIVAL               | 31  | 5%   |
| GABLE AND WING FOLK HOUSE      | 30  | 5%   |
| MINIMAL TRADITIONAL FOLK HOUSE | 26  | 4%   |
| OTHER                          | 126 | 20%  |
| TOTAL                          | 644 | 100% |

## ARCHITECTURAL INTEGRITY

All properties eligible for listing on the *National Register of Historic Places* and for local designation as Landmarks or Historic Districts, whether for individual significance or as contributing <sup>3</sup> elements to a district must retain sufficient architectural integrity to convey the period of time in which they are significant. Integrity is the ability of a property to convey its significance. The evaluation of a property's historic integrity must be grounded in an understanding of a property's physical features and how they relate to its significance. The National Register program recognizes seven aspects or qualities that, in various combinations, define integrity:

- **Location:** The place where the historic property was constructed or the place where the historic event occurred.
- **Design:** The combination of elements that create the form, plan, space, structure and style of a property.

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<sup>3</sup> 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.

- **Setting:** The physical environment of a historic property.
- **Materials:** The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- **Workmanship:** The physical evidence of the crafts of a particular culture or people during any given period in history.
- **Feeling:** The property's expression of the aesthetic or historic sense of a particular period of time.
- **Association:** The direct link between an important historic event or person and a historic property.

Ultimately, the question of integrity is answered by whether or not the property retains the identity for which it is significant. The consultants, in assessing the integrity of properties utilized the following steps:

- Determined the essential physical features that must be present for a property to represent its significance.
- Determined whether the essential physical features are visible enough to convey their significance.
- Determined whether the property needs to be compared with similar properties.
- Determined, based on the significance and essential physical features, which aspects of integrity are particularly vital to the property and if they are present.

The consultants visually inspected the exterior of each of the buildings in the Survey area. Each building received an integrity rating of Excellent, Good, Fair or Poor based primarily on how much of the building's original design, workmanship, exterior materials and overall feeling of a past period of time appeared to remain. The following criteria served as the basis for rating architectural integrity:

#### **EXCELLENT**

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

- If over 50 years in age, the building is individually eligible for listing on the *National Register of Historic Places* or would be a contributing element to a historic district.

#### **GOOD**

- Some alteration of original building openings or spaces had occurred using new materials and profiles but not causing irreversible damage to the original configuration of openings and spaces;
- Significant portions of original exterior cladding material remain;
- Significant decorative elements remain intact;
- Alterations to the building are reversible and the historic character of the property could be easily restored;
- Additions to a secondary elevation are in an appropriate manner, respecting the materials, scale and character of the original building design;
- The historic feeling or character of the building is slightly weakened by change or lack of maintenance;
- The building would be a contributing element to a historic district and/or it might be independently eligible to the National Register if restored in conformance with the *Secretary of the Interior's Standards for Rehabilitation*.

#### **FAIR**

- The majority of the building's openings were altered in an inappropriate manner using new materials, profiles and sizes;
- Exterior cladding material has been altered or added, however, there is some indication upon visual inspection that if removed, enough of the original cladding material might remain that the property could be restored to its original appearance;
- Additions were made in a manner respecting the materials, scale and character of the original building design and, if removed, the essential form of the building remained intact.
- Historic feeling or character of the building is compromised, but the property could be restored although reversal of alteration and removal of inappropriate materials could be costly
- If restored in conformance with the *Secretary of the Interior's Standards for Rehabilitation*, and if the property has association with a district's area of significance, the property might be a contributing resource to a historic district.

#### **POOR**

- The majority of the building's openings such as windows and doors, were altered in an inappropriate manner using new materials, profiles and sizes;
- Exterior materials were altered;
- Alterations are irreversible or would be extremely difficult, costly, and possibly physically damaging to the building to reverse;
- Later additions do not respect the materials, scale or character of the original building design;
- The overall historic feeling and character of the building is significantly compromised;

- Further investigations after removal of non-historic materials and alterations may reveal that the structure retains greater architectural integrity than originally apparent and should be reevaluated.

Based on the categories and criteria for architectural integrity described above, the buildings in the Survey fall into the following pattern:

Figure 4.  
LEVEL OF ARCHITECTURAL INTEGRITY

|                  |            |            |
|------------------|------------|------------|
| <b>EXCELLENT</b> | <b>125</b> | <b>19%</b> |
| <b>GOOD</b>      | <b>246</b> | <b>38%</b> |
| <b>FAIR</b>      | <b>189</b> | <b>29%</b> |
| <b>POOR</b>      | <b>83</b>  | <b>13%</b> |

## DATES OF CONSTRUCTION

Using the information provided by city directories and phone books, the consultants entered estimated dates of construction in the data base and assigned each building to one of eight time periods based on their original construction date. Dates of additions and alterations were not considered in the analysis. The eight eras of construction are as follows:

Figure 5.  
DATES OF CONSTRUCTION

|                                |            |             |
|--------------------------------|------------|-------------|
| <b>19<sup>TH</sup> CENTURY</b> | <b>4</b>   | <b>1%</b>   |
| <b>1900-1910</b>               | <b>10</b>  | <b>2%</b>   |
| <b>1910-1920</b>               | <b>50</b>  | <b>8%</b>   |
| <b>1921-1930</b>               | <b>309</b> | <b>48%</b>  |
| <b>1931-1940</b>               | <b>68</b>  | <b>11%</b>  |
| <b>1941-1950</b>               | <b>58</b>  | <b>8%</b>   |
| <b>1951-1960</b>               | <b>92</b>  | <b>14%</b>  |
| <b>1961-+</b>                  | <b>58</b>  | <b>8%</b>   |
| <b>TOTAL</b>                   | <b>644</b> | <b>100%</b> |

## ARCHITECTS

Because there are no existing building or water permits from the survey area it was difficult to document, architects who designed buildings in the survey area. The following architects were identified: William B. Fullerton, Jr., Alonzo Gentry, William McCoy, Kenneth McClain and Luther Orville Willis.<sup>4</sup>

- William B. Fullerton was born in Belton, Missouri in 1916 and moved to Independence in the 1920s. He graduated from William Chrisman High School and attended Kansas State University where he received a degree in architecture. He served in the U.S. Army in World War II and after returning to Independence established an architectural practice in Kansas City, Missouri. He designed a number of residences, schools, churches, and commercial buildings in Independence including the Messiah Lutheran Church on South Main Street, the Bank of Independence Building at North Liberty and Truman Road, Hanthorn Elementary School on Kingshighway, Carson's Funeral Home on Winner Road, the pediatric offices of S.F. Cockerell and Seymour Kranson, and the residence of Dr. S.F. Cockerell at 35<sup>th</sup> Street and Crysler and his home at 604 Red Road.
- Alonzo Gentry, a native of Independence, Missouri, graduated from Virginia Military Institute with a degree in electrical engineering and later attended Columbia University in New York, from which he received a Bachelor of Architecture degree in 1916. Following graduation, he worked with the architectural firm of George B. Post and Sons in New York. He later represented that office in Cleveland and Kansas City. From 1923 until he retired in 1961, he operated his own office. The architectural firm of Gentry and Voskamp worked with Neild & Somdal of Shreveport, Louisiana, designing and planning the Truman Library in Independence. Among the other widely known buildings Gentry designed are the World War I Memorial Building in Independence, the Municipal Auditorium in Kansas City and the auditorium's underground garage and plaza (now Barney Allis Plaza), Research Hospital and Medical Center in Kansas City and the General George C. Marshall Library at Virginia Military Institute.<sup>5</sup>
- William McCoy was born in Independence, Missouri and graduated from Independence High School in 1904. He attended the Virginia Military Institute for two years. Upon leaving school he entered the office of J. H. Brady, Chief Engineer for the Kansas City, Missouri Board of Education. And subsequently worked for the Kansas City architectural firm of Smith, Rea and Lovitt for five years. The firm specialized in the design of schools. He went to Chicago in 1913 and worked as an architect and then returned to the Kansas City firm. After two years he formed the association of Wm. H.

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<sup>4</sup> No additional information on Kenneth McClain and Luther Orville Willis was found at local libraries and archival facilities and metropolitan preservation collections, surveys, and vertical files.

<sup>5</sup> "Alonzo Gentry (1887-19670 Papers (453kc)," Western Historical Manuscript Collection Web Page, [www.umkc.edu/whmckc/collections/i453kc.htm](http://www.umkc.edu/whmckc/collections/i453kc.htm). The Alonzo Gentry Collection consists of letters, articles and photographs and newspaper articles pertaining to his career as an architect.



Sayler and Wm. S. McCoy, Associated Architects, a Kansas City firm that specialized in school design. In 1920 he was elected Mayor of Independence on the Republican ticket. From 1930 to the time of his death, he worked as an architect for the St. Clair (sic>Sinclair) Refinery Company. In addition to his home on Park Street, among his other work in the city is the Rufus Burrus residence at 720 Procter Place, the movie theater at 119 West Lexington (now a photograph studio), the restoration of the 1826 log Jackson County Courthouse, and the Sugar Creek School on Claremont. He was also associated with the design of William Chrisman High School on Maple Street. <sup>6</sup>

- Kenneth McClain who designed the 1950s Englewood Medical Building has a practice in Kansas City, Kansas.
- Luther Orville Willis, who designed the Englewood Theater, had an architectural practice in Kansas City, Missouri.

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<sup>6</sup> M. A. Solomon, R. J. Claybaugh Architects Inc. and Bernd Foerster, AIA. "Independence Historical Survey Form '701 South Park' " 28 November 1975.

# HISTORIC CONTEXTS

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## THE DEVELOPMENT OF THE CITY OF INDEPENDENCE AND ITS NEIGHBORHOODS AND ARCHITECTURE

To fully understand the findings of the Survey, it is important to interpret survey information in context with the development of the neighborhoods within the survey area and in relationship to the forces that influenced the development of the City of Independence in general. 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.” The development of a historic context identifies important connections between local, regional, state and national history and that of a defined sub-area. When survey findings are viewed in relationship to a broader historical context, it is possible to apply the criteria for evaluating eligibility for designation to the National and/or local historic registers.

The historic contexts developed in this survey are examined within the general chronological contexts established in “Comprehensive Plan Chapter 11 Historic Preservation City of Independence Missouri” by JMA/Watson Heritage Development and Community Planning Consultants, April 17,2000. In certain instances, the chronological development of architectural and neighborhood development contexts do not follow the dates of these general thematic, chronological eras. In such instances, the contexts are located within the earliest general chronological era and elaborated upon as a preface to the ensuing era.

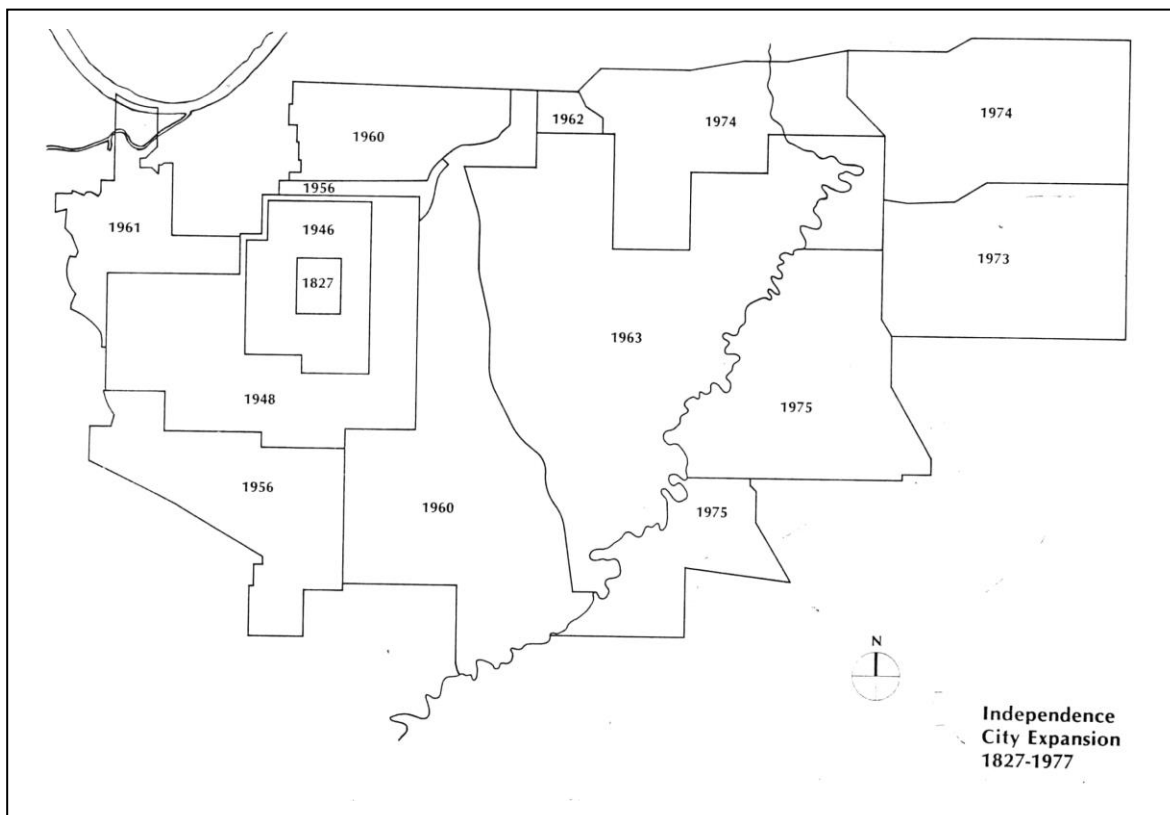
The survey area has two distinct historic geographical contexts. The portion of the survey area that is located between Crysler and Forest avenues, which was the city’s western boundary between 1889 and 1948, has associations with the late nineteenth and early twentieth century evolution of land use in the City of Independence. The portion of the survey area located between Forest Avenue and Northern Boulevard has associations with the interurban line established in the 1880s by Willard Winner and the development of the Inter-city area from the late 1880s to 1948. These contexts merge with the annexation of the Englewood area into the City of Independence in 1948. Further defining these city/county contexts is the fact that sections in the Survey area were in either the

Independence School District or the Kansas City, Missouri School District. This reinforced different perceptions of “neighborhood” and “community.”

Although the majority of residential and commercial buildings erected in survey area date to the period before annexation, the architecture in the two areas is very similar. There are, however, obvious physical differences in platting, infrastructure, and streetscape elements between properties that developed in the city as compared to those developed under county land use jurisdiction.

The following historical narrative establishes historic contexts for defined chronological eras. Within these time periods, it identifies important development patterns including geographic limits, historical themes and evolution of architectural styles. Specific data from the survey are then related to this contextual information. Because of the geographical boundaries of the survey area and its period of development, the Survey does not fully address many of the established historical contexts for Independence in general.

**Figure 6**  
**INDEPENDENCE CITY EXPANSION 1827-1977**



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## EARLY SETTLEMENT (1808-1832)

Euro-American settlers began to establish homes in the area in 1825 after indigenous Native American nations relinquished title to their lands. In December 1826, the Missouri legislature established Independence as the county seat for newly formed Jackson County.<sup>7</sup> The following year, the Jackson County Court, an administrative body, platted the town of Independence.

The community's location, along the trails established by native tribes overlooking the Missouri River, and the number of fine springs in the area, made Independence a favorable spot for traders and settlers. Near Independence, the river, upon which and alongside which settlers moved west from St. Louis, bent northward and those wishing to travel further west, disembarked to take the overland routes. The first few years of the town's life were those of "... a very quiet, unenterprising and undistinguished village."<sup>8</sup>

## TRAILHEAD (1833-1854)

By the 1830s businesses such as Samuel Weston's blacksmith shop and wagon factory located at what is now Liberty Street and Kansas Avenue denoted the growing role of the small community as a chief outfitting location for the Santa Fe trade. As the town enlarged its role during the 1840s as an embarking point for the trails west, it became a town of contrast. On the one hand it attracted all types of people and the area around the Courthouse Square took on the appearance of a rough, boomtown. On the other hand, those who chose the town and its surrounding countryside as a permanent home comprised an insular group of conventional families.

The first judges of the Jackson County Court gave special attention to changing the first primitive trails to roads. Among the earliest roads was the stretch from the Six Mile Baptist Church in eastern Jackson County to the Courthouse Square. This included part of the Lexington Road from Lexington, Missouri to Independence, which followed what is now U.S. 24 Highway to College Street, College to Main Street, and Main to the Square. Another early road, initially called the Westport Road, served as a westward continuation of the Lexington Road from Independence to the community of Westport, Missouri. Later,

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<sup>7</sup> The area was then part of Lillard County.

<sup>8</sup> W. L. Webb, "Independence, Missouri, A Century Old," *Missouri Historical Review*, vol. XXII, No. 1 (October, 1927), p. 3.

the City renamed the segment that ran from Noland Road<sup>9</sup> to Forest Avenue to “Lexington Street.”

## **MORMON WARS**

The arrival of the members of the Church of Jesus Christ of Latter Day Saints,<sup>10</sup> followers of the prophet Joseph Smith, during the early 1830s created conflict between the old settlers and the new emigrants. In 1831, Smith and elders of his church arrived in Independence and, shortly afterward, Smith announced that it had been revealed to him that this section of Missouri was Zion, the promised land. Church members purchased 63 acres less than a mile from the town’s square and laid a cornerstone for a temple. By the following year, the sect’s population numbered more than 1,200 -- roughly one-third of the total population of the county. As the sect’s members acquired large tracts of land and their political influence and communal economic base increased, resentment against them grew. Within a few years what began as minor persecution and isolated conflict escalated into mob violence and, in November 1833, the Latter Day Saint settlers abandoned their homes and businesses and fled across the Missouri River to Clay County.

## **OVERLAND TRADE**

The decades between 1830 and 1850 saw thousands of people and millions of dollars worth of goods pass through Independence on the Santa Fe trade route and the California and Oregon emigrant trails. During the vigorous 1830s Independence was “the only considerable place” in Jackson County and the chief “port of embarkation” for travel west.<sup>11</sup> In May 1846, the first overland mail stagecoach lines into the Far West left Independence for Santa Fe. The Mexican War of 1846, which Independence regarded as “particularly hers” because of the significant role of the local populace in supplying men, material and transportation for the effort,<sup>12</sup> contributed to the town’s economic fortunes, as did the California Gold rush three years later. By the 1850s, Independence was the U.S. Customs

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<sup>9</sup> The Noland Road segment was originally called Harmony Mission Road and, later, Harrison Road

<sup>10</sup> Also known as the Mormon Church or Mormons. The term as used in the nineteenth century was considered by many in the church to be a pejorative term used by “gentile” detractors.

<sup>11</sup> A. Theodore Brown, *Frontier Community: Kansas City to 1870* (Columbia: University of Missouri Press, 1963), p. 55.

<sup>12</sup> Webb, p. 40

port of entry from the Far West and was twice the size of her main commercial rivals, the Town of Kansas and Westport, put together.<sup>13</sup>

## **WAR AND RECOVERY (1855-1879)**

### **THE BORDER AND CIVIL WARS**

The opening of the Kansas Nebraska territory to settlement in 1854 offered the people of western Missouri the guarantee of continued prosperity and the potential for further growth. Unfortunately decades of sectional hostility, escalation of the slavery question and competitive rivalry over the route of the transcontinental railroad combined to set the stage for the next ten years as an extended period of warfare along the Missouri-Kansas border. Beginning in 1855 and continuing until the end of the Civil War, the conflict devastated whole areas of the state, particularly along the southern and the western borders, which included Jackson County.

In 1862 Union troops and Kansas volunteer units controlled most of Missouri. From that period on, the conflict in western Missouri degenerated into an internecine struggle between groups of southern sympathizers known as “Border Ruffians” or “Bushwhackers,” and Union sympathizers, called “Redlegs” and “Jay Hawkers.” Historians would later characterize the plundering, burning, and killing as one of “. . . the most savage and bitter phases of the entire Civil War.”<sup>14</sup> The three-day Battle of Westport, fought between October 21 and 23, 1864 ended the final Confederate effort to control Missouri.

Almost from the beginning of the regional conflict, control of Independence became the objective of both sides. Twice during the war Confederate troops seized the city, each time for only a day. Beginning in 1863, during a period of martial law and the forced exodus of Southern sympathizers from western Missouri, Independence served as a federal outpost.

The end of the war in 1865 did not mean a complete suspension of hostilities. In eastern Jackson County, guerrilla bands continued to roam the countryside where burned homes, neglected farmsteads, and ruined business houses testified to eleven years of conflict. In Independence, the depredations of both Union and Confederate forces left the town in a sad

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<sup>13</sup> *Seventh Census of the United States, 1850* (Washington: Robert Armstrong, 1853), p 658. Blue Township, including Independence had a population of 6,458 while Kansas.(sic. Kaw) Township including the Town of Kansas and the Town of Westport had 2,529.

state. The town of Leavenworth, Kansas, which enjoyed the protection of federal troops at the nearby fort throughout the conflict, now controlled the region's overland trade. In Kansas City, the erection of the Hannibal and St. Joseph Railroad Bridge in 1869 marked the beginning of Kansas City's dominance of the regional economy.

## THE ROYAL SUBURB

Although the town's role as an overland outfitting center ended with the escalating civil conflict in the region, one artery of the new overland transportation system did reach Independence immediately after the war's end. In 1865, the crews of the Missouri Pacific Railroad completed its line through Independence and on into Kansas City. In addition to the commerce this line brought to the beleaguered town, a small number of Independence's metalworking and grain milling firms continued to produce goods for regional consumers.<sup>15</sup>

By 1870 any contest among the river towns for the area's economic supremacy was over. Kansas City easily dominated the region, its population growing from 4,418 in 1860 to 32,260 in 1870 compared to Independence's growth from 3,164 to 3,184 during the same period.<sup>16</sup> Independence, out-stripped in its bid to be a commercial center, settled into the role of county seat and agrarian market town. Ten years later, Independence had the appearance of a typical thriving Missouri county seat. The addition of the services of the Chicago and Alton Railroad Company at its depot located at 1411 West South Avenue augmented the city's passenger and freight services. Broad macadamized streets radiated from the business district. More than 25 businesses clustered about the Courthouse Square and resident shoppers and rural families flocked to town each Saturday. Visitors took notice of the town's picturesque homes with "neat porches" covered with climbing vines that were so hidden by foliage " . . . that one could scarcely believe at a glance down the green avenues that the place was inhabited." Ten religious denominations held services in simple wood frame and brick churches on residential streets adjacent to the Square. Three private schools offered a variety of grammar, high school and college level courses, supplementing

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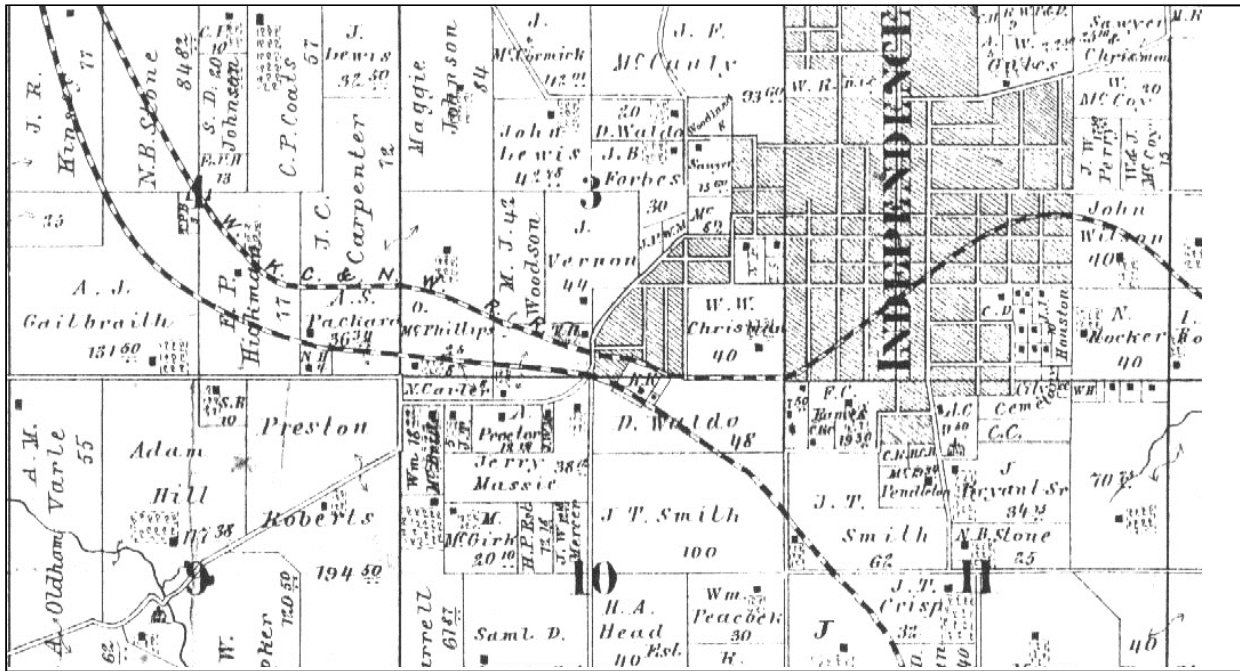
<sup>14</sup> Albert Castel, "Order No. 11 and the Civil War on the Border" *Missouri Historical Review*, vol. LVII, (July, 1963) p. 368.

<sup>15</sup> Sherry Lamb Schirmer and Richard D. McKinzie. *At the River's Bend: An Illustrated History of Kansas City, Independence and Jackson County* (Woodland Hills, California: Windsor Publications, Inc. in association with the Jackson County Historical Society, 1982), 57.

<sup>16</sup> Joseph C.G. Kennedy, Superintendent of Census, *Population of the United States in 1860: Compiled from the Original Records of the Eighth Census* (Washington: Government Printing Office, 1864), 292; and Webb, 50.

**Figure 7**

## CITY OF INDEPENDENCE, 1877



*1877 Atlas of Jackson County, Missouri*

## ARCHITECTURE AND NEIGHBORHOOD DEVELOPMENT

## Building Forms and Styles

As the community grew, its buildings reflected a wide range of architectural styles from simple folk houses to popular high-style designs. Gable front houses, with massed plans that including the gable-front-and wing-house, hall-and-parlor, and I-house shapes became established forms.<sup>18</sup> Other residences reflected the styles made popular by architectural pattern books that spread the use of the latest styles -- Gothic and Greek Revival styles as well as the latest Italianate design. Dispersed among the wooden shops and business houses were institutional and commercial buildings constructed of brick and limestone.

<sup>17</sup> *The History of Jackson County Missouri*. Indexed Reprint Edition of Original 1881 publication of the Union Historical Company, Birdsall, Williams & Company (Cape Girardeau, MO: Ranfre Press, 1966), 666-667.

<sup>18</sup> Virginia and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1985), 90.



And, although a considerable number of the town's early residences were log and wood-frame construction, brick became a common material for residences.

The survey identified four dwellings constructed during the nineteenth century. The Woodson-Sawyer home at 1604 Lexington Street, the McBride-White house at 11605 Winner Road, the Ralston House at 1312 South Avenue and the residence at 806 Park Avenue. The c. 1866 Italianate style Woodson-Sawyer house is listed on the *National Register of Historic Places* and incorporates an earlier ante-bellum structure. The McBride-White house also dates from the 1860s but, as the result of remodeling, the dwelling has the appearance of an early twentieth century residence. The small gable and wing cottage at 1312 South Avenue has the appearance of a late nineteenth century building but incorporates older log construction sections.<sup>19</sup>

### **Architects and Master Builders**

Independence's early builders had much to do with the changing appearance of the town during the ante-bellum period. They included William M. Randall and Rezin Benjamin Franklin Milton. The design of the 1859 county marshal's home and jail on North Main Street, by architect Asa Beebe Cross, is testimony to the use of academic, "high style" influences of the era.

Rezin B. F. Milton came to Independence in 1856 from Virginia and became noted for the large masonry homes he designed and erected. William Randall also arrived in Independence that same year. Randall established a brickyard on 20 acres north of the William McCoy home on Farmer Street bounded by College Street on the south, Mill Street on the north, Delaware Street on the west, and Spring Street on the east. When the supply of native shale and clay ran short at this location, Randall and his sons, William and Adron, purchased a larger 85-acre tract "away out south of town,"<sup>20</sup> and erected brick kilns there. In addition to brick making, the Randalls were skilled masons and contractors.<sup>21</sup>

At the age of 19 Christian Yetter, carpenter and master builder, immigrated from Germany to the United States in 1866 and located at Hermann, Missouri. Five years later he moved to Jackson County. Although he first worked as a carpenter, in 1876 he began his own construction business. He built many of the early frame and iron bridges in the county,

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<sup>19</sup> Visual inspection by Sally F. Schwenk, c. 1979.

<sup>20</sup> Wilcox, *Jackson County Pioneers*, 504.

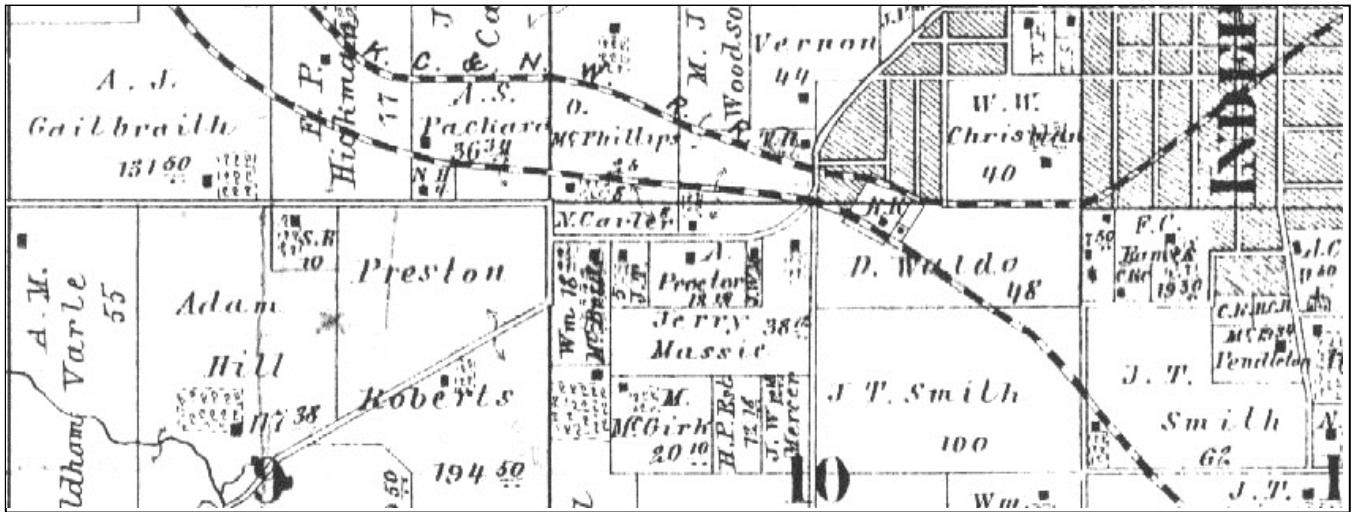
<sup>21</sup> Ibid., 504-505.

constructed the first concrete highway in the county, and erected numerous frame and masonry buildings, including modest as well as important residences.<sup>22</sup>

## Development in the Lexington-Winner-Road-Englewood Area

The city limits by 1880 generally extended from the square north past what is today U.S. 24 Highway, south to the Missouri Pacific Railroad tracks, east a few blocks past Noland Road and west as far as Pleasant Street except along Truman Road<sup>23</sup> and Lexington. The streetcar line along the Winner-Lexington corridor west of Chrysler ran past a number of scattered farmsteads and large residences. The area between Chrysler and Fuller was a parcel owned by Jerry Massie. Adjacent to this on the west was land owned by Alexander Procter. The next parcels to the west were those owned by the Tidswell and McBride families.

Figure 8  
LEXINGTON-WINNER ROAD AREA 1877



*1877 Atlas of Jackson County*

22 Ibid., 505.

<sup>23</sup> First called Rock Street and later, Van Horn Avenue. In the City of Kansas City, Missouri it was 15<sup>th</sup> Street.

## BOOM, BUST, AND CONSOLIDATION (1800-1917)

### BOOM YEARS - FROM VILLAGE TO TOWN

At a time when well-heeled Kansas Citians began looking for home sites away from the industrial and urban grime of their city, Independence's promoters touted the physical amenities of their town—neat prosperous homes and business houses, scenic glades, wooded bluffs and an abundant source of pure spring water. It was not coincidental that at this same time interest surfaced in Kansas City for broadening and improving boulevards between Kansas City and Independence.<sup>24</sup>

As Kansas City's commercial and manufacturing centers and interurban lines expanded, suburban migration from the city initially followed an easterly course. Speculators anticipated that the attractive countryside along the river bluffs and in the upland sections of the Little Blue River Valley between Kansas City and Independence would be the next logical area for the homes of well-to-do commuters. And, as more and more middle- and upper-class citizens equated Kansas City as a great place for commerce but an unsuitable place to live, many saw Independence as Kansas City's "Royal Suburb" as the logical place to live and rear a family.

These events occurred in a larger economic context. Beginning in 1870 and continuing for the next thirty years, one of the most impressive businesses in Kansas City and, to a lesser degree, in neighboring communities, was real estate development. From Jackson County's beginnings there was a direct relationship between buying and selling land and other economic activity such as freighting, railroad promotion, the development of the livestock industry, etc. The profitability of investing in and selling land during Kansas City's growth and prosperity after the Civil War attracted people and capital. Nevertheless, throughout the 1870s, national economic conditions, including periods of depressed market conditions, combined with grasshopper plagues in the surrounding farming communities to restrain real estate transactions. After the economy absorbed the effects of two large bank failures in 1878, land transactions gathered momentum and culminated into the great real estate boom of the 1880s.

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<sup>24</sup> Theodore Brown and Lyle W. Dorsett, *K.C. A History of Kansas City, Missouri* (Boulder Colorado: Pruitt Publishing Company, 1978), 123.

In Kansas City the boom affected both the development of settled areas and the new residential development to the east and south of the city's core. One significant element affecting growth patterns was the extension of transit lines to link established communities and crossroads. Even the announcement of new rail lines created speculation and raised land prices along projected routes. As the boom intensified, Kansas City developers platted numerous additions and erected inexpensive, look-alike middle-class homes along streetcar lines to the south and, especially, to the east.<sup>25</sup>

Beginning first along the five miles of Independence Avenue<sup>26</sup> linking Kansas City and Independence, a significant portion of the residential development in the 1880s occurred in the inter city area between Independence and Kansas City. Willard Winner's planned extension of his Kansas City and Independence Park Railway to Independence further stimulated speculation and development in this area. In 1886 Winner formed the Eastside Syndicate which purchased 2,400 acres of land that ran east to Independence from Kansas City. Here Winner planned a tract to be called Washington Park. He eventually secured a right-of-way for a rail line that connected Independence with the eastern terminus of the Metropolitan Street Railway cable line at Fifteenth Street<sup>27</sup> and extended from the western limits of Independence at Forest Avenue, to the eastern boundary of Kansas City, Missouri.

Inaugurated on September 2, 1887, the interurban line was a first. Previously, the only transportation other than horse drawn vehicles between the two communities was the infrequent Missouri Pacific Railroad line.<sup>28</sup> The next year, Winner extended eastward Washington Park Boulevard, which included the inter-urban tracks.<sup>29</sup> The steam powered rail line created both real and paper development along the 100 foot wide boulevard leading to Winner's 400 acre Washington Park where he planned to develop a residential enclave.<sup>30</sup> The line passed through scenic river bluffs and rich farm land that, for the most part, soon became real estate subdivisions. These real and proposed residential enclaves quickly stimulated the development of Maywood, Englewood, and Fairmont -- small commercial

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<sup>25</sup> Ibid., 53-54.

<sup>26</sup> Now U.S. 24 Highway

<sup>27</sup> Truman Road

<sup>28</sup> Ed Carnes, "The East Suburbs," *Jackson County Missouri Area Historical Information*, compiled by William J. Curtis. Volumes 1- 12. (Independence Missouri: William J. Curtis, 1963), 3370. The tracks ran through Independence and along South Noland Road, but the company never used these tracks and ended its run at the ticket office at 212 West Lexington on the Independence Square.

<sup>29</sup> Later called Mt. Washington Boulevard and finally, Winner Road.

<sup>30</sup> Now Mt. Washington Cemetery. Schirmer, 99-100.

areas located near Winner's train stops or "Stations" west of the Independence city limits and east and south of Washington Park.<sup>31</sup>

Civic leaders from Kansas City and Independence hailed the railway's first run as the beginning of a new era.<sup>32</sup> The new "rapid transit" consisted of two coaches drawn by a wheezing, cinder-throwing engine that could run as fast backwards as forward. Round trip tickets included a transfer to the Kansas City cable cars in Blue Valley at Ninth, Twelfth and Fourteenth streets.<sup>33</sup>

The impact of the eastward movement of development from Kansas City had a striking effect on land values in Independence. Winner's new rail line from Kansas City and the inauguration of a cross-town line within Independence intensified the city's real estate "boom."<sup>34</sup> The Citizens Street Railway (known locally as the "Goat line") broke ground June 9, 1887. The railway ran south to north across town from its starting point at the old South Liberty Street Missouri Pacific Depot to College Street, then east to Noland Road. A spur line extended from the intersection of College Street out past the Vaile home on North Liberty Street.

Land in Independence began to sell at unheard of prices. Real estate speculators offered owners of vacant land one-third down and the balance when the promoter sold the lots. At this time there were some fifty-eight real estate agents in Independence. One agent reported selling \$26,826.31 worth of property in July of 1887. During that year land transfers reached \$18,200,000 and there were 200 homes under construction.<sup>35</sup>

The boom years of the 1880s had a lasting effect on Independence. At the beginning of the decade census records showed a population of 3,146 -- a typical size for a village. By 1890, the population doubled to 6,380. In 1880, kerosene lamps lighted homes and offices. Oil lamps at important corners comprised the city's street lighting system. Wells, cisterns or springs were the source of water. Two years later, the town's first water service utility established a small treatment and pumping station located on the Missouri River and the company geared up to install nearly six miles of new mains and thirty-five fire hydrants.<sup>36</sup> By the late 1880s the village was a town. The city granted utility franchises for natural gas

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<sup>31</sup> Carnes, 11 and Schirmer, 99-100

<sup>32</sup> Pearl Wilcox, *Jackson County Pioneers* (Independence, MO: Pearl Wilcox, 1975), 472.

<sup>33</sup> Ibid., 471.

<sup>34</sup> Ibid., 470 quoting *Kansas City Journal*, January 1, 1888.

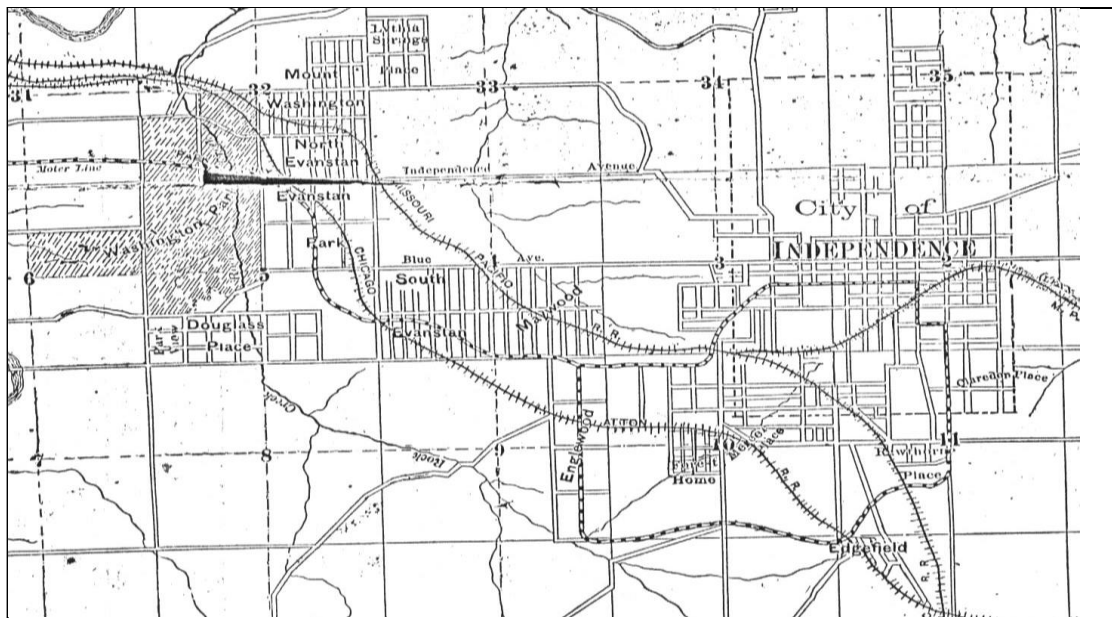
<sup>35</sup> Ibid., quoting *Kansas City Journal*, July 9, 1887.

<sup>36</sup> Schirmer, 96.

and electric power. A business directory listed ten attorneys, six physicians, five druggists, a dentist, three barbers, two milliners, one dressmaker, three tailors, and four shoemakers. Business houses included three banks, three newspapers, six saloons, three hotels, three livery stables, and three real estate companies. Seven dry good stores, four hardware stores, two coal and fuel dealers, a furniture store and undertaker, a book store and stationer, a cigar and confectioner's shop, seven grocery stores, three butcher shops, a bakery and an ice cream maker comprised the city's retail establishments. A lumber company, six blacksmith shops, a wagon maker, three harness makers, a gunsmith, a flour mill and a woolen mill accounted for the town's manufacturing concerns.<sup>37</sup>

Independence's street grid in 1887 stretched east along Lexington Street to Park Avenue, south along Chrysler to what is today 23<sup>rd</sup> Street, north to what is today U.S. 24 Highway and east several blocks past Noland Road. New development along Winner's rail line between present day Sterling Road and Northern Boulevard stretched north to what is now Truman Road and south of the streetcar line a few blocks. As late as 1899-1900 there were no additional residential listings along Lexington Street south of the Missouri Pacific Railroad tracks.

Figure 9  
INDEPENDENCE, MISSOURI 1887



*Sentinel's Map of Independence, Kansas City and Vicinity, 1887*

<sup>37</sup>

Ibid.

## **BUST! – THE REAL ESTATE MARKET COLLAPSES**

By the end of the 1880s the flourishing regional real estate market collapsed. In 1891, property values in Independence fell to one-third of their previous level and building construction sagged. A significant number of both established and inexperienced real estate developers and speculators suffered financial ruin. Scattered along transit lines in Kansas City and Independence were a succession of residential real estate projects in various stages of development. Abandoned streetcar rights-of-way snaked through underdeveloped farmland and commercial properties sat vacant and deteriorating. Not until the 1900s did real estate prices again approach their fair market value.<sup>38</sup>

The depressed local real estate market and a national depression in 1893 slowed any additional real estate development in the region. Willard Winners' multi-million dollar enterprises, dependent on a formula of developing barren tracts into residential districts along new rail lines and selling houses on the installment plan, began to unravel. Suffering huge losses in other projects in Jackson and Clay counties, Winner held on to some of his investments in the inter-city area. He completed Mt. Washington Boulevard<sup>39</sup> and his interurban rail line continued to operate, adding freight hauling to passenger services.

Although lots did not sell at the same pace and prices of the 1880s, the Maywood and Englewood areas continued to attract working class homebuyers. In 1896, the Metropolitan Street Railway purchased Winner's line and electrified it. Electric "trolley" cars now provided service every fifteen minutes to Kansas City. The inception of these services stimulated residential and some new commercial development along the line.<sup>40</sup>

Despite the recession, the 1890s were a period of modest improvements for the city, particularly in the area of utilities. Between 1893 and 1894 the water company erected a brick pumphouse and a steel 220,000 gallon standpipe on North Main Street. This effort was the beginning of more extensive improvements. Under a new twenty-year franchise, the company installed nearly six miles of new mains and 35 fire hydrants. In 1898 citizens approved \$25,000 in revenue bonds to build an electric light plant.<sup>41</sup>

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<sup>38</sup> Ibid., 51, 58, 99-100.

<sup>39</sup> Previously called Washington Park Avenue and today, Winner Road.

<sup>40</sup> Carnes, 11.

<sup>41</sup> Schirmer, 59.

## TURN-OF-THE-CENTURY INDEPENDENCE

By the first years of the twentieth century, real estate prices improved. Kansas City resumed its rapid expansion eastward and Independence development again extended westward. The opening of the Kansas City Bolt and Nut Company marked the beginning of an industrial district in the Blue River Valley between Kansas City and Independence as early as 1887. The undeveloped area between the two communities began to fill with manufacturing establishments. Between 1905 and 1909, alone, over 30 plants located in the Blue River Valley. Developers and planners believed that in the near future thousands of people would reside in new subdivisions on the hillsides overlooking the growing manufacturing center.

This development spawned a grimly fought contest over annexation by Kansas City that diverted the energies of Independence's developers and civic leaders between 1906 and 1914. The resumption of commercial and population growth in Independence, albeit modest, was enough to dampen support of the town's pro-annexation forces who hoped to gain a slice of the economic benefits emanating from Kansas City.<sup>42</sup>

By the second decade of the new century, Independence entered a period of model growth. The town's population grew to 9,859.<sup>43</sup> Infrastructure and utility improvements by 1911 included 20 miles of paved streets, 40 miles of paved sidewalks, 115 miles of rock roads, and electric, water and gas plants. Community leaders touted the city's new \$30,000 City Hall, a \$100,000 government building, and two fire stations. Seventeen churches served the local residents and five banking institutions reflected the town's status as a financial and commercial center in the county. Among the city's industries were a \$60,000 ice plant, three planing mills, three large greenhouses, two steam laundries, a large plow manufacturing company, an overall factory employing 200 workers, a flour mill and elevator, a scale works, an iron works and stove foundry, and a nearby cement plant and oil refinery. Three railroad systems and an electric car line provided shipping and inter-urban transportation services.<sup>44</sup>

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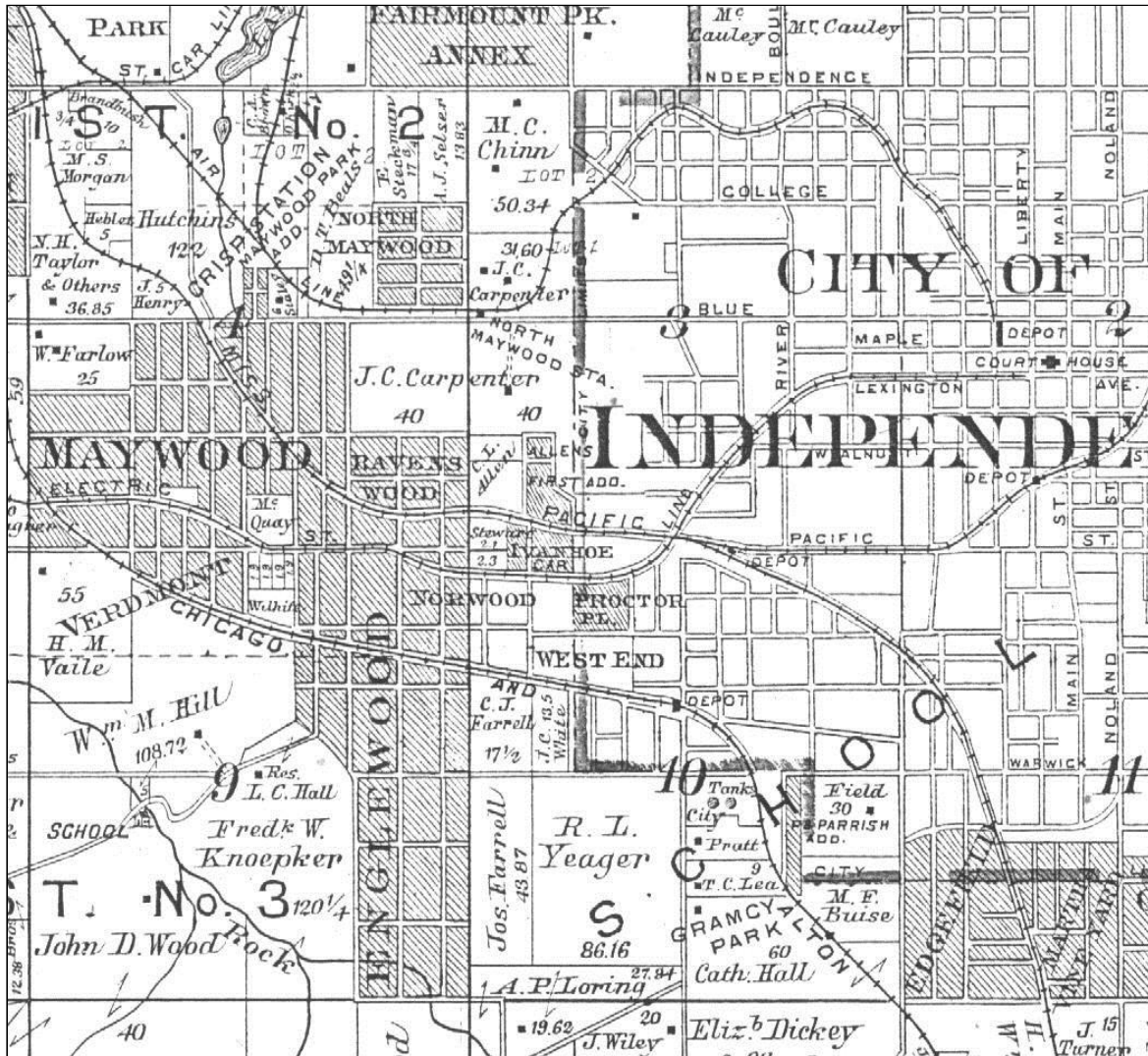
<sup>42</sup> Ibid.

<sup>43</sup> Ibid.; and Curtis, "City's Boom of 80's Begins Burst in '90," 34.

<sup>44</sup> 1911 *Independence, Missouri City Directory*, Vol. XLI. (Kansas City, Missouri: Gate City Printing Co., 1911), and Annette W. Curtis. *Street Guide for the 1911 Polk's Independence, Missouri City Directory*. Independence Missouri: 1911. Mid-continent Public Library North. Independence, Missouri.



Figure 10  
INDEPENDENCE MISSOURI, 1904



*Plat Book of Jackson County, Missouri, 1904*

## ARCHITECTURE AND NEIGHBORHOOD DEVELOPMENT

### Building Forms and Styles

As railroads mushroomed across the continent during the last half of the nineteenth century, American folk housing erected in the communities of the “West” changed. In

Lexington – Winner Road – Englewood Survey

Historic Preservation Services L.L.C.

locations removed from major river transport areas, builders no longer relied exclusively on indigenous materials. Wooden dwellings constructed with light balloon or braced framing covered by wood sheathing replaced folk houses in log, sod or heavy hewn frames.

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

Traditional folk forms of the period before the war continued to be built, but with new construction methods and different techniques. During this period a sizable number of institutional and commercial buildings constructed of brick and limestone also appeared in Independence. And, although a considerable number of the town's residences were brick, wood-frame construction was as common.

During the 1880s and on into the early decades of the twentieth century, popular pattern book designs continued to influence building styles in Independence. Widespread use of Victorian ornamentation -- turned and jigsaw wood trim, decorative glass, terra cotta and brick continued. And as in the past, in addition to folk house and vernacular designs, Independence residents erected high style residential, institutional and commercial buildings in the Second Empire, Stick, Queen Anne, Shingle and Romanesque Revival styles.

Beginning in the late nineteenth century stylistic interpretations of older Euro-American period houses gained popularity.<sup>45</sup> The historic eclectic movement began when European-trained architects began to design houses for wealthy clients in the United States based on relatively pure copies of earlier styles. The architecture of the Colombian Exposition of 1893 further accelerated the movement. By the first decades of the twentieth century, Colonial and Classical Revival styles, as well as adaptations of Mediterranean and French styles enjoyed increasing popularity.

During the early years of the twentieth century, the new and distinctly American Craftsman and Prairie styles also appeared and quickly began to overshadow the eclectic movement. Unlike their predecessors, the form and ornament of these houses was devoid of historical references. One and two-story treatments, usually applied to the twentieth

century four-square and bungalow residential forms, successfully competed with the historically based revival styles.

During the first decades of the twentieth century, architectural styles in Independence reflected these national trends and ranged from traditional national folk house forms to vernacular and high style interpretations of popular architectural styles. The nineteenth century middle-class preference for one-story and one-and-one-half story plans with fewer, larger rooms continued. The front porch also remained an important feature of these homes, serving as outdoor living areas during the hot, humid Missouri summers.

The majority of these residences were variations of popular folk house designs, including the popular gable-front-and-wing form, the massed-plan side gable house, the gable-front house, pyramidal roof house, and the two-story, four-square house. Some reflected Free Classical, Craftsman and Prairie School stylistic influences. Variations of the Folk House styles continued to be erected in Independence well into the 1930s. The bungalow design that emerged as part of the Craftsman movement at the beginning of the twentieth century also continued in popularity into the 1930s. During this period, Colonial Revival, Craftsman, Prairie School, and Free Classical stylistic elements adorned the bungalowoid form

During this same period, concepts of residential planning began to change. By the early 1900s, the City Beautiful Movement and the newly formed American Planning Association emphasized the creation of identifiable neighborhoods. Although the new field of landscape architecture promoted the use of curving streets following natural terrain, developers of middle-class subdivisions in Independence during this period expanded the traditional grid system already in place. The subdivisions and additions platted in the city between 1900 and 1920 had lots with cardinal axis. In some cases new, slightly modified street grids fit within the pre-existing rural road system.

### **Architects and Master Builders**

Joining master builders William Randall and Christian Yetter, Robert McBride, finish carpenter George Sapp and William and Adron Randall contributed architectural expertise and craftsmanship to the city's late nineteenth and early twentieth century residences, government buildings, schools, churches, and business houses.

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<sup>45</sup>

McAlester, p. 319.

After the supply of native shale and clay ran short at his brickyard north of College Street, William Randall and his sons, William and Adron, purchased a larger 85- acre tract “away out south of town,”<sup>46</sup> and erected brick kilns there. The brothers joined their father in providing the services of masons and contractors and carried on the family business after their father died in 1907. The Randall family either supplied the brick or erected most of the brick buildings of consequence in Independence during the late nineteenth century and the early decades of the twentieth century. Some of their surviving work includes the Vaile Mansion, designed by Asa Beebe Cross; the Mercer home on South Pleasant, the c. 1890s remodeled portion of the Bingham-Waggoner home, and the First Baptist Church.<sup>47</sup>

In addition to the Randall Family construction business and that of Christian Yetter, Robert McBride was one of the most prominent builders in early twentieth century Independence. His career as an architect and builder in Independence spanned nearly 60 years. Born on a farm near present day Scott Avenue and Winner Road, McBride was a native of Jackson County. He attended Woodland College in Independence and later attended school and worked for a construction company in St. Louis. He returned to Independence in 1895 and began his own construction business. Among the residences he built were a number of stone homes including the J. W. Martin residence at Main and Farmer Street, the L. L. (Polly) Compton home at 318 Delaware and several on West Maple Street. He also designed a number of the early twentieth century schools in Independence as well as the 1910 Independence City Hall. In partnership with Christian Yetter he erected the First Christian Church at Pleasant and Kansas streets.<sup>48</sup>

## LEXINGTON-WINNER ROAD-ENGLEWOOD SURVEY AREA

Development in the survey area during this period included housing development along Chrysler south from Lexington and on Fuller and Park in Wilson’s Addition. In the unincorporated area along Winner Road, were several new homes in the 1800 block of Norton Avenue (then Cottage Avenue) and one in the 1600 block of Harris Street.

The 1910 boundaries of residential development within the Independence city limits to the west included Chrysler, Fuller and Park avenues south of Lexington Street.<sup>49</sup> With the exception of these streets and a few rural residences dating from the nineteenth century,

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<sup>46</sup> Wilcox, *Jackson County Pioneers*, 504. The area fronted an area which included the Allis Chalmers Plant at Pleasant and Pacific, west of the Bingham Waggoner Estate.

<sup>47</sup> Ibid., 504-505.

<sup>48</sup> Ibid., 505.

<sup>49</sup> City Directories and phone books indicate residences on Park Street as early as 1899-1900.

development along Lexington stopped at Crysler. Linden Street west of Crysler had one residence.<sup>50</sup> One example of late nineteenth residential architecture is the c.1899 Powelson family, gable-and-wing-house on Park Avenue. Although it has twentieth century wall covering and decorative details, it retains its original design elements.

The Home Telephone Directory for 1908-09 provides some insight into residential patterns at this time in the area west of Independence's city limits at Forest Avenue.<sup>51</sup> The listings include residences near the following "stations" along the electric car line:

- *Bristol Station (Northern Boulevard): W. J. Berkewitz, Claud Graver, E.P. Graves Grocery, Porter Graves residence, Miss Gladys Johnson, J.M. Johnson, W. H. Kinley, H.W. Wickler*
- *Englewood Station (Sterling Avenue): R.E. Bainbridge, Mary J. Bowen, Frank B. Connnett, Hugh W. Ford, George Franklin, J.H. Hocker, W.H. McClements, W. S. Mounts, F. C. Northrup, John Paulson, Adolph A. Prior, George W. Smith Groceries, J. T. White*
- *Norwood Station: M.C. Chapman, W.T. Urie Residence*

## **CIVIC PRIDE AND MODERNIZATION (1918-1948)**

### **POST WORLD WAR I CONSTRUCTION BOOM: 1918-1930**

As in other communities, construction halted during World War I. After the war, many developers feared that post-war inflation would end any further growth in the residential real estate market. When it became evident that the economy would remain stable and in response to the demand of a growing middle class that could afford to purchase houses rather than rent, a boom in residential development occurred.

Independence's population reached 11,686 by 1920.<sup>52</sup> The interurban rail line and the growing use of the automobile firmly established it as a suburb of Kansas City. As a result, Independence experienced a residential building boom throughout the 1920s. Forty or fifty new families a month moved into Independence. In 1923 the city issued 183 building permits and the post office added two carriers. In September of 1925, the phone company installed 98 new telephones. The net increase in new electric light meters during a four-month period that year was 188.<sup>53</sup>

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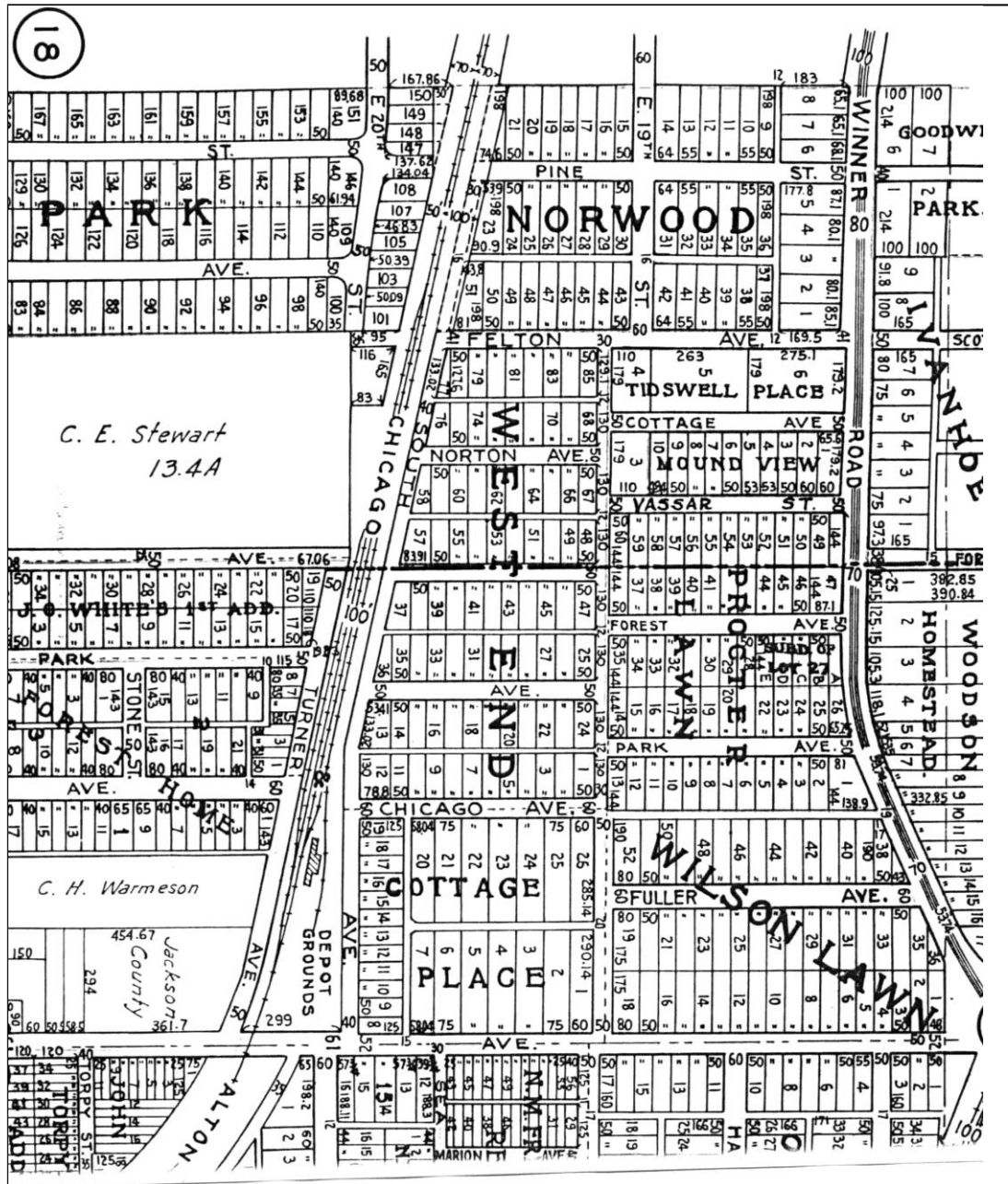
<sup>50</sup> *The Kansas City Home Telephone Company Directory* (Kansas City: Home Telephone Company, 1908.)

<sup>51</sup> Ibid.

<sup>52</sup> Curtis 34, "City's Boom"

<sup>53</sup> Pearl Wilcox, *Independence and 20<sup>th</sup> Century Pioneers: The Years from 1900-1928* (Independence: Wilcox, 1972), 520.

Figure 11  
DEVELOPMENT ALONG LEXINGTON STREET- WINNER ROAD,  
1925



Lexington – Winner Road – Englewood Survey

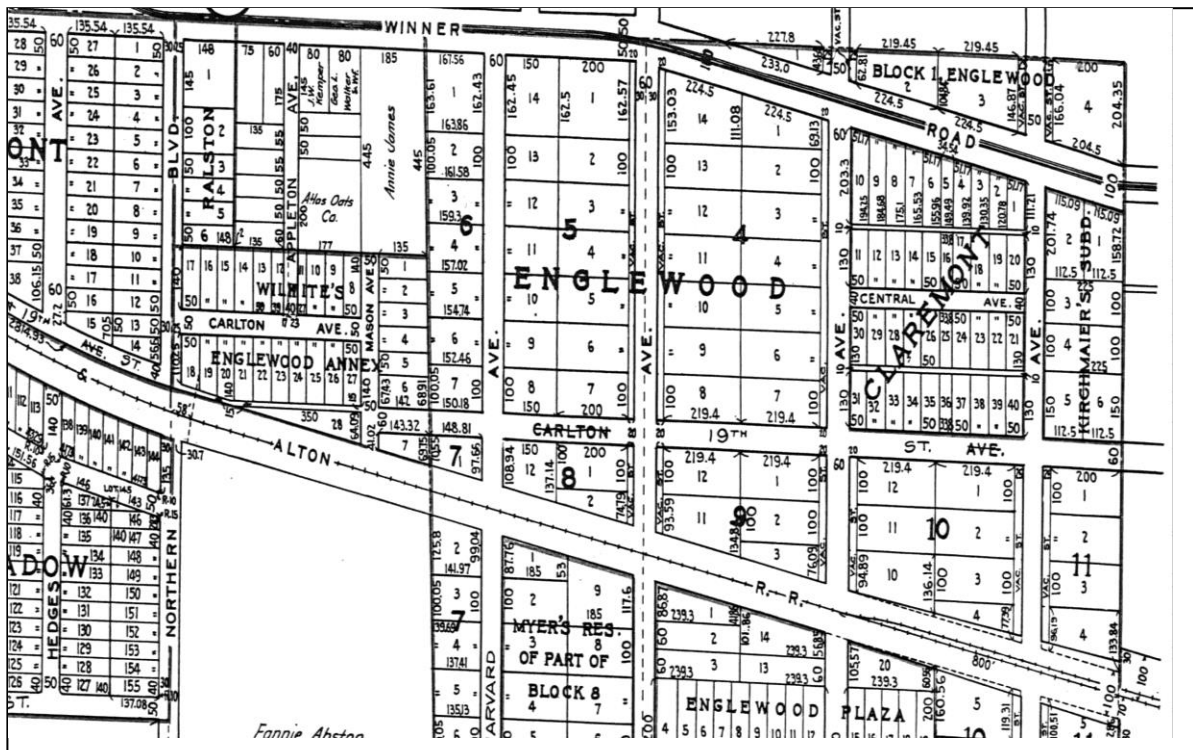
Historic Preservation Services L.L.C.

Within the city limits, development moved outward from the Courthouse Square. By 1920 residential and commercial development extended south on Crysler Avenue from Lexington. Residential construction west of Crysler along Lexington reflected these trends.

Between 1926-1930, contractors erected 69 houses -- close to 10 percent of the homes constructed or remodeled in Independence-- in the three-block area between the Missouri Pacific and the Chicago and Alton railroad tracks and the four blocks between Crysler and the city limits at Forest. On the one block stretch of Procter Place, alone, property owners erected 17 houses.<sup>54</sup>

The areas adjacent to the city limits on the south, east and north enjoyed moderate but steady growth. But in the inter-city area just west of Independence, residential and business construction increased 50 percent as developers laid out addition after addition.

**Figure 12**  
**DEVELOPMENT AROUND ENGLEWOOD SOUTH OF**  
**WINNER ROAD, 1925**



<sup>54</sup> One more was added in 1935.

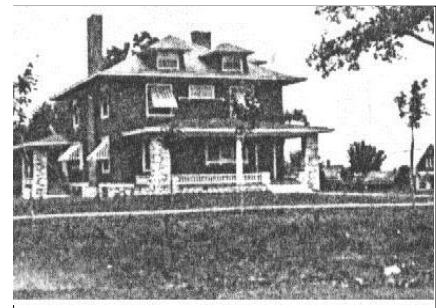
In 1917, 22 families living south of the Chicago and Alton Railroad tracks organized and secured funding to pave Sterling Avenue and Northern Boulevard from 23<sup>rd</sup> Street (Alton Avenue) north to the C & A Railroad tracks where paved sections of these streets already connected to Winner Road. The opening of 23<sup>rd</sup> Street west to Benton Boulevard further stimulated residential development between Winner Road and 23<sup>rd</sup> Street.<sup>55</sup>

The proportionately greater amount of homebuilding in the inter-city area at large was due to William H. Harrison, who conducted one of the area's largest residential development enterprises in the Englewood and Maywood areas.<sup>56</sup> In the Englewood area between the Chicago and Alton and the Missouri Pacific railroad tracks and between the Independence City Limits at Forest Avenue and Northern Boulevard, contractors erected over 173 residences and business houses, the majority built around 1924.

## ARCHITECTURE AND NEIGHBORHOOD DEVELOPMENT 1918-1930

### Building Forms and Styles

Housing in the region by the end of World War I ranged widely in type and quality. The Craftsman and Prairie styles that enjoyed special popularity prior to World War I continued to be favored up to World War II. But, historic eclectic styles prevailed as the most common styles for residential housing.



*M. H. Hudson House,  
Sterling and Winner, 1925*

In this respect, Independence was no different from other American cities and continued these preferences into the 1940s.<sup>57</sup> This period was part of a larger era dating from the late nineteenth century to the beginning of World War II in which stylistic interpretations were based on a full spectrum of older Euro-American period houses. As a result, styles such as Colonial Revival, Neoclassical (Classical Revival), Tudor Revival, Chateausque, Beaux Arts, French Eclectic, Italian Renaissance, Mission, Spanish Eclectic, Monterey, and Pueblo Revival became part of the American residential style vocabulary.<sup>58</sup>

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<sup>55</sup> Carnes, 11.

<sup>56</sup> Ibid..

<sup>57</sup> Ehrlich, *Kansas City, Missouri An Architectural History, 1826-1990* (Columbia: University of Missouri Press, 1992), 88.



Between World War I and World War II, the residential architecture erected in Independence reflected national trends. Historical Revival styles returned to popularity, Especially the Colonial and Tudor Revival styles. Vernacular and high style variations expressed the full range of both Revival styles and Modern architectural vocabularies.



*1508 W. Lexington*

The Craftsman and Prairie styles that overshadowed the revival styles during the first decades of the twentieth century, continued after World War I but enjoyed less popularity. The shift back was due, in part, to new and affordable methods for adding thin masonry veneer to balloon frame houses, allowing even modest homes to replicate the stone and brick construction of bygone eras. However, it should be noted that the national preference for proven architectural styles even extended to the grand, architect-designed mansions.<sup>59</sup>

In new working-class neighborhoods, modest, plan book stock designs and pre-fabricated bungalows utilizing Prairie School, Craftsman, and Colonial Revival motifs appealed to developers interested in quick production of small, detached houses.



*720 Procter Place*

The most prevalent style for the modest “first home” was the small, two-story houses in the Colonial Revival style with three main rooms on each floor and a screened porch at one end. On the other end of the scale for middle-class

housing of the affluent, the broad front, two-story Italian Renaissance or Colonial Revival styles were popular. While their primary facades hinted at mansion proportions they often had no rear projections and were shallow in depth.



*740 Procter Place*

<sup>58</sup> McAlester, p. 319.  
<sup>59</sup> Ibid.



*11312 Winner Road*

Elevated sleeping porches continued to appear as a projection the attic or under the main roof on the back of the house. In the designs of the 1920s, such as the two-story Revival styles, the sleeping porch was usually placed in tandem over a screened side porch.

The appearance of the typical residential lot changed during this period. As barns, wells, sheds and cisterns disappeared with the advent of city water lines and sewage systems, the back yard began to replace the front porch as a family and neighborhood gathering place. The growing use of the car by the middle-class made the detached garage a status symbol as well as a standard outbuilding by the 1920s.

### **Architects and Master Builders**

Even in the construction of upper- and upper-middle class housing, it was unusual at this time for prospective homeowners or developers to work with an architect. Most practicing architects at this time considered domestic architecture, particularly middle-class housing, to be an inferior pursuit, preferring instead large commercial and institutional building contracts and, from time to time, a commission for a grand mansion.

The architectural community in the Kansas City area at this time fell into two distinct categories: a few had the formal education and training to provide a full spectrum of professional services; others -- draughtsmen, engineers and contractors -- provided more limited types of design and planning work. The professionals usually entered into partnerships, employed draughtsmen as apprentice architects, and directed their efforts to commercial design and a few, choice residential commissions. There were, however, many architects in individual practices that, by necessity as well as choice, provided residential design services. Nevertheless, the contractor/builder using standardized plan books designed the majority of the region's working- and middle-class housing.

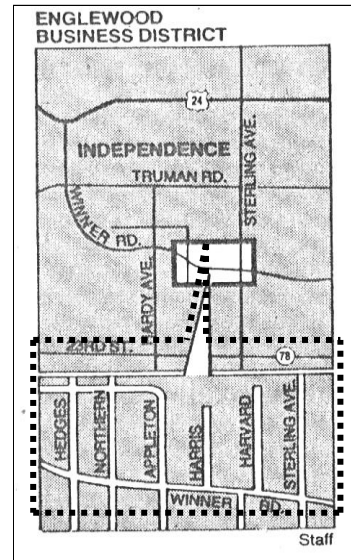
### **Lexington-Winner Road-Englewood Survey Area: 1918-1930**

Residential Development in the survey area continued along Chrysler south from Lexington and merged with the residences built in the unincorporated area along Winner Road. The architecture of the houses erected along the Lexington-Winner Road-Englewood corridor at this time strongly reflected historically based Revival styles including Colonial Revival, Tudor Revival, Italian Renaissance, Spanish Eclectic, and Mission styles. The majority

date from the post-World War I time period through the 1930s. The Colonial Revival style, especially variations of the Cape Cod sub-type, enjoyed popularity up through World War II and into the early 1950s. A few of these historically eclectic residences are excellent examples of American architectural design of this era; others reflect more restrained versions of these popular styles. The number and consistently high quality of the housing designs of this era created distinctive enclaves and streetscapes in the residential streets adjacent to the Lexington-Winner Road.

### **Englewood Commercial Center**

The tremendous increase in residences on the western edge of Independence at this time stimulated development of the Fairmount, Maywood and Englewood commercial centers located on the eastern edge of the Inter-city area on Independence Avenue, Van Horn Street, and Mt. Washington Boulevard respectively.<sup>60</sup> The Englewood commercial area that evolved between Northern Boulevard and Sterling Avenue along Mt. Washington Boulevard started as a streetcar stop in a sparsely developed residential area.



The name “Englewood” appears as early as 1887<sup>61</sup> as a platted area bounded on the south by present day 23<sup>rd</sup> Street, on the north by the Missouri Pacific Railroad tracks, on the east by what is today Sterling Avenue and on the west by Northern Boulevard. A 1904 map records the addition of several sub-divisions within these general boundaries including the platting of the Englewood residential addition on land owned by the Winner Investment Company south of the Chicago and Alton Railway and west of Sterling Avenue.<sup>62</sup>

Commercial activity along Winner’s rail line between Sterling and Northern began as early as 1910 and up to the early 1920s consisted of a few businesses located on the north and south sides of “Mount Washington Boulevard,” an unpaved road with an electric trolley line running through its center. In December 1922, Englewood, Missouri incorporated as a fourth class city. Forty-two days later the city disincorporated due to the confusion caused by another city named Englewood in nearby Gladstone, Missouri. Thereafter the term “Englewood Station” referenced the area. At that time an effort to annex the area into

<sup>60</sup> The streets now are U.S. 24 Highway, Truman Road and Winner Road respectively.

<sup>61</sup> “Sentinel’s Map of Independence, Kansas City and Vicinity 1887.” New Years Edition.

<sup>62</sup> *Plat Book of Jackson County, Missouri Compiled from County Records and Actual Surveys* (Minneapolis: Northwest Publishing Company, 1904), 27.

Independence failed. Nevertheless, continuing as an unincorporated area presented certain problems. The *Independence Examiner* noted these concerns.

*The people who live in the district are the ones who should be anxious. They cannot expect to continue as a country district without organization and without power to secure protection from a sanitary standpoint and on other accounts.*<sup>63</sup>

The observation had merit. Englewood, like other Inter-city communities came under the jurisdiction of the Jackson County Court. The area enjoyed so few public services that residents and business owners often referred to Englewood as the “stepchild of the County Court.” Volunteers led by C. S. Hunting provided the only fire protection. The county sheriff provided police protection but persistent problems in enforcement occurred as evidenced by a 1924 article in the *Examiner*. “Aroused by increasing lawlessness citizens of Englewood near Independence, have volunteered to act as police until official protection is

provided.”<sup>64</sup> Homer Vaughan, who operated a small grocery store as early as 1921 in Englewood, is credited with erecting the “first business building”<sup>65</sup> around 1924 on the southwest corner of Harvard and Winner just east of a parcel owned by Annie Ralston James, wife of Frank James.<sup>66</sup> The building included a drugstore on the corner, a grocery store next to it and physician and dentist offices on the second floor. That same year, directly across Winner Road, the demolition of the old McCullum home made room a new



**Vaughn Building, SW Corner Harvard & Winner**  
**Photograph Courtesy of Donna Vaughan Crandall**

<sup>63</sup> Curtis, “City of Englewood ’Disincorporates,’” 3310.

<sup>64</sup> Ibid., “Forty years Ago, From the Files of April 23, 1924” .*KC. Star* 3-26-64, 620,

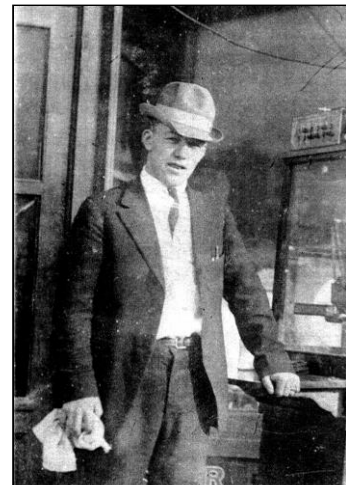
<sup>65</sup> It is clear that businesses were operating near the interurban line in this area prior to the erection of this building. Vaughan’s building was certainly the first business building of any substance.

<sup>66</sup> The Ralston homestead near present Englewood Station on Winner Road extended south to present day 23rd Street, The Ralston residence is still standing on east side of Sterling Avenue south of the Chicago and Alton Railroad Tracks. Annie Ralston married Frank James, both are buried at Hill Park on 23<sup>rd</sup> Street in the Old Ralston Family cemetery.

two-story brick building housing the Citizens Security Bank of Englewood, Englewood Hall and the Englewood Post Office substation.

Despite these new edifices, the commercial area initially had a spotty appearance. Most of the first commercial buildings were on the north side of Winner Road and, prior to 1927, there were homes still on the south side east of Appleton Street. The area gradually took on a uniform commercial appearance. By 1927, the Englewood garage and taxi service and a post office station expanded the commercial strip. In addition, dentists, Charles W. Aikins and E.H. Anderson, and physicians, George Polk, J.N. Hill and A. E. Heptonstall provided professional services. By 1930 the McQuay House on the northeast corner of Winner and Appleton made way for floral, dry cleaning and optical Shops. Across Appleton to the west were greenhouses. By 1930 the McQuay House on the northeast corner of Winner and Appleton made way for floral, dry cleaning, and optical shops. Across Appleton were greenhouses.

The fledgling community faced a number of challenges. Operating under county zoning regulations, Englewood had no planning authority or power to impose zoning or building codes. In 1924, Stanley Fike led an uphill battle to secure zoning regulations for the area. Four years later, Homer Vaughan founded the Englewood Booster Club, which grew into the Englewood Business Association. Vaughan remembered the Club's most difficult challenge was organizing opposition to the Ralph Sewer Law that would have placed prohibitive assessments on business and residents and stifled development in the area. The group ultimately defeated the measure. Sewer problems were not corrected until the 1930s when the county received W.P.A. funding.



*Homer Vaughan  
Photograph Courtesy of  
Donna Vaughan Crandall*

## **DEPRESSION AND WAR YEARS: 1930-1946**

Between 1930 and 1940 the population of Independence increased by only 770.<sup>67</sup> Although the county erected a courthouse “annex” in “Downtown” Kansas City in the 1930s and the city functioned as a suburb of Kansas City. Independence was still the Jackson County Seat and retained its identity as a distinct community. The city had 19 industries including a flour mill that processed \$12,000,000 worth of Queen of the Pantry flour a year, and

served as the headquarters of the Jackson County Farm Bureau, employing the largest staff of its kind in the State. In addition the city was the world headquarters of the Reorganized Church of Jesus Christ of Latter Day Saints.<sup>68</sup> Despite the effects of the Great Depression, the city boasted enough paved streets which, if lined end to end, would reach Lexington, Missouri; an open air swimming pool, the Natatorium, on the west side of the intersection of Crysler and Lexington; and a newly completed World War I Memorial Building with a seating capacity of 1,700.<sup>69</sup>

The Englewood residential and commercial area continued to grow under the jurisdiction of the Jackson County Court. During the 1930s the Englewood commercial center became known as a part of the larger “Inter-city District,” which included the commercial enclaves of Maywood and Fairmount. Growth and the unincorporated status of this area promoted cooperative efforts. Among the ventures of the various commercial and residential neighborhoods in this area was the hiring of “Slim” Palmer to maintain order. In 1935 a group of fifty men and women joined to seek a \$1.5 million grant for sewers for the Inter-city District. The need for emergency fire protection prompted Charles Ware, an Englewood insurance and real estate man, to form a special Kiwanis committee that raised \$13,000 in 1944-45.

## NEW ENGLEWOOD COMMERCIAL BUSINESS LISTINGS

### 1930

Alexander Brother's Service Station  
Alf Churchill's Barber Shop  
Browns' Shoe Repair  
Cordes Schwenk's Grocery  
Dr. Lewis Soper  
Graham's Barber Shop  
Hoover and Ware Real Estate  
Powell's Produce  
McClain's Restaurant  
Maywood Men's Bible Club  
Miller and Son's Used Cars  
Mrs. Edward Jolly's Dress Shop  
Polly-Anna Beauty Shop  
Sargent's Restaurant  
Shepard Plumbing  
Vaughn's Hardware

### 1940

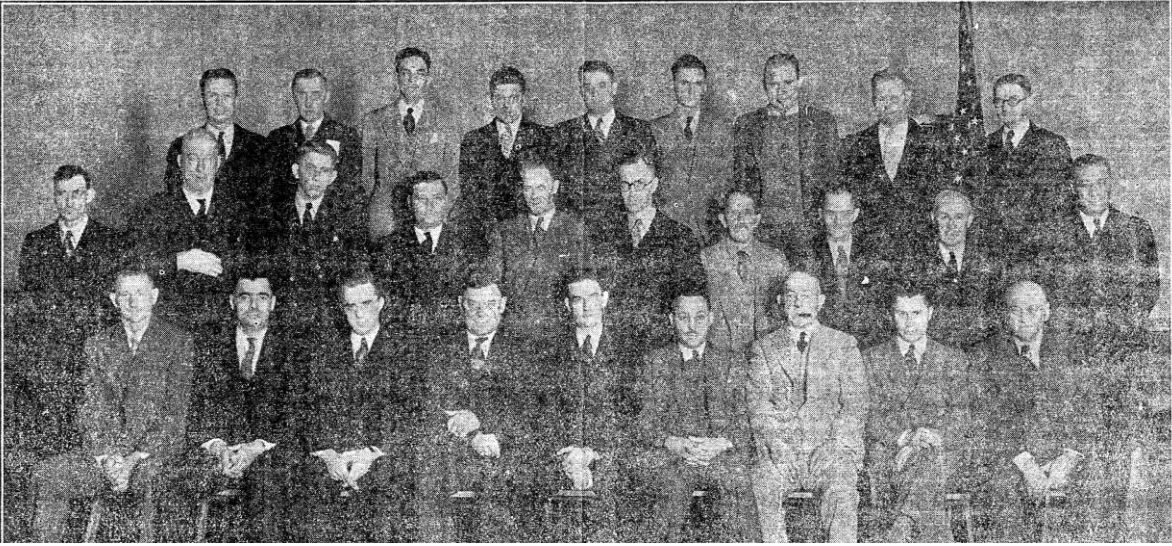
Dobson Cleaners  
Dr. Richard Sheck  
Englewood Café  
Everett Shoe Repair  
Harralson's Auto Repair  
Keehart's Sinclair Station  
Leo Walker Real Estate  
Royal Barber Shop  
Tastey Ice Cream  
The Remnant Shop

On August 30, 1945 business owners and merchants formed the Englewood Business Association. Names associated with the organization at this time included Leo Walker,

<sup>67</sup> Curtis, “City’s Boom,” 34.

<sup>68</sup> Charles van Ravenswaay, *Missouri A Guide to the “Show Me” State* (New York: Duell, Sloan and Pearce, 1941), 378

<sup>69</sup> R.L. Polk, compiler, *Polk’s Independence (Missouri) City Directory* (Kansas City Missouri: Gate City Directory Co., 1930).



***Inter-city Kiwanis Club, 1935<sup>1</sup>***

Left to Right: Front row: C.G. Davidson, Fred C. Herbster, Dr. C. Stewart Gillmor, Judge Thomas H. Knight, Dr. A.V. Frisby, Dr. Fred W. Hink, Claude P. Brown, Ed Fraas, George E. Locke. Second Row: C.R. Davis, W.H. Harrison, Norman Davidson, George C. Carson, Martin C. Carlson, B.E. Farrington, Chief G. S. Hunting, Charles T. Jones, J.J. Blakely, Paul C. Ford. Back Row: The Rev. W. E. King, Leo N. Walker, William L. Gillmor, Earl R. Curts, James R. Kirby, Stanley R. Fike, W. J. Stinson, Charles E. Ware, W. M. Wood.

Earl McHenry, V. A. Julian and Alf Churchill. V. A. Julian, the first secretary-treasurer, remembered the association's initial achievements included securing a branch of the Independence Post Office that opened August 1, 1946 and a utility station where utility bills could be paid. In the late 1940s, the association converted the abandoned electric car line parkway<sup>70</sup> running through the business district into a parking plaza and added streetlights.

**ARCHITECTURE AND NEIGHBORHOOD DEVELOPMENT 1930-1946**

**Building Forms and Styles**

The construction boom of the 1920s continued in the survey area until 1932. This was a departure from regional trends. In Kansas City, the boom in residential housing topped out by 1928. The types of houses built reflected old styles and forms rather than new designs. Between 1940 and 1942 a spurt of residential construction occurred. Most of these houses were under construction prior to the Japanese attack on Pear Harbor in December 1941

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<sup>70</sup> Bus service continued on the old interurban line.

and the U.S. entry into World War II and thus were completed before wartime restrictions stopped domestic home building. Construction did not resume until the end of the war.

The types of housing constructed in Englewood in the 1920s was typical of the housing Americans often wanted but found difficult to obtain in the suburban explosion following World War II. Before 1930 developers and contractors erected homes of more substantial materials with larger bedrooms and living areas. After 1935, design changes reflected increased dependence upon electrical innovation in appliances and greater attention to the mechanical aspects of housing. By this time, housing styles were, as a rule, more a precursor for the limited styles of post-W.W. II suburban subdivisions than a reflection of the more spacious houses of the 1900-1920s.

## **SUBURBAN GROWTH (1949-1980)**

### **POST WAR DEVELOPMENT PATTERNS**

The first decades of the post-war period were a boom era in building construction. The war-time housing shortage, an influx of over ten million returning veterans and a desire to return to normalcy fueled an almost universal desire to own a home and raise children in a new homogeneous environment.<sup>71</sup> During the first years of the post-war period, home ownership, particularly for white middle-class families, became a matter of public policy. The 1949 Housing Act guaranteed developers and bankers a higher profit on large housing developments targeted to the middle class. The legislation also initiated the Urban Renewal Program, which contributed to post-war white flight to the suburbs. As a result, the selling of single-family, detached house quickly became big business.<sup>72</sup>

Independence responded to these post-war conditions. Although the city boundaries had not changed since 1889, as early as 1947, the city moved to annex unincorporated areas to the south and west, including the 6.98 acres that included the original Englewood area. On May 12, 1948, voters approved the annexation, enlarging the city from 3.4 to 10.3 square miles and doubling the city's population.<sup>73</sup> The incorporation of these areas into the city limits established Independence as the fifth largest city in the state with a population in 1950 of 36,963.

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<sup>71</sup> Gwendolyn Wright, *Building The Dream: A Social History of Housing in America* (Cambridge: MIT Press, 1981), 242.

<sup>72</sup> Ibid., 246-47.

<sup>73</sup> Bernd. Forester, *Independence, Missouri*. (Independence: Independence Press, 1978), 181.



The first decades of the post-war period witnessed a boom in building construction. 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 six billion to twenty billion dollars.<sup>74</sup> The level of building activity, particularly new construction, is not surprising. Over twenty years passed during which the Great Depression and wartime restrictions severely constrained construction opportunities. Except for very limited private construction, the principal changes in the American landscape and cityscape during those decades came from a highly selective program of funding public buildings and various defense plants. Thus there was a real and a psychological need for all kinds of new, clear symbols of progress.

A number of very significant factors entrenched suburban development in the United States during the post-war years. Federal programs such as the lifting of price, wage, rent and other war controls and restrictions; the Federal Housing Administration (FHA) which revolutionized home loan financing with the long term, low interest, amortized mortgage; the G. I. Bill, which allowed purchase of a home without a down payment; and the introduction of personal income tax deductions for mortgage interest, created the foundation for massive post-war suburban expansion. The significant increase in automobiles and governmental funding of limited access inter-state highways, and improved county road systems further entrenched suburban development.<sup>75</sup>

As early as 1949, speculative development of large housing tracts dominated the home building industry. Developed land yielded a higher profit than simply amassing vacant ground in a contiguous area, platting it and selling lots for individual homebuilders. The result was new subdivisions with hundreds, if not thousands, of virtually identical homes. In contrast to before World War II, when the typical builder constructed five houses per year, during the post-war boom the average contractor erected twenty-two houses annually.<sup>76</sup>

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<sup>74</sup> Wright, 242; and Kenneth T. Jackson, *Crabgrass Frontier: The Suburbanization of the United States* (New York: Oxford University Press, 1985), 233.

<sup>75</sup> Wright, 248.

<sup>76</sup> Ibid, and Jackson, 233.

## ENGLEWOOD PLAZA COMMERCIAL CENTER: 1946-1960

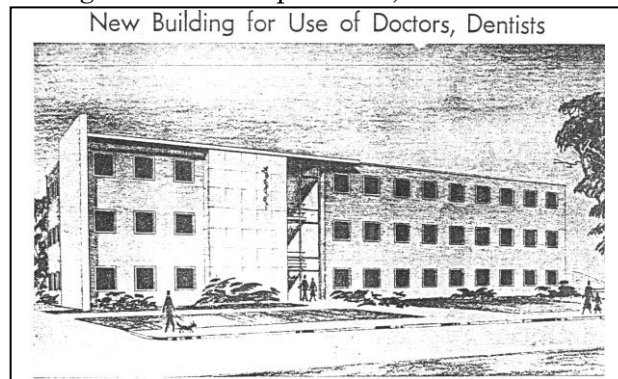


*McHenry's Appliance Store c. 1950. Note evidence of remodeling on upper store front. Photograph Courtesy of Donna Vaughan Crandall*

The post-W. W. II building boom and suburban expansion benefited Englewood. The trend to decentralize away from the Independence Square brought diversity to the business district. The expansion of Earl McHenry's appliance business reflected a patronage larger than the immediate area. The large new Englewood Theater built in 1949 with a Cinemascope screen competed with the Granada and Plaza movie theaters located on the Independence

Square. In 1955 work began on a three-story medical building with twenty-five office suites designed specifically for doctors and dentists. Located on the southeast corner of Winner and Appleton, the building occupied land purchased from George Walker, Lee Mathews and L. Carmichael. Choplin Brothers Real Estate handled site acquisition and leasing. The relocation of Independence medical professionals from their century-old location on the Independence Square marked a significant change in land use patterns; now "suburban" locations attracted all types of services in addition to retail businesses.

By 1963, a special census reported the population of the city to be 86,438, making it the fourth largest city in Missouri. This dramatic increase in population occurred as a result of additional annexations and the movement of people to areas like Independence that maintained a suburban character. By 1964 the boundaries of Independence extended westward in some places to the Kansas City limits.



*Englewood Medical Building*

Growth continued in the 1960s in the Englewood commercial area. Leo Walker razed several greenhouses on the northeast corner of Winner and Appleton to make space for

development of Walker Center. The modern, L-shaped plan with a side parking lot created 7,400 square feet of commercial space which housed Walker's Flower Shop, Petey Childers' Prescriptions, Johnnie's Englewood Café, a beauty salon and law offices. Improvements to existing buildings occurred as well. Sermon and Anderson, Inc. added a second floor and the Ben Franklin Store expanded. Other changes included new businesses such as Clippard-Rodekopf Rambler which replaced Miller and Sons Cars, the Sport Mart, Lucille's Candies, Leisurematic Washateria, Doctor's D-X Service, Flanagan's Insurance Agency, Chez Charles, Stoner's Furniture Outlet and Zeke's Great Western Paint Store.

Throughout the era of large shopping malls, Englewood's continuing economic vitality was due to an active merchant association, access to public transportation via the bus system that replaced the electric car line and a stable residential area. While some lamented the lack of a grocery store, sixty businesses catered to the neighborhood's most basic needs and supplied specialty items as well.

#### **NEIGHBORHOOD DEVELOPMENT AND ARCHITECTURE IN INDEPENDENCE: 1946-1960**

The increased use of automobiles and regional highway programs further stimulated suburban growth in Independence as in other communities in the region. The economic boom meant that more and more families could afford to drive their children to school and themselves to work or to the store. Commuting by car to work became common place. Growth patterns in Independence mirrored those of communities throughout the nation. As in other cities, factors such as location of established roads and highways and land values determined suburban development patterns.

Throughout the post-war period, the single-family house dominated suburban development in Independence. It was not uncommon in the outlying areas of Independence for housing developments to transform farmland within a period of weeks. In the 1950s suburban

#### **NEW ENGLEWOOD COMMERCIAL BUSINESS LISTINGS**

##### **1950**

Dr. E. Caster  
Cauger's Film Services  
Cavanah Dance Studio  
Dr. S. F. Cockerell, pediatrician  
Crenshaw's Camera Shop  
Dodd's Bakery  
Englewood 5-10 & 25 Cent Store  
Englewood Bakery  
Englewood Shirt Shop  
Green's Upholstery  
Pete and Evelyn Gross' Grocery  
Gunzel Shoe repair  
Hulet Glass  
V. A. Julian, Jr. lawyer  
Kelley Venetian Blinds  
Lane's Service Station  
Maywood Printing  
Sermon and Anderson Interiors  
Terhunes Electric Store  
Tordoff's Jewelry  
Walker's Barber Shop  
Wisdom Dry Goods.

development moved south from 23<sup>rd</sup> Street to 35<sup>th</sup> Street and east toward 71 Highway.

<sup>77</sup>Most subdivision plans departed from the traditional nineteenth and early twentieth century grid system and featured curved streets. Those subdivisions that had a grid plan most often did not align with the streets of the city's traditional grid system. Large subdivisions such as Golden Acres<sup>78</sup> off of Gudgell and Manor Oaks along Chrysler south of 32<sup>nd</sup> Street quickly came into vogue.

In the older, central part of Independence, the conversion of single family homes to multi-family residences that began during the housing shortage during the war continued. In particular, multi-family units appeared as scattered new infill construction and as converted single-family houses along public transit lines.

The policies of the Federal Housing Administration (FHA) affected the appearance of dwellings and streetscapes in older areas as well as the suburbs. Objective, uniform building standards and enforcement through on-site property inspections prior to and during construction set the FHA apart from other mortgage programs. Builders quickly adopted the minimum standards established by the FHA for new home construction as an industry standard and regularly applied them to new construction that was purchased without FHA-guaranteed loans. Although the standards did not guarantee a fault-free building, they aimed to eliminate serious structural and mechanical deficiencies.<sup>79</sup>

The FHA encouraged the building and selling of ready-made houses as opposed to custom built homes. Architects and planners soon criticized the lack of individuality and mediocre designs promulgated by federal guidelines. Their complaints had merit. While guidelines cautioned that "sufficient variety in exterior design should be used to avoid monotony and yet retain a harmonious character," the FHA instructed loan evaluators to lower rating scores of houses with conspicuously modern styles, which the agency considered to have less resale value.<sup>80</sup>

While they complained about the boring designs that the FHA fomented, architects advocated stripping away non-functional ornamentation and use of a "scientific" approach to developing a floor plan that met modern needs. The result was a dramatic change in the

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<sup>77</sup> Now "291."

<sup>78</sup> Kroh Brothers Real Estate platted Golden Acres Sub-division prior to the war. A considerable portion of development occurred after World War II.

<sup>79</sup> Jackson, 205.

<sup>80</sup> Federal Housing Administration, *Planning Profitable Neighborhoods, Technical Bulletin No. 7* (Washington D. C: Federal Housing Administration, n.d.), 5.

design and form of housing. With the exception of restrained Colonial and Tudor Revival influences seen in the Cape Cod and Minimal Traditional designs, the period house and the modern, Craftsman bungalow disappeared. And, while the single-family house continued to dominate the residential market, its modern, post-war form contained few if any historical references and most often was nearly identical to other houses built at the same time whether as infill housing in older neighborhoods or in the middle class suburban housing subdivision.

Building materials also changed, speeding the building process. Wallboard and plywood replaced plastered walls and hard wood floors. Prefabricated doors, windows, fireplaces and plumbing fixtures substituted for custom work, creating even more uniformity in appearance. New plastic laminates and vinyl products became popular economical building materials.

Faster and more efficient construction methods also influenced residential styles. New platform frame construction used prefabricated materials cut to standardized lengths. These “platforms” built on concrete slabs created a fast assembly line approach to subdivision development.

The styles that emerged during this period had common attributes. All had a more functional approach to design and plan, minimal decorative detailing, ornamental front yard and private back yard patios and activity areas. Most were a story or a story-and-a-half and had moderate to low pitched roofs. The most prevalent of the new styles was the Ranch House and the Split-level that came into popularity in the 1950s.

These new styles utilized a plan that incorporated three basic zones: a formal living (and sometimes dining) area; a kitchen with an informal dining and/or family room; and a bedroom area. An attached garage often augmented the plan. The simplest versions of the one-story Ranch House were quite small and utilized as few interior walls as possible. The rectangular baths and bedrooms that varied from 8' x 10' version relied on projecting wings to create separate formal and informal zones. All reflected the influences of Frank Lloyd Wright's 1930s, low profile Usonian Houses in the



*Simple Ranch Style House  
814 Woodland*

use of low hipped or gabled roofs, horizontal use of contrasting materials and ribbon windows. Most featured a large single fixed-pane ‘picture window’ often flanked by small side windows.

The larger Split-level house came into vogue after the post-war housing shortage abated in the period from 1953 to 1961. As with the Ranch style, the plan wasted little space – it had no attic or front porch. Different levels separated informal and formal living zones connected by a central entrance hall and short flights of stairs. The garage was an integral part of the house and often became a highly used informal entry off the driveway. The style, in its most abbreviated form, was quickly adapted to duplex housing units.



*Split-level Duplex. 1301-03 Linden*

#### **LEXINGTON-WINNER ROAD- ENGLEWOOD SURVEY AREA: 1946-1960**

New housing erected in the 1950s in the Survey area reflect the post war evolution of housing styles and culminate in the popular suburban housing styles and forms of the period. These are scattered throughout the Survey area on previously vacant lots. Between 1946 and 1955 the massed plan-side gable vernacular folk style continued in popularity as did the Minimal Traditional style and a variety of Neocolonial and Neoclassical styles. By the mid-1950s the Ranch House style, and to a significantly lesser degree, the Split-level style appeared in the Survey area.

During this period a number of multi-family housing units also appeared. The largest complex is located in the 1800 block of Vermont. The two-story units, erected in 1950 reflect a transition from the Colonial Revival to Modern architectural styles. One of the earliest post war duplex units, located at 1516-18 and 1520-22 Appleton, is an early example of the Ranch House style.

# RECOMMENDATIONS

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The Lexington-Winner Road-Englewood reconnaissance survey compiled physical and historical information on 644 properties located in the area bounded roughly by Chrysler Avenue on the east, Northern Boulevard on the west, the Chicago and Alton Railroad tracks on the south and the Missouri Pacific Railroad tracks on the north. Based on an analysis of the data collected, the consultants offer the following recommendations for future intensive level survey, designation of local Conservation Districts, nomination to the *National Register of Historic Places*, and/or designation as local Landmarks or Historic Districts.

## SIGNIFICANT INDIVIDUAL PROPERTIES

Properties that appear to meet the criteria to have potential for listing on the *National Register of Historic Places* as individual properties for their local significance and for designation under the City of Independence Historic Preservation ordinances as a Landmark include the following: (Appendix 4)

The house at **11605 Winner Road** is one of the oldest in the Survey Area with portions could date to the mid-nineteenth century. It is individually significant under **National Register Criterion A** as a rare surviving property type associated with the City of Independence's development patterns along the Lexington-Winner Road



corridor that predate subdivision development. The residence is on land that was part of a parcel originally owned by Smallwood Noland. The 1877 Jackson County Atlas shows two parcels and two residences -- that of Wm. McBride<sup>81</sup> at the corner of present day Scott and Winner and adjacent to the east a smaller plat noted as "J. T." Secondary sources note that

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<sup>81</sup> William McBride, a horticulturist, was the father of Independence architect/builder Robert McBride.

Bernice Tidswell's father purchased property in this location in the late 1850s. Bernice married Jason White; Sr. Early city directories list a residence for the Tidswells at "Tidswell Station." Charlotte Tidswell is listed as owner from 1930-40. The property evidently stayed in Tidswell-White families as Jason White, Jr. lived in the residence in 1950s through the 1980s. Further research is necessary to fully document the McBride and Tidswell property history.

**The c. 1924 Citizens Security Bank Building, 11026-28 Winner Road,** is individually significant under **National Register Criterion B** for its local associations with President Harry S Truman's business venture with the Citizens Security Bank of Englewood and the Community Savings Association between 1925-1926. After the failure of his haberdashery store and an 18-month stint as membership secretary of the Automobile Club of Kansas City, Truman returned to active political involvement and became involved in banking. In 1925, he joined the Farm and Home Savings and Loan Association as a recruiter of depositors. Before the year was out, Lou Holland,<sup>82</sup> a Jackson County civic leader and vice-president of the Citizens Security Bank, a small bank in Englewood, involved Truman in a rapid series of complex banking operations.



In September 1924, Citizens Security officials (probably with the assistance of Spencer Salisbury, an Independence resident and W.W.I. friend of Truman), obtained a controlling interest in a Kansas City mutual savings and loan business, took over its management, moved it to the Citizens Security Bank building in Englewood and renamed it Community Savings and Loan. Although a separate business, Community Savings and Loan functioned as an affiliate of Citizens' Security Bank. It is believed that Salisbury and Holland persuaded Truman to leave Farm and Home to work with their banking operations. In the fall of 1925 Truman established a management company in partnership with Salisbury and Arthur Metzger under the name of Harry S Truman and Company. This company contracted with Community Savings and Loan to manage its solicitation of deposits for a commission. Truman and his partners launched a vigorous campaign to attract deposits through an installment savings plan and also established branch offices at 204 North

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<sup>82</sup> Holland resided at 11425 E. Winner Road from the 1920s to the mid-1940s.



Liberty in Independence and at the Kansas City, Missouri tailor shop of another W.W.I. buddy, Ted Marks. By the end of February 1926, the effort significantly raised Community's total assets and Truman's control of Community became all but total when he, Holland and others took over control of Citizens Security Bank that month. Truman subsequently became president of Community Savings and Loan and, in April, he moved the main office from Englewood to 204 North Liberty Street in Independence.<sup>83</sup> With the exception of replacement of second story windows with smaller windows and wood infill, the building retains its c.1924 appearance.

**The Sermon residence at 701 Procter Place<sup>84</sup>** is individually significant **under National Register Criterion B** for its associations with Mayor Roger T. Sermon, who resided in the house from the time of its construction in 1935 until his death in 1950. Roger T. Sermon, Sr. served as mayor of Independence from 1924-1950 and headed the eastern Jackson County



Democratic political faction which was a part of the Truman political machine. Mayor Sermon was a Battery Commander in the 129th Field Artillery with Captain Harry S Truman. Sermon was prominent in national and state Democratic Party affairs, serving frequently as a delegate to the national conventions.<sup>85</sup> Sermon moved to the home he built on Procter from his home on the north side of Truman Road (Van Horn) between Union and River streets. This dwelling is also individually significant under **National Register Criterion C** as one of a few distinctive examples of the French Eclectic style of architecture found in Independence.

The simple, turn-of-the-century **Southern Residence at 641<sup>86</sup> S. Park** is locally significant under **National Register Criterion B** for its associations with its original

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<sup>83</sup> Alonzo L. Hamby, *Man of the People A life of Harry S. Truman* (New York: Oxford University Press, 1995), 137-141.

<sup>84</sup> The address was originally 643 but within a few years was changed to 701.

<sup>85</sup> Curtis, 3386, "Mayor and Mrs. Roger T. Sermon and Son Moved Into New Home at 643 Procter Place;" and "Steady Stream of Citizens Bow at Wake of Mayor," *Independence Examiner*, January 26, 1950, 1.

<sup>86</sup> The property is also listed in early city directories as "639."

owner, William Southern. Southern was the influential and celebrated long-time editor of the *Independence Examiner*, which he founded in 1895. Southern's column written under the pen name of "Solomon Wise" was renowned in journalistic circles. William Southern and his wife, Caroline Procter, continued to occupy the home into the 1950s.

Southern was an important supporter of Harry S Truman. His daughter May Southern Wallace was a sister-in-law of Mrs. Harry (Bess Wallace) Truman.



**The Holland-Sermon Home at 11425 Winner Road** appears to have potential to be individually significant **under National Register Criterion B** for its associations with two individuals associated with the Truman/Pendergast/ Sermon political machine -- Lou Holland and Mayor William Sermon. The current exterior appearance does not reflect house's historic appearance during the period it was owned by Holland and, later, Sermon. Artificial siding covers the original stucco cladding. If restored, the residence would be individually eligible for listing on the *National Register of Historic Places* and for local designation as a Landmark.

Jackson County business leader, Lou Holland owned and resided at the then, Inter-city home from 1926-1942. Holland, considered to be the father of aviation in the area, was instrumental in securing Trans World Airlines headquarters in Kansas City and development of Municipal Airport. Beginning in the 1920s, Holland was one of Jackson County's prominent civic leaders. He founded the Holland



Engraving Company and served as president of the Associated Advertising Clubs of the World. He was a founder of the Kansas City Better Business Bureau, was an active member of the Automobile Club and played an important role in directing the activities of the Kansas City Chamber of Commerce. In 1926 he and Truman entered into an

intertwined series of savings and loans and banking enterprises. Like his friend and business partner Harry S Truman, he was a Mason and a Democrat.<sup>87</sup>

William Sermon, owner of the residence from the mid-1940s through the 1950s, was the younger brother of Mayor Roger T. Sermon. He and his brother-in-law, Harvey Jones, “inherited” remnants of the Truman/Sermon political faction after Roger T. Sermon’s death. Bill Sermon served as mayor of Independence from 1958 to 1961. He was convicted of income tax evasion in relation to unreported campaign contributions.<sup>88</sup>

**The George C. Carson Funeral Home at 1501 Lexington Street** is potentially eligible as an individual property for local significance under **Criterion B** for

its association with President Harry S Truman. Designed by architect, William Borland Fullerton, Jr., the c. 1960 funeral home provided embalming and related funerary services in preparing the body of Harry S



Truman for interment in 1972. During this period, the property was under the protection of the U.S. Army. Although not fifty years in age and associated with the death of President Truman in 1972, the building is eligible under local ordinances for listing as a Landmark, and under special criteria considerations may be eligible for listing on the *National Register of Historic Places*.

The property is also a representative example of the post-W.W.II Modern Movement designs of Independence architect, William Borland Fullerton, Jr. who attended high school and later resided in Independence. Fullerton’s Modern and Contemporary style design commissions in Independence include the Medical Building at 11200 Winner Road, the Bank of Independence Building at the corner of Truman Road and Liberty Street, the Jones Store on the Independence Square (featuring the city’s first escalator), the Messiah Lutheran Church on South Main Street, and the Sanford Cockerell residence at 35<sup>th</sup> Street and Crysler Avenue as well as other residences and buildings. Fullerton, with movie distributor and theater owner Stan Durwood, designed the first multi-cinema theater complex in the United States at the Ward Parkway Shopping Center in Kansas City. Upon

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<sup>87</sup> Hamby, 137.

<sup>88</sup> Curtis, 907. "Probation for Sermon," *Kansas City Star*, 17 July 1964.



achieving fifty years in age, these late 1950s and 1960s buildings as a thematic group or individually may be eligible for listing for local architectural significance under **Criterion C**.

**The 1949 Englewood Theater, at 10917 Winner Road** designed by Kansas City architect, Luther Orville Willis is architecturally significant under **National Register Criterion C** as an excellent local example of the

International Style. Distinguishing elements of the architectural style are the flat roof, in this case with a ledge (coping) at the roof line; the use of a long ribbon of metal casement windows set flush with the outer wall extending to the building corner on the second floor; the smooth, unornamented stucco wall surfaces; and the asymmetrical façade with floor-to-ceiling plate glass windows on the first story that are incorporated into the entrance.

The large residence and grounds (left) at **11521 Winner Road** is architecturally significant under **National Register Criterion C** as, one of the city's largest and most distinctive Tudor Revival Houses. In addition to the incorporation of all of the distinguishing elements characteristic of the design, the interior of the house features extensive ceramic tile work. All of the original interior spaces retain their architectural and historic integrity. A detached carriage house/garage is located at the rear of the house. The house is set on expansive landscaped grounds. A two-story garage addition has been added to the rear of the house and is sympathetic in style, materials, size, scale and massing.



**The Schulenberg residence at 629 Park** is locally significant under **National Register Criterion C** as a rare and significant example of the French Eclectic style residence found in Independence. This towered asymmetrical version displays all of the important design elements of its subtype, including a steeply pitched roof with varied



hipped roof massing, subordinate gable sections and varied roof-line heights, prominent conical tower, window tops that break the roof-line, massive chimney, half-timbering, casement windows, mixed materials including stucco, brick and stone (above).

**The McCoy residence at 701 Park** (left) is individually significant under **National Register Criterion C** as a rare, high-style example of the Prairie Style residence found in Independence. Designed and built by architect William McCoy as his home, the dwelling reflects all of the important identifying features of its sub-type and is rare in the region for its academic approach.



The 1930 Robinson Residence at **11320 Winner Road** erected by Joseph M. Robinson, owner of Robinson Shoe Company of Kansas City, Missouri, has potential to be individually significant under national **Register Criterion C** as an example of the Colonial Revival Style architecture. Vinyl siding has been applied over the original wood lap siding. If this were removed, the property would be eligible for listing.



Houses of this style found in Independence do not reach the size or have the degree of craftsmanship of this residence. All of the interior spaces retain their historical integrity.

## POTENTIAL HISTORIC DISTRICTS

### LEXINGTON-WINNER ROAD CORRIDOR

The majority of the buildings and streetscapes located between Fuller Avenue and Sterling Avenue on both sides of the Lexington-Winner Road corridor<sup>89</sup> and those located on the side streets between that corridor and the Linden Avenue-19<sup>th</sup> Street corridor retain sufficient architectural integrity to meet **National Register Criterion A and C** for local significance. (Appendix 5) This area is significant under Criterion A in the area of “COMMUNITY PLANNING AND DEVELOPMENT” for its ability to convey information about the historic development of the City of Independence’s early suburban subdivisions (i.e. the Wilson and Procter Lawn Sub-division development between 1911 and 1930) as well as the development of unincorporated commercial and residential enclaves in the Inter-city District. The area demonstrates two distinct pre-W. W. II cultural landscapes, that of the city and that of the county. In particular, this area continues to successfully communicate the impact of the interurban car line developed by Willard Winner and the later, electric car line, on development patterns in the city. The area is significant under Criterion C in the area of “ARCHITECTURE,” for the continuum of early to mid-twentieth century middle-class housing styles found in the area. The presence of both high-style architectural designs and Folk House forms communicates a significant number of the important styles and sub-types built between 1900 and 1950. In addition, there are a significant number of post-W.W.II housing styles erected between 1946 and 1960 that will achieve importance upon reaching 50 years of age that enhance the continuum. As such, the area is also eligible under City ordinances for designation as a local historic district.

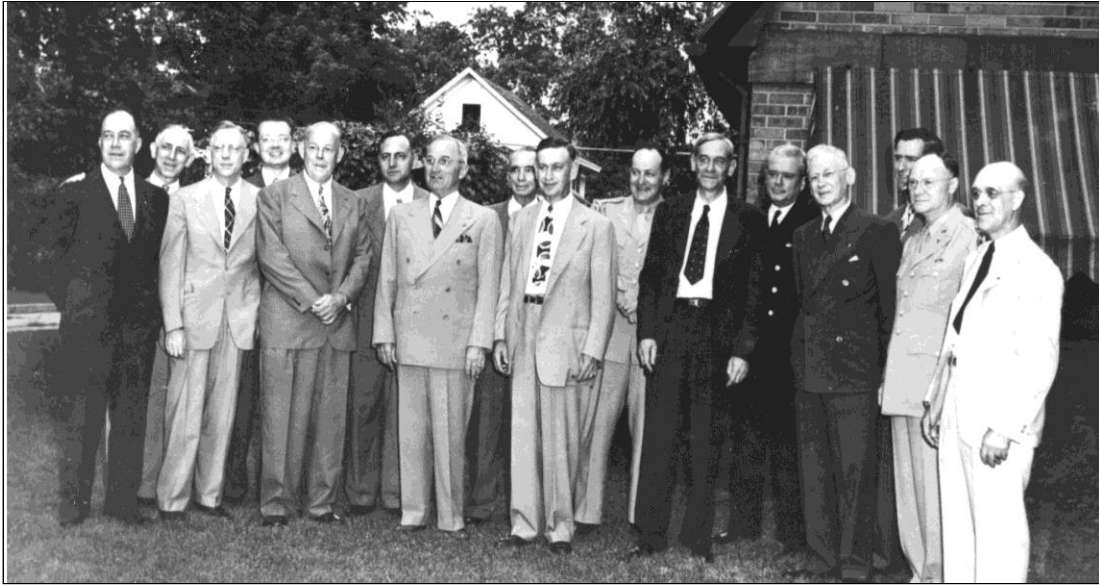
### PROCTER PLACE HISTORIC DISTRICT

Developed in the 1920s, Procter Lawn Addition was once part of the original acreage purchased in 1866 by Reverend Alexander Procter, long-time pastor to the First Christian Church of Independence. Procter’s home, an Italianate brick residence, faced onto Westport Road (later Lexington Avenue) across the street from the Italianate residence of Samuel Woodson (Woodson-Sawyer home at 1604 Lexington). Only one block long, Procter Place has local significance as an enclave in which a remarkable number of residences were owned by individuals with connections to the Truman family and members of the Truman-

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<sup>89</sup> This includes both sides of Sterling with the exception of the area on Sterling north of Winner and the stone house at 1900 Sterling

Sermon political faction in Eastern Jackson County. Known locally as ‘Politicians Row,’ (Appendix 5) Procter<sup>90</sup> Place was considered a status address for these associations and for the number of large residences erected on the northern portion of the street. The consultants recommend intensive level survey of Procter Place to fully investigate these relationships. The intensive level survey should also include Park Street as the survey identified a number of similar associations.



*Photograph taken of President Harry S Truman’s first visit back in Independence after becoming President of the United States. The location is the back yard of Mayor Roger T. Sermon home at 701 Procter Place. Mayor Sermon is to the right of President Truman.*

- **637 Procter:** home of George E. Stayton, owner from 1926-50. Stayton, a civil engineer, was the son of Col. E. M. Stayton, consulting engineer to the Truman County Court during the County road building. The Stayton and Sermon families were related.
- **638 Procter Place:** erected by Joel Harrison Montague and Stella Procter Montague. Stella Montague was a daughter of Alexander Procter and aunt of May Southern Wallace, sister-in-law of Mrs. Harry S Truman.

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<sup>90</sup> The name is spelled variously as Proctor and Procter. Originally part of the Alexander Procter farmstead, the property was subdivided in the 1920s as Procter Lawn. Post office records and deeds list the spelling as both Proctor and Procter. The City officially changed the spelling to Procter in the 1970s.

- **640 Procter Place:** erected by Arch B. and Maude Kirby Waggoner in 1924. Waggoner was one of the owners of the Waggoner Gates Milling Co with Madge Gates Wallace (mother of Mrs. Harry S Truman) who inherited the mill from her father
- **700 Procter Place:** erected by Ephraim K. Crow and Helena Fuchs Crow. Mrs. Crow was a member of Mrs. Truman's Tuesday Bridge Club.
- **701 S. Procter Place:** erected in 1935 by Mayor Roger T. Sermon and Estelle (Stella) M. Sermon. Sermon served as mayor of Independence from 1924 – 1950 and headed the Eastern Jackson County Democratic Party political faction, which was part of the Truman political machine. Mayor Sermon was a Battery Commander in the 129<sup>th</sup> Field Artillery with Truman.
- **702 Procter Place:** the residence of Mr. and Mrs. John Thice beginning in 1946. Thice served as city attorney under Mayor Roger T. Sermon negotiating with Standard Oil in the location of the refinery in Sugar Creek and with the state in the development of 24 Highway. He served as a legal advisor to the local draft board from 1918-1962 and received citations from presidents Truman, Eisenhower and Kennedy for his service. He also served on the state legislature and was an important figure in the Truman-Sermon political machine.
- **705 Procter Place:** Home of Leslie L. Shaw and Mary Gentry Shaw, from 1936- to the mid-1950s. Mrs. Shaw was a member of Mrs. Truman's Tuesday Bridge Club. Her daughter, Mary Shaw Branton (Mrs. William Coleman Branton), was Matron-of-honor to Margaret Truman at her 1956 marriage to Clifton Daniel.
- **712 Procter Place:** Residence of Mr. and Mrs. Fred Lampkin beginning in 1942. Mrs. Lampkin was a sister-in-law of Mayor Roger T. Sermon.
- **716 Procter Place:** Residence of Edgar Hinde from 1940-1950. Hinde served as U.S. Postmaster of Independence beginning in 1935 under the sponsorship of then, Senator Harry Truman. Hinde was a lifelong friend of Truman and a fellow officer in the 129<sup>th</sup> Field Artillery Regiment in World War I. He was also a member of the Harpie Club, a poker group formed by friends of Truman.
- **720 Procter Place:** Home of Colonel Rufus B. Burrus and Ila Beets Burrus beginning in 1926. Burrus was a prominent Jackson County attorney and served as one of the Truman family's private attorneys. He was a member of the Truman-Sermon political machine. During World War II he served as a military envoy to the Vatican.
- **725 Procter Place:** Home of John B. Bradley from 1928-1942. Bradley was owner of a car dealership and a political crony of Mayor Sermon. During Sermon's tenure as mayor of Independence, a large number of cars purchased for city use were from Bradley's dealership.



## POTENTIAL CONSERVATION DISTRICTS

Article 1.30 Heritage Commission of the City of Independence, Missouri ordinances defines a Conservation District as an area designated by the City Council which

*. . . possesses special historic, architectural or cultural significance as part of the heritage of the City, but is of lesser historic or architectural significance than a Historic District. A Conservation District has retained a sufficient amount of its historic and architectural character for interpretation as part of the development of the City, although some alterations have been made.*

The criteria for designation is:

- The district was developed at least fifty (50) years ago and retains distinctive architectural and historical characteristics that are worthy of conservation, but which has less historical, architectural or cultural significance than a Historic District;
- The district has a recognized neighborhood identity and character by virtue that it possesses unifying distinctive elements of either exterior features or by environmental characteristics that create an identifiable setting, character, or associations;
- The district has a relationship to an identifiable urban or neighborhood center or historic area where preservation of this relationship is determined to be critical to the protection of such center or historic area;
- Owing to its unique location or singular physical characteristics, represents an established and familiar visual feature of the neighborhood, community or City.

### ENGLEWOOD PLAZA COMMERCIAL AREA

The Englewood Plaza commercial shopping area on Winner Road between Appleton and Harvard avenues meets the criteria established by the City of Independence as a Conservation District (Appendix 6). Established in the early part of the twentieth century the district



*10923 Winner Road*

has two distinct eras of development. The first occurred between 1924-1932 during a residential building boom. The second was during the post W.W.II building boom from 1946 to 1960.

Because many of the buildings date from this later period, an important number of the buildings that

contribute to the area's significance are not yet fifty years in age. Upon achieving 50 years in age these buildings and others that retain architectural integrity will compose a group that could meet National Register criteria for significance.



*11100-08 Winner Road*

In addition to the issues of age, a number of the buildings dating from the 1924-1932 time period do not, because of alterations, retain their architectural integrity. Some of these alterations are reversible. For example, stucco and other materials cover the primary façade of the brick buildings on the north side of Winner in the 11100-08 block (right). These buildings are among the oldest in the commercial strip. If these incompatible materials can be removed without damaging the original wall fabric, these buildings, under National Register criteria would be contributing elements to a Historic District

Although currently the area does not meet National Register or local criteria for listing as a Historic District, the area does have the potential to do so in the future. For this reason designation as a Conservation District would provide the necessary protection to allow time and energy for addressing integrity issues relating to the area's cultural and historic significance.

## **ENGLEWOOD RESIDENTIAL AREA**

The development of the Englewood commercial enclave along the historic interurban rail line was the result of the development of Inter-city residential areas. The presence of these families presented the need for retail and professional services. The residential streets on either side of Winner bounded by Harvard Avenue on the east, Northern Boulevard on the west, the Missouri Pacific Railroad tracks on the north and 19<sup>th</sup> Street on the south retain an identifiable setting, character, and associations required by the ordinance for

designation as a Conservation District (Appendix 6). Like the commercial strip, the residential area has the potential to be a Historic District if the historic architectural character of the houses is retained and/or restored.

## **NEIGHBORHOOD ENCLAVES**

There are a number of streetscapes and contiguous properties that at the present time, do not retain sufficient levels of architectural integrity to merit inclusion in a Historic District. They do, however, retain an identifiable setting, character and associations with the larger area to be considered for designation as Conservation Districts (Appendix 6). The areas are:

- North of Winner road between Claremont and Norwood avenues
- Fuller Avenue
- The south side of Linden Avenue/19<sup>th</sup> Street west of Chrysler to Vermont Avenue
- Both sides of Woodland, Park, Forest, Norton, and Scott Avenues between Linden Avenue/19<sup>th</sup> Street and South Avenue

Few of the properties south of Linden Avenue and east of Park Street associated with the Chicago and Alton Railroad Depot area retain the necessary architectural integrity to reflect the historic context of that neighborhood area.

Additional research may identify potential thematic districts associated with one or more builders and/or architects. In particular, significance may be identified in the range of designs (or similarity of designs) constructed by a single builder. The lack of building permits precludes identification on a reconnaissance level survey.

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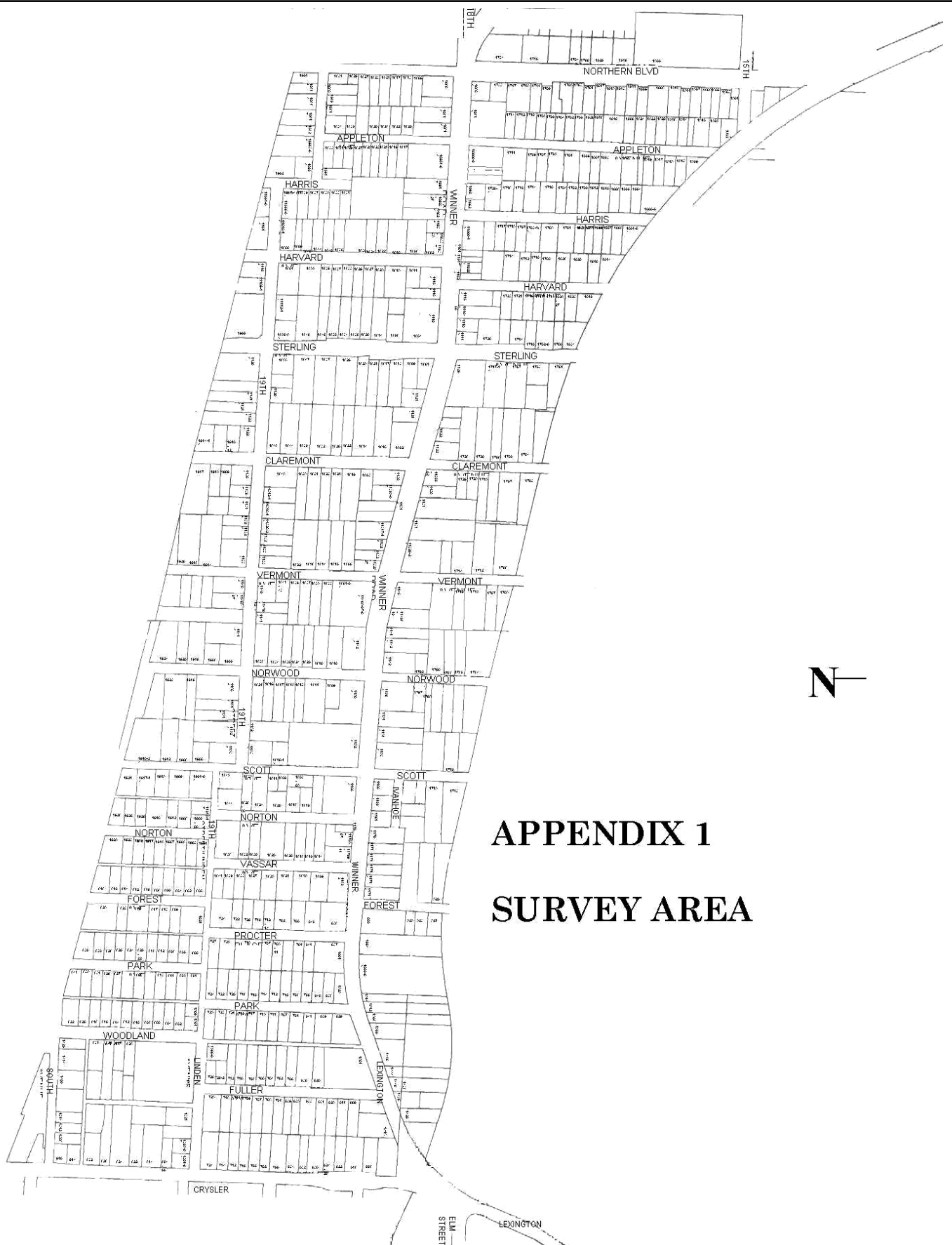
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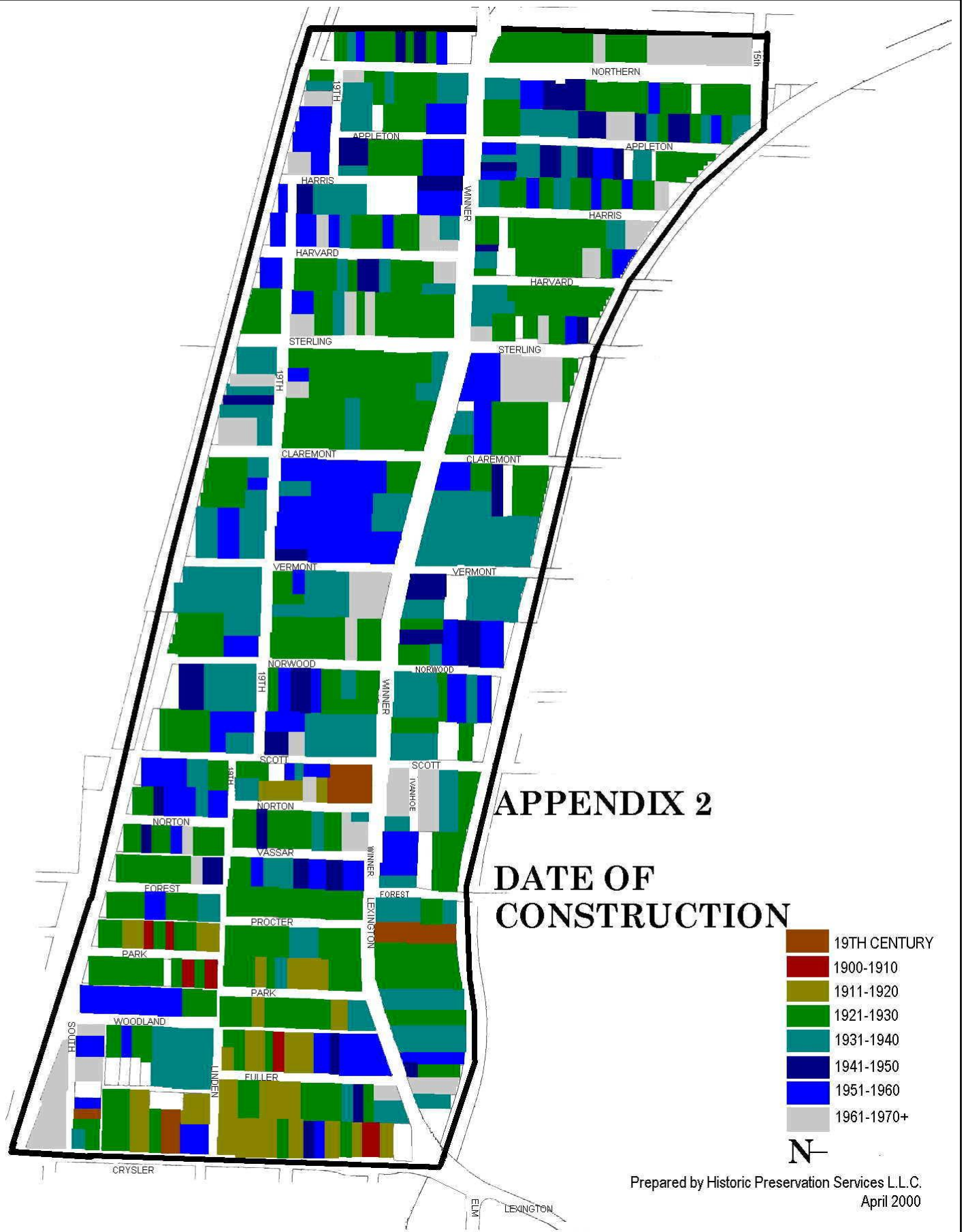
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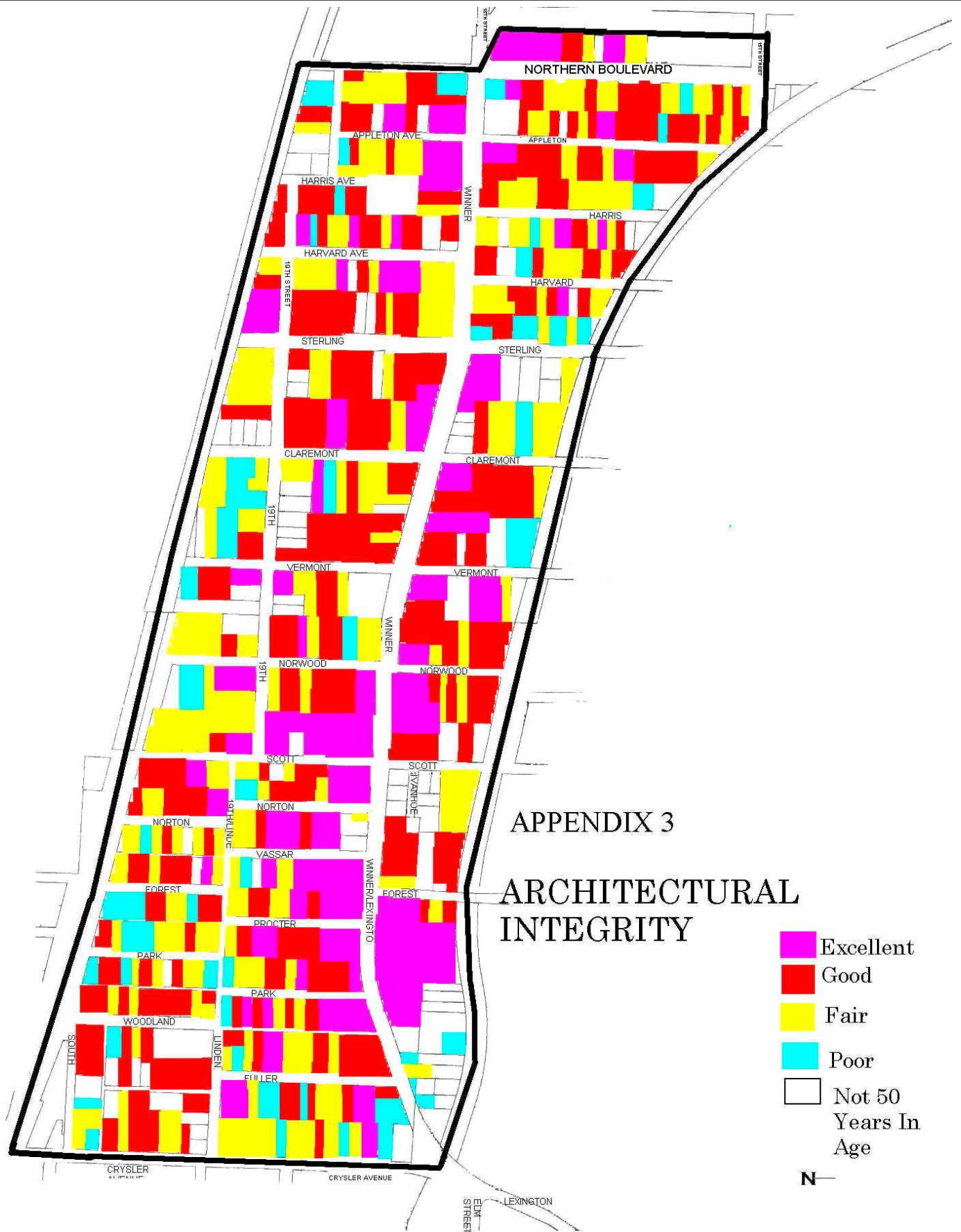
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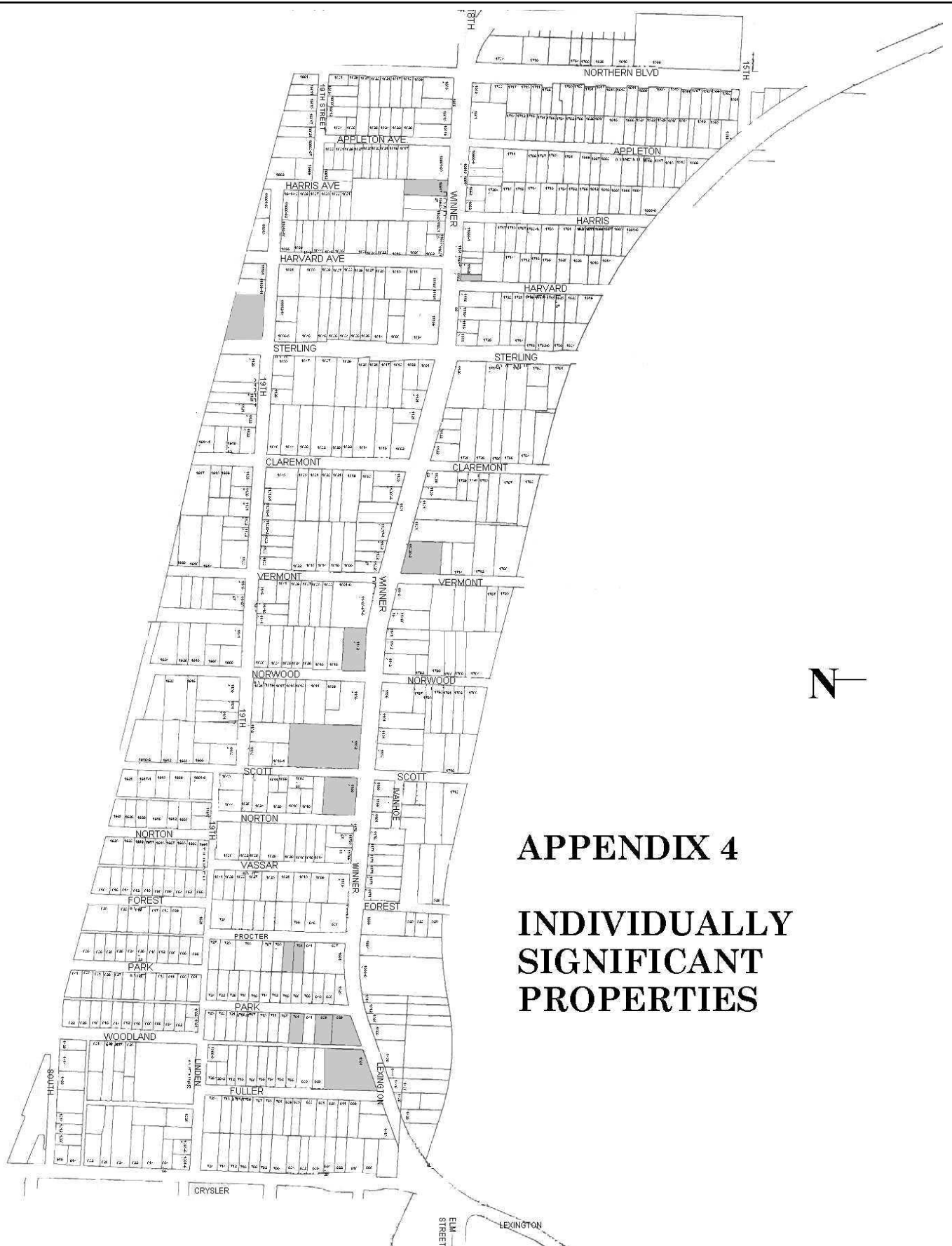
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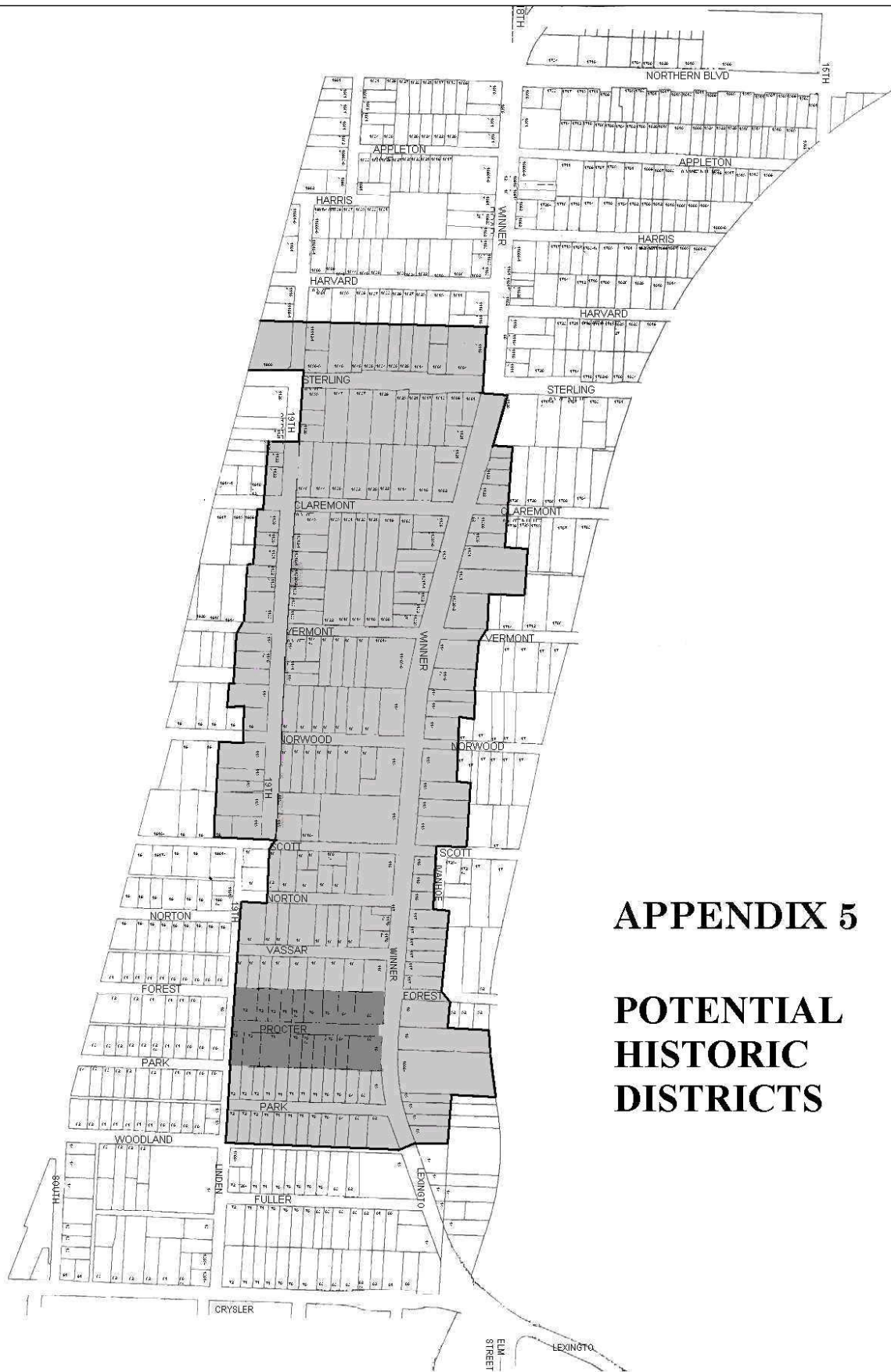






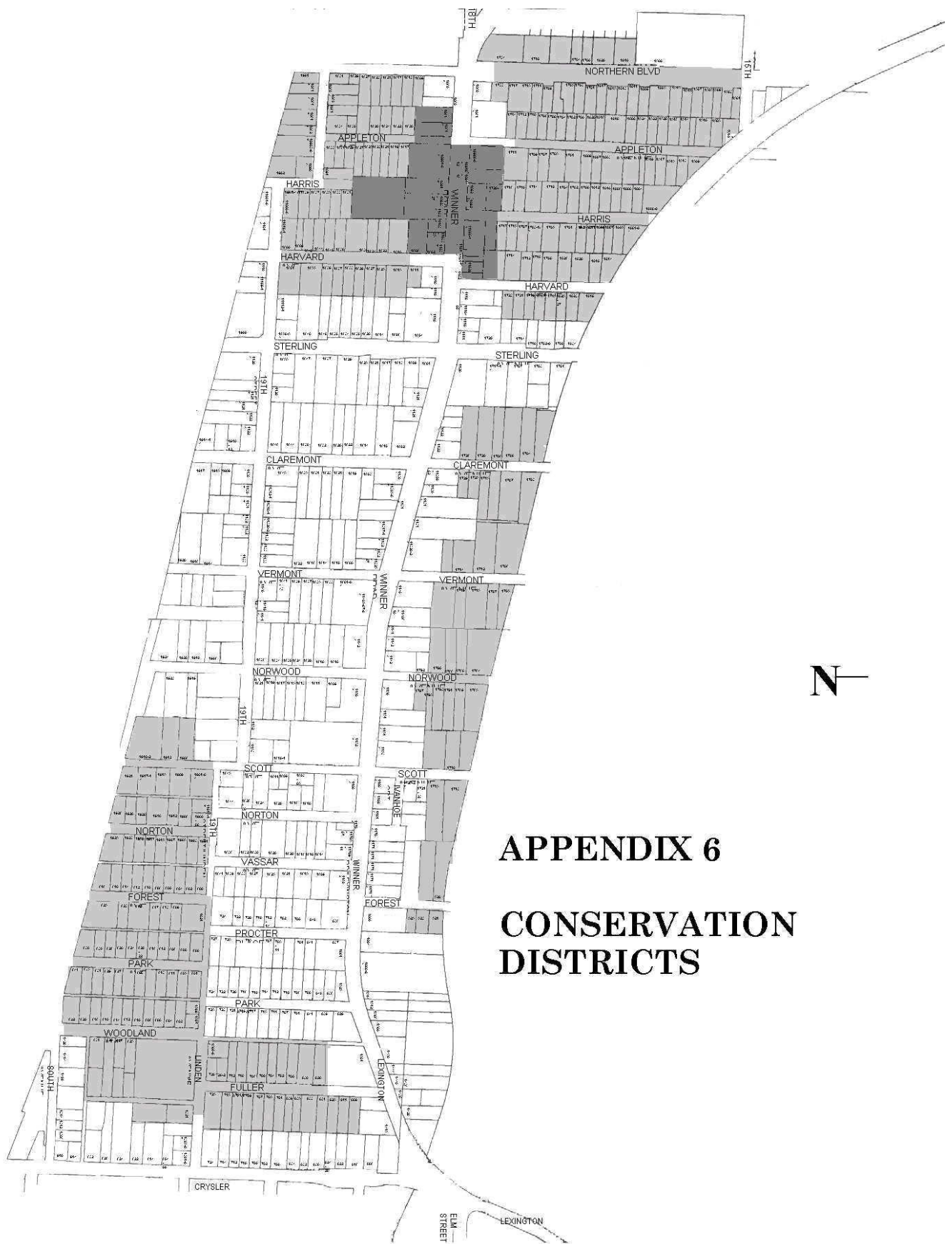
## APPENDIX 4

### INDIVIDUALLY SIGNIFICANT PROPERTIES



## APPENDIX 5

## POTENTIAL HISTORIC DISTRICTS



## APPENDIX 6

## CONSERVATION DISTRICTS