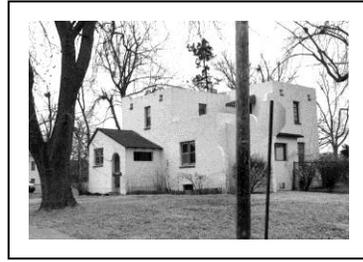


# Cultural Resource Survey

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## “Town of Grand View,” Missouri

Prepared for

**City of Grandview, Missouri**

By

**Historic Preservation Services, LLC**

**September 2003**

# Cultural Resource Survey



## “Town of Grand View,” Missouri

Prepared for

**City of Grandview, Missouri**

By

**KERRY DAVIS AND SALLY F. SCHWENK**  
**Historic Preservation Services, LLC**

323 West 8<sup>th</sup> Street  
Kansas City, Missouri 64105

**September 2003**

# TABLE OF CONTENTS

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<b>ACKNOWLEDGEMENTS</b>	<b>1</b>
<b>PREFACE: WHAT IS A CULTURAL RESOURCE SURVEY?</b>	<b>2</b>
<b>INTRODUCTION</b>	<b>4</b>
<b>METHODOLOGY</b>	
Scope of Work	<b>6</b>
Field Survey	<b>7</b>
Archival Research	<b>7</b>
Compilation and Analysis of Data	<b>8</b>
Historical and Architectural Analysis	<b>9</b>
<b>SURVEY RESULTS</b>	
Physical Description of Survey Area	<b>14</b>
Historical Property Types	<b>15</b>
Original Building Function	<b>15</b>
Architectural Property Types	<b>18</b>
Dates of Construction	<b>43</b>
Architectural Integrity	<b>43</b>
<b>HISTORIC CONTEXTS</b>	
The Evolution of Grandview as a Railroad Market Town: 1830-1945	<b>48</b>
Post-World War II Suburbanization: 1945-1965	<b>67</b>
The Development of Architecture in Grandview: 1880-1965	<b>70</b>
The Shaping of a President: Harry S Truman and Grandview, Missouri	<b>81</b>
<b>RECOMMENDATIONS</b>	
Capitalizing on Grandview's Historic Assets	<b>94</b>
Individually Eligible Properties	<b>98</b>
Multiple Property/Thematic Submission	<b>100</b>
Potential Historic District	<b>102</b>
Local Conservation Districts	<b>103</b>
Additional Survey	<b>105</b>
<b>BIBLIOGRAPHY</b>	<b>107</b>
<b>APPENDIX</b>	
Historic Preservation — A Federal, State, and Local Partnership Maps	<b>110</b>
Integrity	
Potential National Register Eligibility	
Potential Local Conservation Districts	

# ACKNOWLEDGEMENTS

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## Mayor

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Kenneth L. Cox

James N. Crain

Edwin J. Garcia

## City of Grandview Historic Preservation Committee

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JoAnn Immele

Donna Duffey

Jim Botts\*

Annette Turnbaugh

Virginia Peterson\*

James Sanders, Superintendent, Harry S Truman National Historic Site\*

Mary Jones

## Research and Oral Histories

Jim Botts

Bonnie White

John Makin

Lavann Powell Fletcher

## City of Grandview, Missouri

Thomas Greenwood, Director of Community Development

Chris Gilbert, Planner

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\* Member of the Grandview Historical Society, Inc.

# PREFACE

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## WHAT IS A CULTURAL RESOURCE SURVEY?

The National Historic Preservation Act of 1966 committed federal agencies to a program of identification and protection of historic resources. Amendments to the Act required all states to “compile and maintain a statewide survey and inventory of historic properties.” The law mandates that the survey process:

- identify properties eligible for state and federal grants-in-aid programs;
- aid federal, state, and local governments in carrying out their historic preservation duties;
- identify, nominate, and process eligible properties for listing in the National Register of Historic Places;
- work with federal, state, and local agencies to ensure that historic properties are considered throughout planning and development projects; and
- assist as an information, education, training, and technical source for federal, state, and local historic preservation programs.

Cultural Resource Survey is a process of identifying and gathering information on a community’s architectural, historical, and archaeological resources. To access the significance of properties, the survey process includes:

- a field investigation to photograph, verify the location, and determine the architectural character, associated features, and historical integrity of each property;
- a literature search and archival research to gather information concerning the survey area’s historical contexts and associated functional and/or architectural property types; and
- analysis of the survey data and historic contexts to determine which properties appear to have historical/architectural significance and to formulate

management recommendations for future identification, evaluation, and protection strategies.

Work products generated from the survey process include 1) an individual property survey form produced from the electronic database for each surveyed property and 2) a survey report. The survey forms contain information specific to each property and should be viewed as part of the City's ongoing inventory of historic properties and as an appendices to the survey report. The survey report is a general document that provides an understanding of the data incorporated in the survey form, the survey methodology, the historic contexts and property types that are associated with significant resources identified in the survey process, and management recommendations for future evaluation and protection of significant resources identified in the Survey Area. Thus, the survey forms and the survey report provide both property-specific data, as well as broad-based contextual analysis.

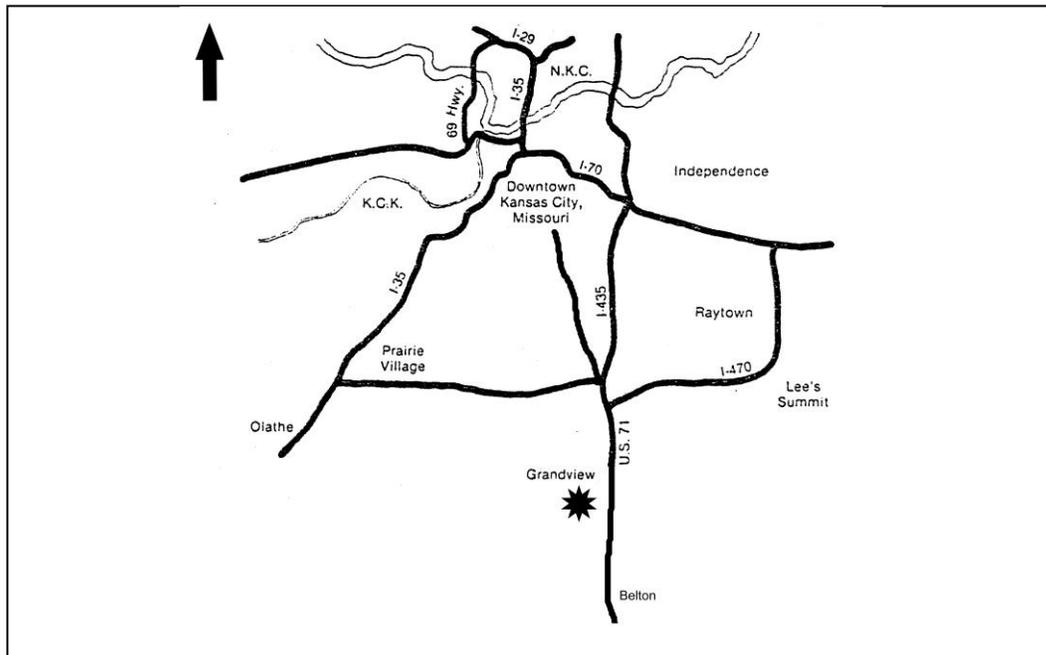
The information yielded in a Cultural Resource Survey is important because it:

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

# INTRODUCTION

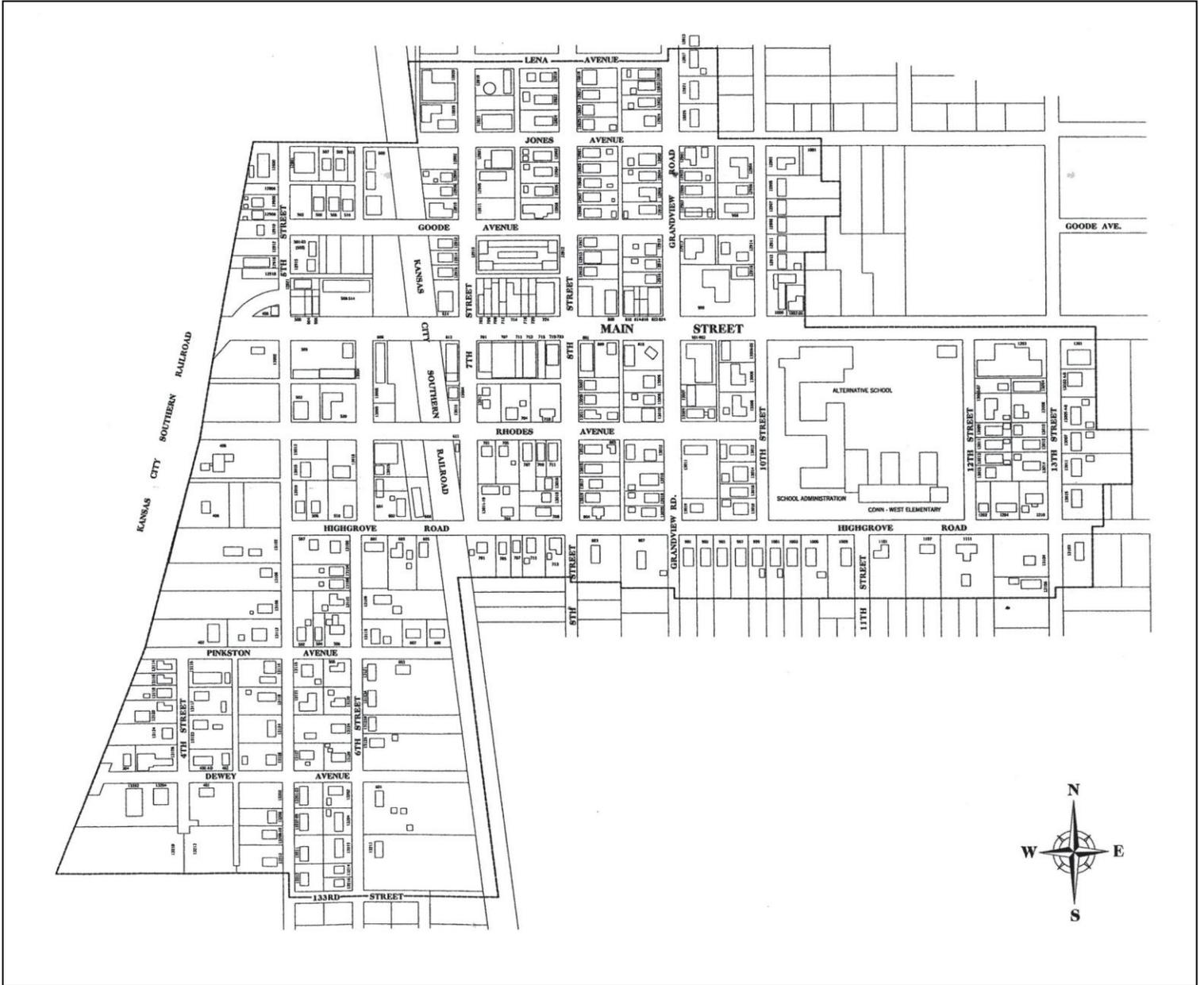
The City of Grandview, Missouri and its Historic Preservation Committee contracted with the firm Historic Preservation Services, LLC, Kansas City, Missouri (HPS) to complete a historic resources survey of selected areas of Grandview, Missouri. The goal of the survey was to identify and evaluate architectural and historic cultural resources in the Original Town of Grand View and vicinity (Figure 2), and to ascertain any individual properties and/or groups of properties that may be potentially eligible for listing in the National Register of Historic Places. In addition, the designation of resources and information gathered in the survey are necessary components of future City and neighborhood planning activities.

Historic Preservation Services, LLC architectural historian Kerry Davis conducted survey activities between January 2003 and May 2003 under the supervision of HPS partner Sally Schwenk. Kerry Davis completed the field inspection and photographic portions of the survey. The Survey Area included 277 properties generally bounded by the westernmost set of Kansas City Southern Railroad Company tracks on the west, 13<sup>th</sup> Street on the east, Lena Avenue on the north, and Highgrove Road on the south, with an extension to 133<sup>rd</sup> Street on the south between the two sets of Kansas City Southern Railroad Company tracks (Figure 2). The survey included commercial, institutional, and residential properties.



**Figure 1: GRANDVIEW, MISSOURI LOCATION MAP**

Figure 2: GRANDVIEW, MISSOURI SURVEY AREA



GRANDVIEW, MISSOURI SURVEY  
Historic Preservation Services, LLC

# METHODOLOGY

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Historic Preservation Services, LLC completed the survey in conformance with the procedures for reconnaissance level survey outlined in *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 of the Missouri Department of Natural Resources Historic Preservation Program's "Minimal Guidelines for Professional Surveys of Historic Properties" and the "Missouri Historic Property Inventory Form Instructions."

## SCOPE OF WORK

The scope of work for the survey included the following:

- Field inspection and photo documentation of all properties in the Survey Area.
- Compilation of data on a database and preparation of a report and maps that summarize the findings.
- Determination of broad patterns of development, which include historic contexts, cultural themes, geographical limits, and chronological limits.
- Preliminary identification of all historically and/or architecturally significant sites, objects, buildings, structures, or districts within the defined Survey Area.
- Preliminary identification of each resource's history and significance, architectural style or design, period, architect, builder, construction types, etc., if known.
- Evaluation and determination of properties and districts that are potentially eligible for listing in the National Register of Historic Places.
- Recommendations for management of identified cultural resources.
- Recommendations for the future identification and evaluation.

## **FIELD SURVEY**

The field survey component included field inspection of each building, site, and object in the Survey Area to confirm building form and materials. The consultants relied on this information, as well as that supplied by the photographs, in developing written descriptions and determining architectural integrity for each property.

## **ARCHIVAL RESEARCH**

In addition to the documentation of architectural styles, property types, and evolution of land use, research focused on the preparation of historical contexts for the time period in which the Survey Area developed, the identification of dates of construction and of the original property owners. Historic Preservation Services used the archival and research collections of the City of Grandview, Missouri; the Grandview Historical Society; the Mid-Continent Public Library, Independence, Missouri North Branch Local History Collection; the Jackson County Historical Society Archives and Research Library in Independence, Missouri; the Harry S. Truman Presidential Museum and Library Archives; the Harry S Truman National Historic Site; and the Kansas City, Missouri Public Library, Special Collections.<sup>1</sup>

## **ESTABLISHING DATES OF CONSTRUCTION**

Due to the absence of extant building and water permits, HPS staff used plat maps, oral history interviews, historic photographs, and architectural style to establish a construction date range. Identification of architectural style and vernacular form and the use of atlases and plat maps helped identify properties with the earliest dates of construction (late nineteenth and early twentieth centuries). 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 and in the region. In addition, HPS furnished survey sheets with photographs to volunteers who provided information as to date of construction and history of the properties. As a result, dates of construction are

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<sup>1</sup> Most federal agencies use a period after the “S” in Truman’s name. Truman signed his name with and without the period. The National Park Service does not use a period after the “S” in Truman’s name, as the “S” is not an abbreviation of a name. In this document, the period after “S” is omitted, except in formal titles of other federal agencies or in publications.

not exact, but are estimated to a circa (c.) date, which denotes the age to be five years before or after the year listed.

## **OWNER HISTORY**

Without building permits or city and telephone directories, consultants relied on information appearing in secondary accounts of the history of the town or on maps. Research materials utilized include *History of Grandview, Missouri* published by the Grandview Historical Society; Jackson County histories at the Mid-Continent Public Library, Independence, Missouri North Branch; and the special collections of the Kansas City, Missouri Public Library.

## **COMPILATION AND ANALYSIS OF DATA**

Historic Preservation Services used a Microsoft Access 2002 database to compile the survey information based upon the information required by the Missouri Historic Property Inventory Form. The database fields include records for each building's physical features (e.g., plan, height, materials, style, environment) as well as known historical information (e.g., date of construction, ownership). When linked with the digital records from other or future surveys, this database will enhance the understanding of historic resources in Grandview. This information can also be linked to geographic information systems and mapping software to more easily create visual presentations of the data.

The consultants analyzed four categories of data to identify contiguous districts, discontinuous thematic resources, and individual properties that are potentially eligible for National Register listing. The four categories address issues important in determining the significance of a property or properties for listing in the National Register. The categories are:

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

A detailed description of the four areas of analysis and results appears in the "Survey Results" section of this report.

## HISTORICAL AND ARCHITECTURAL ANALYSIS

After compiling and reviewing the results of the field survey and completing the archival research, HPS identified broad patterns of development in Grandview and the 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 residential architectural forms, styles, and sub-types as well as assuring the use of nomenclature consistent with National Register guidelines. *The Buildings of Main Street* by Richard Longstreth provided guidelines for nomenclature and determining commercial architectural forms, styles, and sub-types. Review of the survey data not only revealed the architectural styles and sub-types, it also provided information to begin to determine development patterns and a building 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 in 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 in 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 significant in our past.
- Criterion C: Embody distinctive characteristics of construction, or represent the work of a master, or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D: Have yielded, or be likely to yield information important in prehistory or history.

## ARCHITECTURAL INTEGRITY

All properties eligible for listing in the *National Register of Historic Places* and for local designation as Landmarks or Historic Districts, whether for individual significance or as contributing<sup>2</sup> elements to a district must retain sufficient architectural integrity to convey the period of time in which they are significant. The National Park Service uses the following areas to define integrity.

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

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 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 building's style are intact;
- The overall feeling or character of the building for the time period in which it was erected is intact. Changes over a period of time are sympathetic and compatible to the original design in color, size, scale, massing, and materials;
- Character-defining elements from the time period in which the building had significant associations with events or important individuals remain intact; and
- If over fifty years in age, the building is individually eligible for listing in the *National Register of Historic Places* or would be a contributing element to a historic district.

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<sup>2</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.

### **Good**

- Some alteration of original building openings or spaces has 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; and
- The building would be a contributing element to a historic district and/or it might be individually eligible for listing in 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; and
- 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; and

- 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.

## NATIONAL REGISTER ELIGIBILITY STATUS

The physical characteristics and historic significance of the overall property provide the basis for evaluating component resources. Related information about each resource, such as date, function, associations, and physical characteristics apply to the significance of the overall property.

The consultants analyzed data relating to the architectural integrity and historic significance of each property within the Survey Area to identify contiguous districts, discontinuous thematic resources, and individual properties that are potentially eligible for National Register listing. Missouri Historic Property Survey guidelines require National Register eligibility status be expressed using established standard terminology.

- **Not Eligible** applies to those properties that are not individually eligible or do not contribute to the significance of a district.
- **Individually Eligible** applies to those properties that retain a high degree of historic architectural integrity and clearly represent associations with established historic context(s).
- **Contributing to a District** applies to a property located within a historic district that shares the same historic context(s) and adds to the historic associations and historic architectural qualities for which the district is significant because it was present during the district's period of significance, relates to the documented significance of the district, and it possess historic integrity. A National Register District possesses a significant concentration, linkage, and/or continuity of sites, buildings, structures, or objects that are united historically or aesthetically by plan or physical development. Contributing properties do not have to be individually distinctive, but must contribute to a grouping that achieves significance as a whole within one or more historic contexts. The majority of the components that add to a district's historic character, even if they are individually undistinguished, must possess integrity, as must the district as a whole. A property that independently meets National Register Criteria can be considered as a contributing property to a district if it has associations with the district's areas of significance.
- **Non-contributing to a District** applies to properties that are within a potential historic district that were not present during the period of significance, do not relate to the documented significance of the district, no longer possess historical integrity due to

alterations, disturbances, additions, or other changes that render them incapable of yielding important information about the period of significance; or do not independently meet the National Register criteria.

- **Less than 50 years of age** applies to properties that are less than fifty years in age. The National Register Criteria for Evaluation exclude properties that achieved significance within the last fifty years unless they are of exceptional importance. Fifty years is a general estimate of the time needed to develop historical perspective and to evaluate significance.
- **Not evaluated** applies to properties not yet evaluated for National Register eligibility.

# SURVEY RESULTS

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## PHYSICAL DESCRIPTION OF SURVEY AREA

The survey examined 277 properties in an area roughly bounded by the westernmost set of Kansas City Southern Railroad Company's tracks on the west, 13<sup>th</sup> Street on the east, Lena Avenue on the north, and Highgrove Road on the south, with an extension to 133<sup>rd</sup> Street on the south between the two sets of Kansas City Southern Railroad Company's tracks (Figure 2). The survey includes the central commercial area that stretches approximately seven blocks along Main Street and the residential areas two and three blocks north and south from Main Street.

Early to mid-twentieth century development characterizes the Survey Area. Commercial structures dominate the properties facing onto Main Street. The remainder of the area is residential, with some mix in usage occurring generally closer to the commercial center along Main Street, as well as in the properties adjacent to the railroad tracks. All lots are on a grid system. Lot size varies depending on traditional platting for residential, institutional, or commercial use.

The residential streets feature deep lots with outbuildings such as garages located on the back lot line. Paved, tree-lined streets and sidewalks characterize these streetscapes. The commercial area's arrangement illustrates a traditional, perpendicular alignment to the railroad tracks, with Main Street extending east from the railroad alignment. Two rows of diagonal parking and steep curbs flank Main Street, which is paved. The survey documented a number of scattered mid- to late twentieth century infill buildings.<sup>3</sup>

Plat map research revealed numerous street name changes since the initial town plat of 1889. Subsequent additions and subdivisions indicated different street names than those recognized today. These variations are as follows:

- Highgrove Road appeared as Feland Street and 131<sup>st</sup> Street prior to 1928.
- Grandview Road appeared as 1<sup>st</sup> Street, Brighton Road, and 9<sup>th</sup> Street prior to 1946.
- 4<sup>th</sup> Street appeared as 6<sup>th</sup> Street until at least 1910.

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<sup>3</sup> Commercial buildings and houses erected after the block was developed.

- 6<sup>th</sup> Street appeared as 4<sup>th</sup> Street prior to 1954.
- 7<sup>th</sup> Street appeared as 3<sup>rd</sup> Street until at least 1912.
- 8<sup>th</sup> Street appeared as 2<sup>nd</sup> Street until at least 1912.
- 10<sup>th</sup> Street appeared as East Avenue until at least 1946.
- 11<sup>th</sup> Street appeared as Denver Avenue in 1925.
- 12<sup>th</sup> Street appeared as Virginia Avenue until at least 1928 and then as Ryan Avenue in 1946.
- 13<sup>th</sup> Street appeared as Grandview Avenue in 1917 and then as Hardesty Avenue from 1925 through 1946.
- The St. Louis and San Francisco “Frisco” Railroad tracks recently became the property of the Kansas City Southern Railroad Company.<sup>4</sup>

## **HISTORICAL PROPERTY TYPES**

To assist in developing historic property types for Grandview, Missouri, HPS identified historic properties based on both their original function as well as their architectural style and/or vernacular building form/type. A property type is a grouping of individual properties based on shared physical or associative characteristics. Property types link the ideas incorporated in the historic contexts with actual historic properties that illustrate those ideas.

As a beginning basis for identifying and defining historic property types for the City of Grandview, Missouri, HPS identified resources according to 1) original function and 2) architectural style and/or vernacular building form/type — thus including both shared associative (function) and physical (architectural style/building form/type) characteristics.

## **ORIGINAL BUILDING FUNCTION**

Buildings in the Survey Area represent a wide range of building types, including residential, commercial, and institutional buildings.<sup>5</sup> The dates of construction include a long time span, further adding to the diversity of resources. In addition, the residences reflect the modest dwellings of lower- to upper-middle-class families as well as homes of substantial size executed in academic architectural styles. Commercial buildings also

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<sup>4</sup> See pages 53-54 for the chronology of railroad ownership in Grandview.

<sup>5</sup> The determination of property types is based on the original use.

reflect these conditions. Drawn from the National Register sub-categories for function and use, the consultant identified different categories of historic 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 reflect their original function. Figure 3 reflects the findings.

The three major functional property types are single-family residential, commercial, and industrial/processing buildings. They have a high degree of diversity due to their dates of construction, which constitutes a long time span, c.1895-2003.

The single-family residential buildings compose a sub-type of a larger residential property type. Their significance derives from the information they impart as to the continuum of single-family dwellings in the community reflecting working-class families and upper-middle-class families, as well as the homes of substantial size erected by the town's upper class. This property sub-type occurs in popular "high style" architectural styles and in vernacular folk house building forms of the era of their construction. In Grandview, the majority are popular plan-book styles executed by master carpenters and builders. All are detached dwellings located on rectangular lots with narrow frontage platted on a grid system. They are one- to two-and-one-half-story buildings constructed of masonry foundations, wood and/or masonry wall cladding, and roofs of tile or shingles.

The commercial building property types found in the Survey Area reflect a variety of property sub-types. The majority of commercial buildings have retail sales or services functions typical of small town business districts. All are business houses designed for small business operations providing professional services or providing retail or services involving the receipt or disbursal of goods.

Usually sited on one lot, they have a rectangular plan with the short side located facing the street. Their design incorporates public space on the first floor and storage or secondary space on the upper floors. They are one or two stories in height. One defining feature of the property sub-type is a well-defined ground floor "storefront" that is distinctly separate from the upper stories and reflects a difference in public/private uses. Private use may pertain to storage space, office space, residential space, or meeting hall space. Storefront space indicates retail space, lobby space, showroom, or office space. Decorative devices such as belt courses and different fenestration treatments visually separate the first floor from the upper floors. This property type's style may reflect the high style architecture or

**Figure 3: ORIGINAL BUILDING FUNCTION AND USE**

<b>FUNCTION</b>	<b>Number of Resources</b>	<b>Percentage of Total Resources</b>
DOMESTIC: Single Family	203	73.3%
DOMESTIC: Multiple Dwelling	7	2.5%
DOMESTIC: Secondary Structure	2	0.7%
DOMESTIC: Hotel	1	0.4%
COMMERCE TRADE: Specialty Store	26	9.3%
COMMERCE TRADE: Business	9	3.2%
COMMERCE TRADE: Warehouse	6	2.1%
COMMERCE TRADE: Professional	3	1.1%
INDUSTRY/PROCESSING/EXTRACTION	11	4.0%
EDUCATION	3	1.1%
RELIGION: Religious Facility	3	1.1%
HEALTH CARE	1	0.4%
FUNERARY	1	0.4%
UNKNOWN	1	0.4%
<b>TOTAL</b>	<b>277</b>	<b>100%</b>

commonplace commercial styles popular in the era in which they were built. They typically have a flat roof and are of masonry construction — usually brick. Depending on the date of construction, structural elements include the use of load-bearing brick or concrete block walls, cast iron, or steel construction. Similarly, storefronts incorporate combinations of brick, cast iron, and wood.

The light industrial/processing buildings found in Grandview are typically adjacent to the railroad tracks and their design and materials are function specific. These buildings have light industrial, manufacturing, processing, and warehousing functions typical of railroad market towns in rural areas of the state. They include buildings designed for grain processing, the receiving and shipping of goods, and small manufacturing operations. Usually sited on multiple lots, they are between one and two stories in height with flanking driveways and/or street/alley access. Roof shapes are either flat, low-rise gable end, false front, or barrel-shaped. Depending on the date of construction, structural elements include wood-frame, load-bearing brick or concrete block, or steel. Similarly, wall cladding

materials include corrugated metal, brick, or concrete. The processing/manufacturing building type often includes irregular fenestration, transport bays, and open work space. The associated processing/manufacturing process machinery often determines the building form.

The warehouse building type often includes multiple bays and an open floor plan for easy access to stored goods, and often lacks a defined front office space. Stylistic concerns were secondary for each of these building types, often resulting in a false front treatment, restrained brick pattern work, or no decorative embellishment at all.

The survey also identified six institutional buildings (school, library, school district office, two churches, and the original Baptist parsonage), a health care facility, and a funerary building. Because there are so few examples of these buildings, it is not possible to develop property type characteristics for them.

## ARCHITECTURAL PROPERTY TYPES

Building styles and vernacular forms assigned to the properties are in terminology accepted by the National Register of Historic Places. This hierarchy and terminology relies heavily on building forms and styles discussed in Virginia and Lee McAlester's *A Field Guide to American Houses* for residential properties and *The Buildings of Main Street* by Richard Longstreth for commercial buildings. The McAlesters include vernacular forms of architecture, particularly under the category of "National Folk Houses."<sup>6</sup> Some of the categories for commercial buildings relate to building function and form, such as the "one-part commercial block." Such terminology is often combined with the building's style (e.g., "Italianate, one-part commercial block"). At other times, when no specific stylistic characteristics can be assigned to the building, the functional description is used. Despite the inclusion of building form categories by the McAlesters and Longstreth, there are still a number of vernacular forms that these authorities do not address. Consequently, a style or form type does not categorize some buildings in the Survey Area. This does not imply that these buildings cannot be classified or described, but merely that existing survey terminology is not appropriate.

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<sup>6</sup> Vernacular architecture refers to regionally common building forms and materials specific to a particular period and location.

## **SINGLE-FAMILY RESIDENTIAL STYLE/PROPERTY TYPES**

Single-family residences were the dominant building type in the Survey Area. The residential architecture found in the Survey Area included examples from the Victorian era Queen Anne style through the Modern and Neoelectic styles of the post-World War II period, as well as the gamut of late nineteenth century and twentieth century folk house forms.

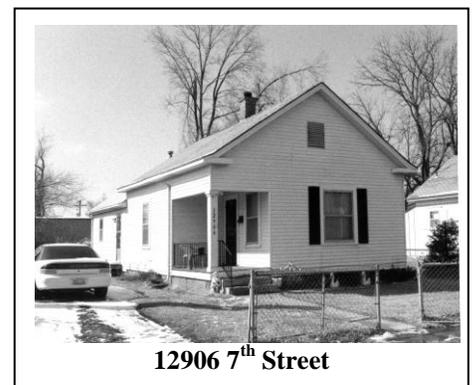
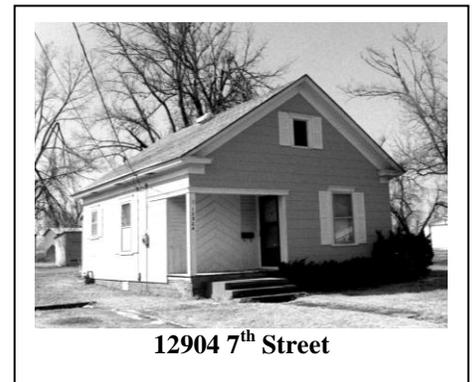
### **NATIONAL FOLK HOUSES**

(c.1895-c.1945)

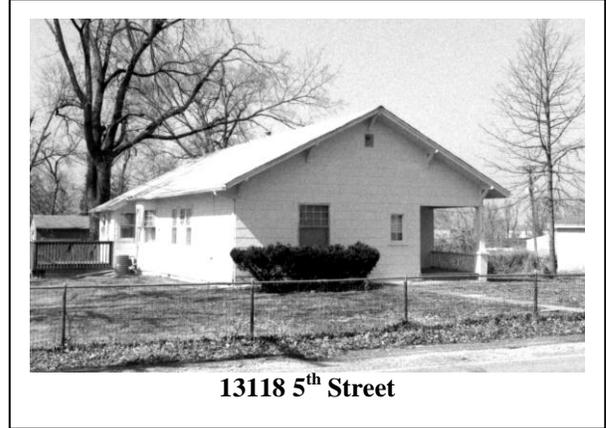
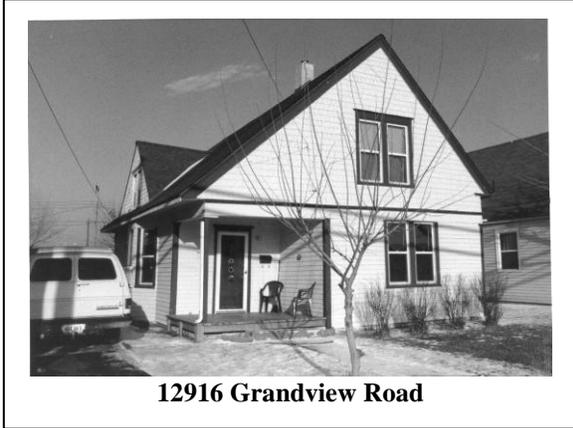
The nature of American folk housing changed dramatically as the nation's railroad network expanded in the decades from 1850 to 1890. Builders of modest dwellings no longer had to rely on local materials. Instead, railcars moved bulky construction materials— particularly lumber from distant sawmills in heavily forested areas – rapidly and cheaply over long distances. Consequently, large lumberyards quickly became standard fixtures in almost every town. Soon, folk houses of light balloon or braced framing covered by wood sheathing replaced hewn log houses. Despite the change in building technique and materials, the older folk house shapes persisted. The resulting houses were simple dwellings defined by their form and massing, but lacking identifiable stylistic attributes. Even after communities became established, these folk house designs remained popular as an affordable alternative to more ornate and complex architectural styles.

#### **Gable-Front Houses**

The survey identified examples of Gable-Front Houses that ranged from between one story to two-and-one-half stories in height and dated from the early to mid-twentieth century. The gable-front shape with its reference to the typical triangular pediment on the façade of the Greek temple has its origins in the Greek Revival stylistic movement that dominated American houses during the period from 1830 to 1850. Their origins are in the Northeast, where simple gable-front folk houses became popular in the pre-railroad era. The design persisted with the expansion of the eastern railroad network in the 1850s to become a dominant form



until well into the twentieth century. Their adaptability to narrow urban lots, in particular, assured their popular use and they dominated many late nineteenth and early twentieth century neighborhoods. The residences next door to one another at **12904 and 12906 7<sup>th</sup> Street**, as well as the house at **12916 Grandview Road** clearly illustrate this folk house form.



An additional wave of interest in the gable-front shape grew from houses of the Craftsman movement, typically built from 1910 to 1930. They were usually one-story, two-bay-wide forms with low-pitched roofs such as the residence at **13118 5<sup>th</sup> Street**. Other identifying features are their rectangular massing, front-gabled form, and minimal architectural ornament.

### **Gable-Front-and-Wing Houses**

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The two-story Gable-Front-and-Wing House is very similar to its Gable-Front cousin and gained popularity in rural areas. In this form, a secondary side-gable block placed perpendicular to the main gable-front block gives this house style its distinctive L-shaped massing. In the South, builders added a gable-front wing to the traditional one-story hall-and-parlor form. Like the Gable-Front House sub-type, architectural ornament is minimal. Both the one-story and two-story forms became common in the Midwest. The one-story versions at **12906 8<sup>th</sup> Street** and **13013 7<sup>th</sup> Street** are turn-of-the-century examples of this sub-type.



## Hall-and-Parlor & Saddlebag

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Hall-and-Parlor dwellings have a simple side-gable form and often a symmetrical three-bay façade composed of two rooms flanking an entrance hall. Like the example at **12910 5<sup>th</sup> Street**, they are two rooms wide and one room deep with little, if any, architectural ornament. The example at **12906 Grandview Road** (*below right*) is a rare one-and-one-half-story, two-bay wide version that retains its central ridge chimney.



**12910 5<sup>th</sup> Street**



**12906 Grandview Road**

A variation of the Hall-and-Parlor house, the Saddlebag form, features a four bay façade in which each of the two rooms has its own front door. Additional character-defining features include a central interior chimney with a firebox in each room. The residence at **13128 6<sup>th</sup> Street** is an excellent example. Although the second entrance of the house at **803 Highgrove Road** is now a window, it continues to clearly illustrate this rare Folk House form.



**13128 6<sup>th</sup> Street**



**803 Highgrove Road**

## I-House

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A two-story version of the Hall-and-Parlor house form, the I-House features the same two-room-wide and one-room-deep plan, side-gabled roof, and rectangular footprint. Common during the pre-railroad period across America, the house form experienced renewed popularity during the post-railroad era as well. The relatively long, confining winters of the Midwestern states contributed to the popularity of this larger house form in the region. End chimneys and rear extensions are common, as are variations in porch size and location. Despite what appear to be early twentieth-century alterations to the porch and dormer, the house at **506 Pinkston Avenue** clearly conveys the I-House form and is the only example of this form identified in the survey.



**506 Pinkston Avenue**

## Stack House

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The Stack House form has two, nearly square rooms simply stacked on top of one another. The single room plan distinguishes it from the two-room I-House. This side-gabled, increasingly rare house form often includes lean-to additions and/or wings, as seen at **506 Goode Avenue**. Typically featuring a three-bay wide façade, the house on Goode Avenue has an uncommon two-bay-wide façade and is the only Stack House identified in the survey.



**506 Goode Avenue**

## Massed Plan House<sup>7</sup>

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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. The side-gabled form, such as that at **13208-10 5<sup>th</sup> Street**, is usually one or one-and-one-half story, varying principally in roof pitch and the size and placement of entrances and porches.



**13208-10 5<sup>th</sup> Street**

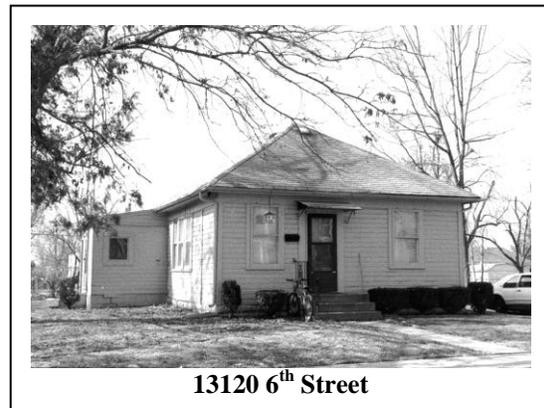
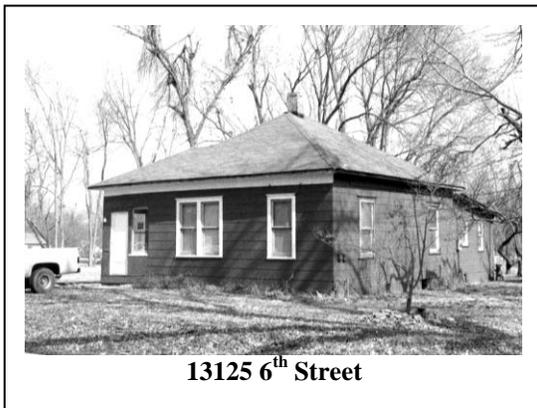
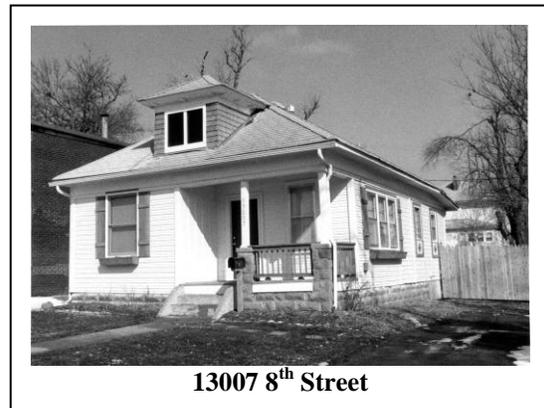
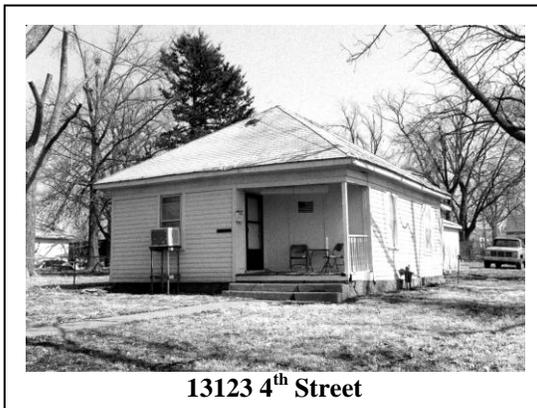
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<sup>7</sup> Missouri Historic Property Survey guidelines categorize this house form as “Central Passage Double Pile.”

## Pyramidal Roof

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The survey identified eighteen examples of the Pyramidal Roof Folk House form. While side-gabled roofs normally cover massed-plan folk houses of rectangular shape, those with more nearly square plans commonly have pyramidal roofs. This roof form (an equilateral hipped roof) is a more complex roof framing system but requires fewer long-spanning rafters and is therefore, less expensive to build. This Folk House form often appeared in small towns upon the arrival of the railroad and became a favored replacement for the smaller Hall-and-Parlor house during the early twentieth century. The small dwellings at **13123 4<sup>th</sup> Street**, **13007 8<sup>th</sup> Street**, **13125 6<sup>th</sup> Street**, and **13120 6<sup>th</sup> Street** are classic examples of the sub-type. Like most folk house forms, the roof pitch and size and the location of porches varies.



## Shotgun

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Deriving its name from the ability to make a good shot directly through all of the rooms of the house, a one-story, one room wide form defines the Shotgun Folk House. Ranging from two to five rooms deep, these rooms always have a linear form and are nearly equal in size. The example at **12908 5<sup>th</sup> Street** exemplifies the form. Initially appearing as temporary housing for the working poor and/or railroad workers, this house form became extremely common as permanent housing for the working class throughout the South and the Midwest.



**12908 5<sup>th</sup> Street**

## Composite House

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The Missouri Historic Preservation Program Survey Guidelines define the Composite House form as having a highly irregular footprint and a complex roof form. The multiple, intersecting sections of hipped roof forms at **12902 8<sup>th</sup> Street** illustrate this eclectic house form well.



**12902 8<sup>th</sup> Street**

## VICTORIAN PERIOD ARCHITECTURAL STYLES (1860-1910)

During this period, increasingly accessible builder's pattern books spread the latest trends in house designs and styles to the 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.

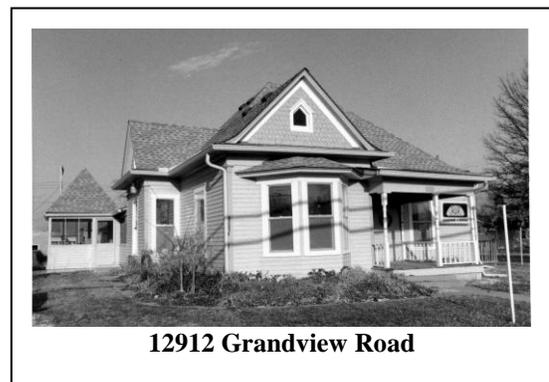
### Queen Anne

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The Queen Anne style has its origins in Medieval European architecture. As adapted to American residential design in the second half of the nineteenth century, its distinguishing features are an asymmetrical plan; irregularly shaped, steeply pitched roofs; partial, full, or wrap-around porches; and patterned wall surfaces. As the Queen Anne style evolved, the emphasis on patterned wood walls seen in the earlier Stick style became more pronounced. 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 cover the façades typically feature turned or jigsaw ornament. Extensive one-story porches are common and accentuate the asymmetry of the façade. They always include the front entrance area and cover part or all of the front façade. It is not uncommon for them to extend along one or both sides of the houses. The survey identified only two houses executed in the Queen Anne style. Each of these Queen Anne cottages has roof and porch configurations that are typical of the Queen Anne style, including a hipped roof with lower cross-gables and a partial- or full-width front porch. The style can be divided into sub-types based on form and/or decorative detailing.

#### Spindlework Sub-type

Appearing in about 50 percent of Queen Anne houses, this sub-type features delicate turned post porch supports and balusters and the namesake spindlework detailing commonly referred to as "gingerbread." The cottage at **12912 Grandview Road** exhibits modest amounts of spindlework as porch detailing. The fishscale shingles covering each gable wall of this house exemplify the differing wall textures that are a hallmark of Queen Anne houses.



### **Free Classic Sub-type**

This sub-type became common after 1890 and, because of its classically inspired ornamentation, has much in common with Colonial Revival houses. At **13016 Grandview Road**, the character-defining Free Classical references incorporated into the house include the square Palladian windows set within recessed arches under each gable. This example utilizes full-height, classical column porch supports and a balustrade composed of square 1-by-1-inch vertical uprights, commonly referred to as “matchstick” balusters.



**13016 Grandview Road**

## **ECLECTIC PERIOD ARCHITECTURAL STYLES**

(1880-1940; LOCALLY TO C.1945)

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 represent the burgeoning impact of the Arts and Crafts Movement, Frank Lloyd Wright’s Prairie School Style, and European modernism in the early twentieth century.

## **Anglo-American, English, and French Period Houses**

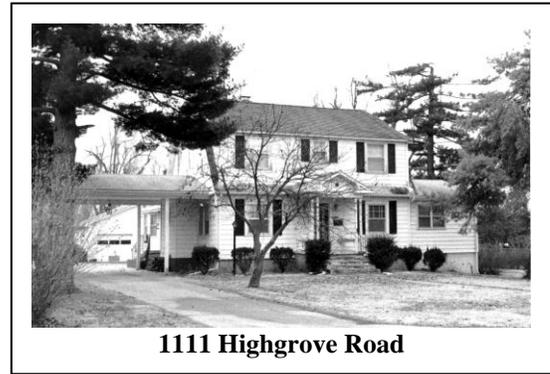
### **Colonial Revival**

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The term “Colonial Revival” refers to the rebirth of interest in the styles of early English and Dutch houses on the Atlantic Seaboard. The Georgian and Adams styles, often combined, form the backbone of the revival styles. Those built in the late nineteenth century were interpretations of the earlier colonial style, while those built from about 1915 to 1930 were more exact copies of the earlier adaptations. As their use continued into the mid-twentieth century, the style became more simplified.

### Side-Gabled Roof Sub-type

The residence at **1111 Highgrove Road** is an excellent example of this sub-type, featuring a main two-story block and a rectangular plan with side gables. This house exhibits classic elements of the Colonial Revival style. Side porches, wings, and porte-cocheres are common on Colonial Revival houses, as are pedimented entry porches with a curved underside and paired support posts. Approximately 25 percent of Colonial Revival houses are of this sub-type, which dominated the style after about 1910.



### Gambrel Roof Sub-type

Commonly referred to as Dutch Colonial, only about 10 percent of Colonial Revival houses feature gambrel roofs. The cross-gambrel form, as seen at **12902 Grandview Road**, became a popular pattern book design during the period between 1905 and 1915. Note that the flared eaves mimic the Flemish eaves of original Dutch Colonial houses. The survey identified only one example of this sub-type.



### One-Story Sub-type

An example of the one-story sub-type, often referred to as a Cape Cod, is the small dwelling at **12909 10<sup>th</sup> Street**, which has a symmetrical three-bay façade, gable-front roof dormers, and pedimented wooden entrance porch.



## **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 placed prominently on the front of the dwelling, complementary arched door hoods or openings, grouped windows, and usually a full-height central chimney. The McAlesters divide Tudor Revival style dwellings into sub-types based on building materials and house form. The survey identified seven examples of Tudor Revival style houses representing stucco, brick, and wooden wall cladding.

### **Brick Wall Cladding Sub-type**

This is the most common Tudor Revival style sub-type. The design of the residence at **1101 Highgrove Road** utilizes brick wall cladding, as well as rough-cut stone, faux half timbering under each gable, and a distinctive front brick chimney.



**1101 Highgrove Road**

### **Stucco Wall Cladding Sub-type**

Stucco wall cladding is relatively uncommon on Tudor Revival style houses. However, there are several examples in the Survey Area that utilize this material, including the residence at **1001 Highgrove Road**. Examples of this sub-type often feature brick and/or stone on the gable walls, tall chimneys of brick and stone, and steep gables superimposed on the front façade.



**1001 Highgrove Road**

### **Wooden Wall Cladding Sub-type**

The example at **909 Highgrove Road** features character-defining elements of Tudor Revival style, including the steeply pitched front gables and the arched doorway. The use of wooden cladding on the principal walls is a modest variant of more common Tudor Revival style design.



**909 Highgrove Road**

## Mediterranean Period Houses

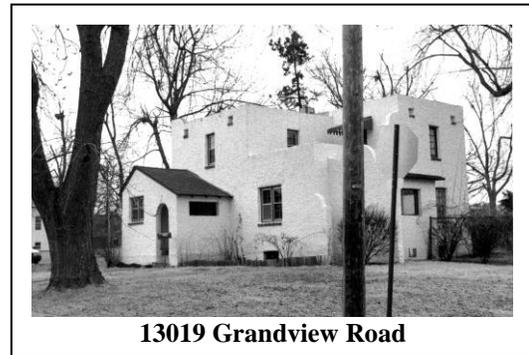
### Spanish Eclectic

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The term Spanish Eclectic refers to the rebirth of interest in the styles of early Spanish precedents throughout Latin America and beyond. This style received wide attention after the Panama–California Exposition in San Diego in 1915, which emphasized the richness of these stylistic elements championed by designer Bertram G. Goodhue. The style reached the peak of its popularity during the 1920s and 1930s. Most common in the southwestern states, Texas, and Florida, the style appears scattered throughout the country. The distinguishing features of the Spanish Eclectic houses include low-pitched or flat roofs, stucco wall covering, asymmetrical façades and footprints, red roof tile, and arched doorways. The survey identified three excellent examples of this style, a relatively high number in a historic town center the size of Grandview.<sup>8</sup>

#### Flat Roof Sub-type

The residence at **13019 Grandview Road** exemplifies this sub-type, which occurs in approximately ten percent of Spanish Eclectic style houses. Distinguishing features of this house include the stepped-up combination of one- and two-story sections, curved wing walls, and red brick windowsills.



**13019 Grandview Road**

## Modern Houses

### Craftsman

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Craftsman Houses date from c.1905 through 1930. Most evolved from the early designs of Charles Sumner Greene and Henry Mather Greene who practiced architecture in California from 1893 to 1914. The Greene brothers designed both elaborate and simple bungalow houses that incorporated designs inspired from the English Arts and Crafts movement and oriental wooden architecture. Popularized by architectural and house and garden magazines, as well as a wide variety of builder pattern books, the one-story Craftsman house became the most fashionable smaller house in the country during the first decades of the twentieth century. Identifying features are low-pitched roofs; wide eave overhangs, often with exposed roof rafters; decorative beams or braces under gables; and full- or partial-width porches supported by square columns. The survey identified numerous examples of Craftsman style dwellings, one of the most common house styles found in Grandview.

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<sup>8</sup> The example at 12813 Grandview Road is just outside the north boundary of the Survey Area.

### Side-Gabled Roof Sub-type

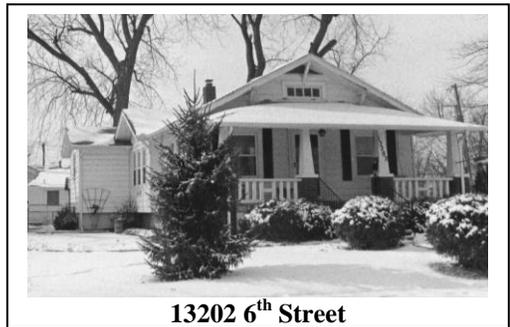
Approximately one-third of Craftsman houses fall under this sub-type, which became most popular in the Midwestern and eastern states. Typically they are one-and-one-half-story with a center dormer like the house at **13014 10<sup>th</sup> Street**, which exemplifies Craftsman elements that include heavy, square stone porch supports; a stone wall at the first story juxtaposed with wood shingle cladding on the upper gable walls; a low slung main roof containing a full-width front porch underneath; and a shallow shed dormer.



**13014 10<sup>th</sup> Street**

### Gable-Front Roof Sub-type

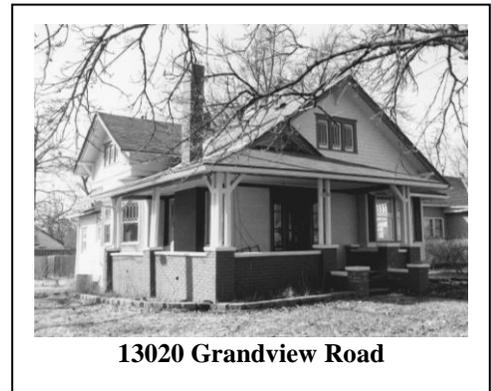
This sub-type makes up about 25 percent of Craftsman houses. Although three-quarter-width, gable-front porches are common within this sub-type, the example at **13202 6<sup>th</sup> Street**, features a full-width porch with a hipped roof. This frame variety has sloping, “battered” wood porch columns set on square brick piers and features “matchstick” balusters.



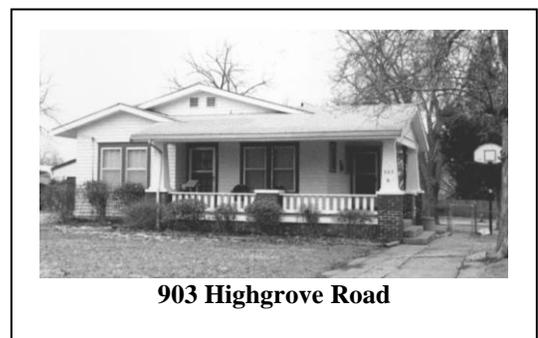
**13202 6<sup>th</sup> Street**

### Cross-Gable Roof Sub-type

The one-and-one-half-story residence at **13020 Grandview Road** is an excellent example of this sub-type. It incorporates many Craftsman details including: multiple roof planes; wide eaves with supporting triangular “knee” brace supports; paired and tripled square wood porch supports resting on brick piers; and small triple windows with diamond-patterned glazing in the upper sash. Another example of this subtype is the residence at **903 Highgrove Road**. Of note are the sloping, “battered” wood porch columns on brick piers; the very shallow pitched gables; the three-over-one light, double-hung sash windows with vertical muntins in the upper sash that reflect Arts and Crafts influences; and the overall low profile.



**13020 Grandview Road**



**903 Highgrove Road**

## Bungaloid

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Many houses in the survey, such as **12916 10<sup>th</sup> Street**, exhibited elements of the bungalow form without the elements of formal Craftsman styling. The one- to one-and-one-half story vernacular bungalow typically features variations incorporating a front-, side-, and/or cross-gabled roof penetrated by a minimal number of dormers. Stylistic references usually include the front porch columns and railing and reflect modest classical or Craftsman treatments.



**12916 10<sup>th</sup> Street**

## American Four Square

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The American Four Square is a house form that features cubed massing with four rooms on each of two stories. They have gable-front or hipped roofs, usually with one or more dormers, and adornment based on a wide range of styles, including Late Victorian, Colonial Revival, Neoclassical, and Craftsman. In *A Field Guide to American Houses*, the McAlesters use American Four Square dwellings to illustrate Prairie and Colonial Revival styles depending on the dominant decorative elements.



**13112 5<sup>th</sup> Street**

Most of the American Four Square houses surveyed in Grandview, such as that at **13112 5<sup>th</sup> Street**, were simple designs with either little ornament or an eclectic mix of stylistic references. They have either gable-front or pyramidal hipped roofs. References to architectural styles include cornice returns, dentils, or modillions under the eaves, Tuscan columns, and Craftsman-influenced windows or porches. The residence at **13008 Grandview Road** incorporates Craftsman references including triangular “knee” braces under the gable-front eaves; square, stone porch supports; and bracketed trim surrounding the small triple windows under the front gable peak.



**13008 Grandview Road**

## AMERICAN HOUSES SINCE 1940

Following World War II, there was a 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 dwellings 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. The survey identified numerous examples of these house styles, some of the most common in Grandview.

### 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 the incorporation of stone or brick veneer elements. They are distinguished from Tudor Revival styles by the shallower pitch of the roof gables. The two examples at **12824 Grandview Road** and **12904 10<sup>th</sup> Street** demonstrate this transition.



**12824 Grandview Road**



**12904 10<sup>th</sup> Street**

## Ranch House

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The basic Ranch House is a one-story building with moderate to wide eaves. The low-pitched roof is gabled or hipped and the plan may or may not include an integrated garage. Large, fixed-pane picture windows, often grouped with flanking sash windows in a tripartite arrangement, are common. Other window openings are typically single or paired and decorative shutters are a common decorative element. The small, side-gabled example at **12817 Grandview Road** is an early example of the style, complete with the original detached, single-car garage. The later version with the gable-on-hip roof and integrated garage at **908 Goode Avenue**, as well as the residence at **13103 13<sup>th</sup> Street**, reflect the evolution of the style in the post-World War II era.



**12817 Grandview Road**



**908 Goode Avenue**



**13103 13<sup>th</sup> Street**

## NEO-ECLECTIC

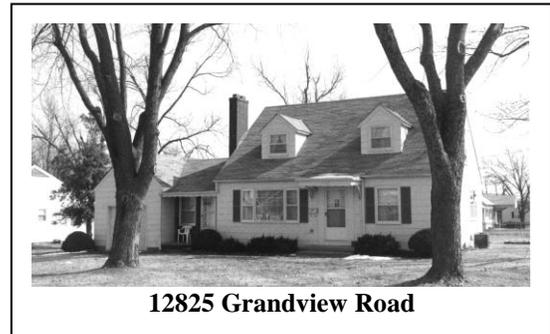
(c.1950 - present)

By the late 1950s, 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 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 style, Neo-Colonial dwellings typically feature a one-and-one-half- or two-story primary block with a side-gable roof and tight eaves. On the primary façade, windows may be single or grouped around the central entrance, creating a façade that is often symmetrical. The residence at **12825 Grandview Road** is a variation of the style. Of



**12825 Grandview Road**

note are the side gabled roof, the full-height chimney, the gable-front dormers, the large picture window grouped with flanking sash windows in a tripartite arrangement, and the single-car garage incorporated in a projecting gable.

## ANCILLARY STRUCTURES

Ancillary structures provide critical evidence in understanding the development of Grandview's neighborhoods. Their functional clues augment the visual character and understanding of the primary structure.

During the late-nineteenth century and the first decade of the twentieth century, the rear yard of town dwellings served very utilitarian purposes. Common structures included an outhouse, a chicken coop, a multi-purpose shed, cistern, and carriage barns. With the arrival of the automobile, shelter for the vehicle became important and the existing carriage barn or a new garage building accommodated it at the rear of the house. Septic tanks often replaced outhouses. With the arrival of city water and sewer systems, which often reached small towns like Grandview during the 1930s or as late as the 1950s,

outhouses and septic tanks became obsolete. Coinciding with these factors, the surge in suburban development and associated mores of domestic yard design that distinguished between a formal front yard and a utilitarian back yard, lead to a marked transition in how Americans used their homes and yards. Domestic recreational activities that originally took place on the front porch or in the front yard, often now occurred in the rear yard, which was now rid of its most offensive utilitarian functions.

Most of Grandview's ancillary structures are associated with residential buildings. The survey identified various sheds, small barns, and original automobile garages, most of which are simple, wood-frame, one-story buildings, such as the gable-front structure at **13118 5<sup>th</sup> Street**. The survey identified four, small, gambrel-front carriage barns like the ones seen at **13020 Grandview Road** and **12907 Grandview Road**.



**13118 5<sup>th</sup> Street**



**13020 Grandview Road**



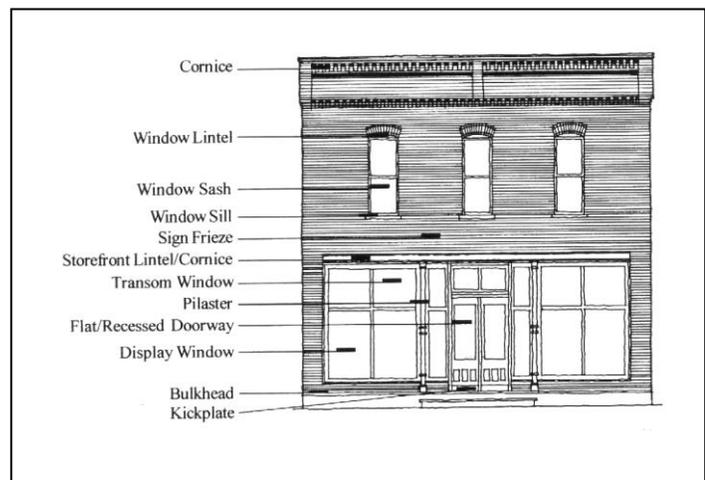
**12907 Grandview Road**

## COMMERCIAL AND INDUSTRIAL BUILDINGS

Commercial buildings and the streetscape they create in downtown Grandview, Missouri define both the functional and visual character of the City's central business district. Their appearance and physical condition play a significant role in defining the community. The survey found no commercial buildings executed with an identifiable architectural style. Most of Grandview's commercial buildings are simple structures of one or two stories. The traditional building material is dark red brick. Dating from the early twentieth century, they include examples from almost every decade up to the present. However, many of the façades have been altered or have modern siding materials, usually the result of modernization of the first-story display windows and entrances. In particular, the replacement of display windows, the installation of inappropriate canopies/awnings, and the covering of transom windows are the most conspicuous alterations. Many leave the original openings and spatial relationships of the storefront intact. Other changes, such as awnings and applications of wood or metal sheathing, are reversible. The second stories often retain their original integrity and are the principal means to identify the original appearance and style.

Commercial architecture is distinguished first by building form and use and secondly by its architectural style. Due to their functional nature, many commercial buildings exhibit little if any architectural styling.

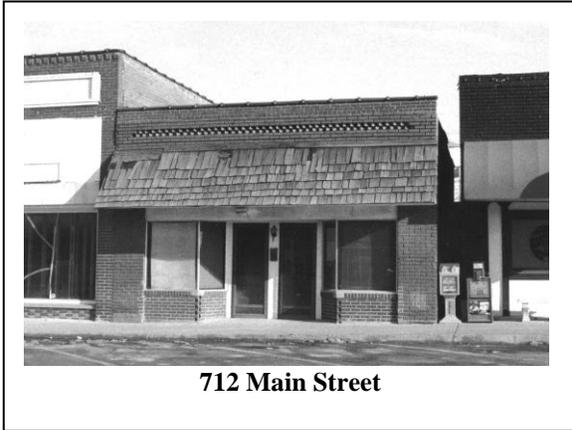
The first-story storefront is the most prominent and distinctive feature of a commercial building and is an important merchandising element. The rest of the commercial building's key design elements visually relate to it. Important character-defining elements are display windows, signs, doors, transoms, kick plates, corner posts, and entablature.



## One-Part Commercial Block Form

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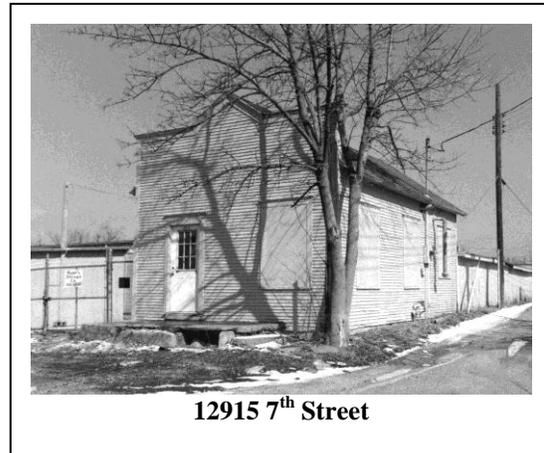
This basic commercial building form, such as the store at **712 Main Street**<sup>9</sup>, is one story in height and generally housed a retail business. Simple architectural features emphasize the storefront window glazing and usually a decorative brick corbel at the roofline. Other ornamental applications may include date stones or panels near the roofline, glazed brick laid in decorative patterns, or decorative pent roofs as seen at **814-816 Main Street**.



## False Front Form

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False Front commercial buildings were quite common in small towns. These buildings are generally one to two stories in height, of frame construction with wood cladding or brick veneer, and have gable or flat roofs hidden behind the false fronts on the primary façade. The false front often has a flat roofline and a stepped gable or triangular pediment at the roofline, which can be seen at **12915 7<sup>th</sup> Street**. Usually they have narrow fronts and are disproportionately deep — a plan adapted to the narrow commercial lots of the nineteenth century downtown.

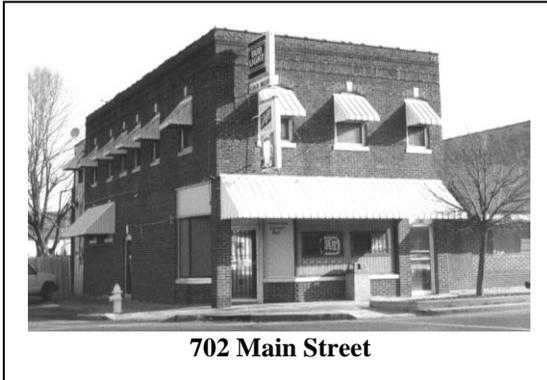


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<sup>9</sup> The shingle awning is a modern alteration.

## Two-Part Commercial Block Form

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702 Main Street



822-824 Main Street

Slightly more complex than their one-story cousins, two-part commercial blocks are typically two to four stories in height. There is a clear visual separation of use between the first-story customer service/retail and upper-story office, meeting room or residential uses. Styling on the first story focuses on the storefront glazing and entrances. Design of the upper stories identifies the building's architectural influences. The segmental arched windows with limestone keystones are character-defining features of the building at **702 Main Street**. The building at **822-824 Main Street** reflects its later date of construction, 1927, incorporating three-over-one light, double-hung wood sash windows and modest tapestry brick embellishment. Both retain the original components of their storefronts and a separate entrance door to the second story that denotes separate functions.

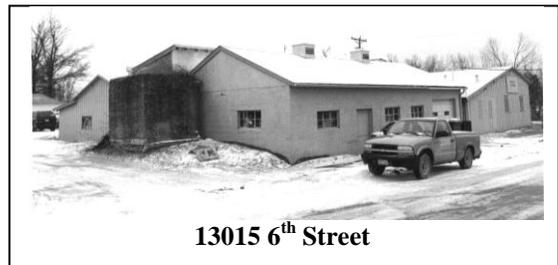
## Commercial Industrial Design

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The light industrial buildings found in communities like Grandview took the form of processing/manufacturing, and warehouse building types. Typically located adjacent to the railroad tracks, the design and materials of these buildings were function specific.

They are between one and two stories in height with flanking driveways and/or street/alley access. Depending upon their function, roof shapes were either flat, low-rise gable end, false front, or barrel-shaped. Depending on the date of construction, structural materials may include wood-frame, brick, and/or steel reinforced concrete block. Similarly, wall cladding materials include corrugated metal, brick, and/or exposed concrete.

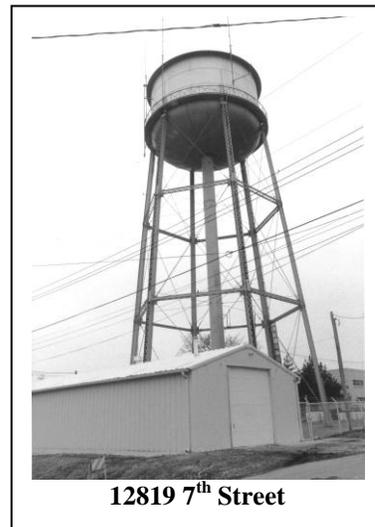
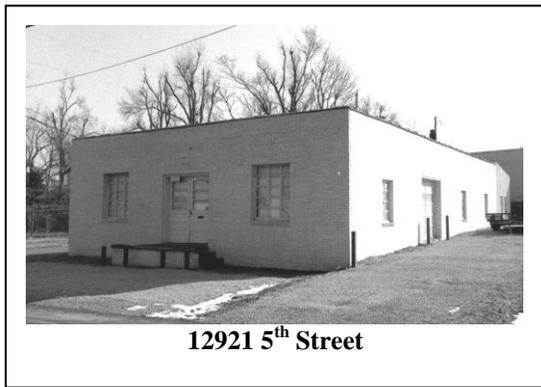
As seen at **13015 6<sup>th</sup> Street**, the processing/manufacturing building type often includes irregular fenestration, transport bays, and the associated processing/manufacturing machinery that defines the building form.



13015 6<sup>th</sup> Street

The warehouse building type often included multiple bays and an open floor plan for easy access to stored goods; and it often lacked a defined front office space, which is illustrated by the building at **12921 5<sup>th</sup> Street**. Stylistic concerns were secondary for each of these building types, often resulting in a false front treatment, restrained brick patternwork, or no decorative embellishment at all.

The city water tower structure at **12819 7<sup>th</sup> Street** illustrates design based purely on function, incorporating standard construction techniques and materials of the time, including riveted steel and tension rods.



## **INSTITUTIONAL BUILDINGS**

Institutional buildings are often more architecturally expressive than commercial buildings, although they are generally conservative in their selection of an architectural idiom. Classical motifs and traditional styling with historical antecedents are the most common stylistic treatments. Sub-types identified in the survey include school buildings and church buildings.

## School Design

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The Survey Area includes a large school complex encompassing three general phases of construction in the 1920s, 1940s, and 1950s. Each component of the complex reflects its era of construction. The original 1922 block and its 1927 gymnasium addition, located at the northeast corner of **10<sup>th</sup> Street and Highgrove Road**, reflects popular classical references such as full-height brick pilasters unified by a continuous limestone belt course at cornice level. The 1940s block, located at the southeast corner of **10<sup>th</sup> and Main streets**, and the 1950s block, located at the northwest corner of **12<sup>th</sup> Street and Highgrove Road**, reflect the influence of the emergence and popularity of the Modern Movement style, characterized by a strong horizontality.



**10<sup>th</sup> Street and Highgrove Road**



**10<sup>th</sup> and Main streets**



**12<sup>th</sup> Street and Highgrove Road**

## Church Design

The survey identified two church buildings: one executed in the Modern Movement style and one executed in a Steepled Ell vernacular form located at **12908 8<sup>th</sup> Street**. Unfortunately, alterations and additions inhibit the ability of the building on 8<sup>th</sup> Street to convey its historic architectural character. However, the building may be eligible for listing in the National Register in the future if the removal of modern siding reveals sufficient amounts of the original materials and the original fenestration.



Of the 277 buildings surveyed, 93 represented a variety of architectural styles, 138 represented vernacular style folk houses and commercial buildings, and 46 had no distinguishing forms, designs, or styles.

**Figure 4: ARCHITECTURAL STYLES**

STYLE	Residential	Commercial 10	Other <sup>11</sup>	%
QUEEN ANNE (1909-C.1945)	2			0.7
LATE 19 <sup>TH</sup> & EARLY 20 <sup>TH</sup> CENTURY REVIVAL: COLONIAL REVIVAL (1907-1950)	10			3.6
TUDOR REVIVAL (C.1922-C.1925)	7			2.5
SPANISH ECLECTIC (C.1930)	3			1.1
CRAFTSMAN (C.1910-C.1925)	19			6.8
MODERN MOVEMENT (1960+)	1	1	2	1.45
MODERN MOVEMENT: MINIMAL TRADITIONAL (C.1925-C.1950)	12			4.3
MODERN MOVEMENT: RANCH (C.1940-1971)	32			11.6
NEO-ECLECTIC: NEO-COLONIAL (C.1945-2003)	4			1.45
<b>TOTAL</b>	<b>90</b>	<b>1</b>	<b>2</b>	<b>33.5</b>

<sup>10</sup> “Commercial” refers to retail, light industrial, manufacturing, and warehousing structures.

<sup>11</sup> “Other” refers to non-residential and non-commercial structures. These include religious, educational, and infrastructure-related structures.

**Figure 5: VERNACULAR AND FOLK HOUSE STYLES**

<b>STYLE</b>	<b>Residential</b>	<b>Commercial</b>	<b>Other</b>	<b>%</b>
ONE-PART COMMERCIAL BLOCK (C.1909- c.1986)		23		8.3
TWO-PART COMMERCIAL BLOCK (C.1910-1927)		3		1.1
FALSE FRONT (1912, c.1980)		2		0.7
NATIONAL FOLK HOUSE: OPEN GABLE/GABLE FRONT (C.1900-C.1955)	16			5.7
NATIONAL FOLK HOUSE: GABLE & WING (C.1900-c.1945) <sup>12</sup>	9			3.2
NATIONAL FOLK HOUSE: HALL & PARLOR (C.1895-C.1915)	6			2.2
NATIONAL FOLK HOUSE: SADDLEBAG (C.1895-C.1900)	2			0.7
NATIONAL FOLK HOUSE: I- HOUSE (C.1900)	1			0.4
NATIONAL FOLK HOUSE: STACK HOUSE (C.1900)	1			0.4
NATIONAL FOLK HOUSE: MASSED PLAN/SIDE GABLE (C.1915-1960) <sup>13</sup>	9			3.2
NATIONAL FOLK HOUSE: PYRAMIDAL SQUARE (C.1905-1910)	18			6.5
NATIONAL FOLK HOUSE: SHOTGUN (C.1910)	1			0.4
NATIONAL FOLK HOUSE: COMPOSITE (C.1910)	1			0.4
NATIONAL FOLK HOUSE: BUNGALOID (C.1910-1923)	38		1	14.1
NATIONAL FOLK HOUSE: AMERICAN FOUR SQUARE (C.1905)	7			2.5
OTHER VERNACULAR	13	24	9	16.6
<b>TOTAL</b>	<b>122</b>	<b>52</b>	<b>10</b>	<b>66.4</b>

<sup>12</sup> Missouri Historic Property Survey guidelines categorize this house form as “Gabled Ell.”

<sup>13</sup> Missouri Historic Property Survey guidelines categorize this house form as “Central Passage, Double-Pile.”

## DATES OF CONSTRUCTION

Using the information provided by plat maps, historical society archives, and oral history interviews, as well as architectural style, the consultants entered estimated dates of construction in the database. Dates of additions and alterations were not considered in the analysis. The buildings fall into the following eras.

**Figure 6: DATES OF CONSTRUCTION**

ERA	Number of Resources	Percentage of Total
LATE 19 <sup>TH</sup> CENTURY: 1870-1899	2	0.7%
EARLY 20 <sup>TH</sup> CENTURY: 1900-1918	122	44.0%
POST-WORLD WAR I: 1919-1929	35	12.6%
DEPRESSION AND WAR YEARS: 1930-1945	39	14.1%
POST-WORLD WAR II: 1945-1959	45	16.3%
MODERN ERA: 1960+	34	12.3%
<b>TOTAL</b>	<b>277</b>	<b>100%</b>

## ARCHITECTURAL INTEGRITY

All properties eligible for listing in the *National Register of Historic Places* and for local designation as Landmarks or Historic Districts, whether for individual significance or as contributing<sup>14</sup> elements to a district, must retain sufficient architectural integrity to convey the period of time in which they are significant. There are seven areas of integrity and a property must retain integrity in a majority of these areas.

- Location
- Design
- Setting
- Materials

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<sup>14</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.

- Workmanship
- Feeling
- Association

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:

Based upon this rating system and the geographical location of the properties they were divided into three categories:

- Individually eligible for listing in the National Register (33)<sup>15</sup>
- Contributing to a National Register District (20)<sup>16</sup>
- Non-contributing or not eligible for listing in the National Register of Historic Places (234)

## **INTEGRITY THRESHOLDS: RESIDENTIAL PROPERTY TYPES**

To qualify for listing in the National Register of Historic Places under National Register Criteria A and/or C, residential property types must retain a strong integrity of association and location. To be eligible for individual listing under Criterion A, a building should retain a high degree of architectural integrity in setting, materials, and workmanship for its period of significance. It should also be an excellent example of its property type, possessing the distinct physical characteristics that qualify it as this property type. In addition to the above requirements, to be listed as an individual resource under Criterion C, the property must be an excellent example of a specific style of architecture, retaining a high degree of integrity in setting, materials, and architectural elements that define the style.

To be listed under Criterion A in the National Register as a contributing element to a district, a residential property should retain sufficient stylistic and structural features to

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<sup>15</sup> Included in this count are properties eligible for listing as part of potential National Register Multiple Property Submissions.

<sup>16</sup> Included in this count are those properties individually eligible for listing in the National Register that are located within the boundaries of the potential National Register Historic District.

link the property with its period of significance. Specifically, integrity of façade arrangement and fenestration are important. Additions to the main building are acceptable if they are on secondary elevations and are subsidiary in size, scale, and massing to the original building. Common alterations are the addition of synthetic or metal wall cladding, enclosure of porches, replacement of porch elements or porches in their entirety, and new roof materials. These types of alterations must be judged in accordance with the architectural style and impact on character-defining features to determine if the property retains sufficient integrity to contribute to a district. Alterations to primary façades of large residences may be acceptable if they do not alter a significant portion of the façade and the original appearance of the façade can be restored. Alterations to the façade of simple, small examples of this property type should be minimal and should not significantly impact the original appearance of the building. In addition to the above requirements, buildings that are part of a larger grouping may also be eligible under Criterion C as contributing elements to a district as representative examples of a specific style of architecture and of its property type. In both instances, integrity of design, materials, and workmanship associated with its period of significance is necessary.

## **INTEGRITY THRESHOLDS: COMMERCIAL PROPERTY TYPES**

To qualify for listing in the National Register of Historic Places under National Register Criteria A and/or C, commercial property types must retain a strong integrity of association and location. To be eligible for individual listing under Criterion A, a building should retain a high degree of architectural integrity in setting, materials, and workmanship for its period of significance. It should also be an excellent example of its property type, possessing the distinct physical characteristics that qualify it as this property type. Because many of these resources are one or two stories, situated on narrow nineteenth century lots, and have restrained commercial styling, it is important that the primary façade retain its original fenestration and spatial arrangements, in particular, the historic storefront elements or entrance treatment that define this property type. In addition to the above requirements, to be listed as an individual resource under Criterion C, the property must be an excellent example of a specific style of architecture, retaining a high degree of integrity in setting, materials, and architectural elements that define the style.

To be listed under Criterion A in the National Register as a contributing element to a district, a commercial property should retain sufficient stylistic and structural features to

link the property with its period of significance. Specifically, integrity of façade arrangement and fenestration are important. The primary façade should have sufficient character-defining elements to retain the distinct separation of upper floors from the ground floor. Individual window openings do not have to be extant as long as the rhythm of the fenestration and bays is evident or the recession of the window opening has been maintained. Window, door, and storefront infill or replacement should not destroy or obscure original openings. Additions to the main building are acceptable if they are on secondary elevations and are subsidiary in size, scale, and massing to the original building. Alterations to primary façades of large buildings of this property type are acceptable if they do not alter a significant portion of the façade and the original appearance of the façade can be restored. Alterations to the façade of simple small examples of this property type should be minimal and should not significantly impact the original appearance of the building. In addition to the above requirements, buildings that are part of a larger grouping may also be eligible under Criterion C as contributing elements to a district as representative examples of a specific style of architecture and of its property type. In both instances, integrity of design, materials, and workmanship associated with its period of significance is necessary.

## **INTEGRITY THRESHOLDS: COMMERCIAL INDUSTRIAL PROPERTY TYPES**

To qualify for listing in the National Register of Historic Places under National Register Criteria A and/or C, commercial industrial property types must retain a strong integrity of association and location. To be eligible for individual listing under Criterion A, a building should retain a high degree of architectural integrity in setting, materials, and plan for its period of significance. It should also be an excellent example of its property type, possessing the distinct physical characteristics that qualify it as this property type. In addition to the above requirements, to be listed as an individual resource under Criterion C, the property must be an excellent example of a specific commercial architectural form, retaining a high degree of integrity in setting, materials, architectural elements, and plan.

To be listed under Criterion A in the National Register as a contributing element to a district, a commercial industrial property should retain sufficient stylistic and structural features to link the property with its period of significance and historical contexts. The façades should have sufficient character-defining elements to convey its original form and function. Individual window openings do not have to be extant as long as the rhythm of the fenestration and bays is evident or the recession of the window opening has been maintained. Window, door, and shipping/receiving bay infill or replacement should not

destroy or obscure original openings. Additions to the main building are acceptable if they are on secondary elevations and are subsidiary in size, scale, and massing to the original building. Alterations to primary façades of large buildings of this property type are acceptable if they do not alter a significant portion of the façade and the original appearance of the façade can be restored. Alterations to the façade of simple, small examples of this property type should be minimal and should not significantly impact the original appearance of the building. In addition to the above requirements, buildings that are part of a larger grouping may also be eligible under Criterion C as contributing elements to a district as representative examples of a specific architectural form and of its property type. In both instances, integrity of design, materials, and plan associated with its period of significance is necessary.

# HISTORIC CONTEXTS

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To fully understand the findings of the survey, it is important to interpret survey information in context with the development of the City of Grandview. 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 dictated by national and local events.

- The Evolution of the City of Grandview as a Railroad Market Town: 1830-1945
- Post-World War II Suburbanization: 1945-1965
- Harry S Truman: 1887-c.1965<sup>17</sup>
- The Development of Architecture in Grandview: 1880-1965

## **THE EVOLUTION OF THE CITY OF GRANDVIEW AS A RAILROAD MARKET TOWN: 1830-1945**

### **EARLY AGRARIAN SETTLEMENT OF SOUTHWESTERN JACKSON COUNTY: 1830-1855**

Grandview is within Washington Township in the southwest corner of Jackson County, Missouri, once part of a vast hunting area used by the Osage Nation. In 1808, the federal government established Fort Osage, a trade factory and military compound overlooking the Missouri River in the northern part of Jackson County. An 1825 treaty extinguished the

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<sup>17</sup> The exact year of Harry S Truman’s final visit to Grandview is not documented. The date is based on the onset of his declining health, beginning in 1966. Consultation with the Harry S. Truman Presidential Museum and Library archival staff and U.S. Treasury Department Secret Service staff substantiated that it is unlikely Truman made any trips of note to Grandview subsequent to this period.

Osage Nation's title to their lands in Missouri and the area became officially open for Euro-American settlement. In December 1826, the Missouri Legislature established Independence as the county seat of the newly formed Jackson County.

Many of the county's early settlers arrived in southwestern Jackson County during the 1830s and as a result, Washington Township organized in 1836. The township's principal town, New Santa Fe, developed during this period at the Missouri state line as an outgrowth of the lucrative Santa Fe trade route through the area.<sup>18</sup>

Neglected in the original 1826 survey of Jackson County, Washington Township was part of what became known as "The Lost Township." A complete survey of the township, and specifically the area that later became "Grand View," did not occur until 1843. Thereafter, land became available through government land grants and cash sale at the district land office in Clinton, Missouri. Solomon Young, a settler from Kentucky and grandfather of Harry S Truman, purchased the last of these tracts in the area of present-day Grandview in 1857.<sup>19</sup>

Among the area's earliest farmers, Young arrived in Washington Township in 1842 and acquired significant parcels of land. Local tradition holds that he "was without a doubt the largest landowner in the 1850s."<sup>20</sup> Young bought and sold land during this period, eventually owning over 5,000 acres in Jackson County and other counties in Missouri and Kansas, as well as more than 40,000 acres near Sacramento, California.<sup>21</sup> He developed a large, profitable farm described as "a true show farm," including a large Greek Revival style residence, a separate summer kitchen, smoke house, barns, outbuildings, and quarters for approximately twenty slaves.<sup>22</sup>

Like Young, most of the area's early settlers were of the Middle South and Ohio River Valley and came from states such as Kentucky, Virginia, and Tennessee, as well as from southern settlements in Indiana, Ohio, and eastern Missouri.<sup>23</sup> The land around present-day Grandview was ideal for grain crops and pasturing, consisting of mostly prairie,

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<sup>18</sup> *An Illustrated Historical Atlas Map of Jackson County, Missouri* (Philadelphia: Brink, McDonough & Co., 1877), 18. (Independence, Missouri: Jackson County Historical Society Archives and Research Library).

<sup>19</sup> Grandview Historical Society, Inc., *History of Grandview, Missouri* (Marceline, Missouri: Walsworth Publishing Company, 1995), 1-2.

<sup>20</sup> *Ibid.*, 4.

<sup>21</sup> Richard Lawrence Miller, *The Rise To Power* (New York: McGraw-Hill Book Company, 1986), 7.

<sup>22</sup> *Ibid.*, 7.

interrupted by small, timber-lined streams feeding both the Big Blue and Little Blue rivers.<sup>24</sup> Drawn to the affordability of such land, the majority of settlers were farmers and stock raisers who claimed large portions of land.<sup>25</sup>

Although sparsely settled, Washington Township's population steadily increased during its initial settlement period. By 1853, New Santa Fe boasted a post office and the township supported a second town, Hickman's Mill. In addition to the namesake mill, the village served as an important trading point in the center of the township near the intersection of the only north-south and east-west roads across that area.

The rural population of southwestern Jackson County supported the construction of several scattered schools and churches at this time, among them the Blue Ridge Baptist Church, established in 1853, halfway between Hickman's Mill and present-day Grandview.

Speculative land purchases and sales characterized the region during the 1850s. Speculators purchased numerous tracts for resale, often combining small tracts or dividing large ones to maximize profits and investment potential. Settlers took advantage of the competitive market and secured large tracts of land for crops and pasture.

It didn't take long for the early farmers to surpass basic, self-sustaining needs. Families often traded or sold surplus grain and goods at the nearest mill and/or general store to generate income. The location of Hickman's Mill, only a half-day's drive away, allowed the settlers of southern Washington Township to prosper, while also attracting new settlers to the area. Their initial modest log dwellings and outbuildings improved over time as they developed successful farming and livestock operations.<sup>26</sup>

Increased settlement and steady growth marked this period in Jackson County. The 23,000 residents in 1860, more than doubled to over 55,000 in 1870.<sup>27</sup> Within the short time span from initial Euro-American settlement to the eve of the Border and Civil wars, many people made extensive improvements on their farms, cultivated considerable sections of land, raised livestock, and built comfortable residences.

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<sup>23</sup> *An Illustrated Historical Atlas Map of Jackson County, Missouri*, 22-23.

<sup>24</sup> *Ibid.*, 18.

<sup>25</sup> *Ibid.*, 41.

<sup>26</sup> Grandview Historical Society, Inc., 2.

<sup>27</sup> *An Illustrated Historical Atlas Map of Jackson County, Missouri*, 16.

## CIVIL UNREST — BORDER AND CIVIL WARS: 1855-1865

The rural settlements and small communities of southwestern Jackson County had barely established themselves when sectional conflict interrupted their growth. Rescinding the Missouri Compromise, Congress voted to allow the citizens of the new Kansas and Nebraska territories to decide the issue of slave status. The conflict over admission of slave or free territories soon consumed the area along the length of the western border of Missouri. Pro-slavery supporters crossed the line, staked claims in Kansas, and sought to establish the institution in the new territory. Among those opposed to slavery were abolitionists who were just as determined that Kansas should become a free state. As the Kansas-Nebraska territory opened for settlement in 1856 and began to elect a legislature in preparation for statehood, both sides tried to control the election of either a pro- or anti-slavery legislature. As a result, open conflict along the Missouri-Kansas border escalated and dominated events for the next decade.

All of Jackson County became a center of conflict. Located on the Missouri-Kansas border with Kansas, Washington Township became a route along which opposing forces traveled across the border. Settlers in the area suffered numerous raids. Theft, destruction of property, and outright killings were not uncommon prior to and during the Civil War.<sup>28</sup> Missouri guerrilla fighters found the rolling hills above the limited crossing of the Little Blue River prime cover for ambush and attacks.<sup>29</sup> As hostilities escalated in 1858 and 1859, a general exodus from the southern and western parts of the county began.

When the Civil War began, the people of Jackson County had divided loyalties. Partisan raids across the Missouri-Kansas border began anew and the area on each side of the line became a war zone. From this time forward, troops from each side regularly rounded-up livestock and confiscated wagons, foodstuffs, and other property.<sup>30</sup>

On August 25, 1863, Brigadier General Thomas C. Ewing, in an effort to stop guerrilla efforts along the border, issued “General Order Number Eleven,” which established martial law in the four counties bordering the Kansas territory, including Jackson County. The order required all civilians to leave their homes and businesses and to move to Union army outposts and register. The order forced those who could not prove their loyalty to the Union

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<sup>28</sup> Grandview Historical Society, Inc., 3.

<sup>29</sup> *Ibid.*, 5.

<sup>30</sup> *An Illustrated Historical Atlas Map of Jackson County, Missouri*, 14.

to leave the county. Federal and Kansas volunteer troops then confiscated all crops and livestock and burned the farms and businesses in the countryside in an effort to destroy any shelter or foodstuffs accessible to the southern guerrilla forces. The order effectively depopulated Jackson, Cass, Bates, and part of Vernon counties and caused great bitterness among the area's residents. The fires from burning homes, businesses, crops, fields, and woods gave the area the name "Burnt District."<sup>31</sup>

The early citizens of Washington Township suffered a great deal as a result of the civil unrest. Among those targeted as southern sympathizers and slave owners, Kansas troops raided and sacked the Solomon Young farm twice in 1861 and again in 1862. The following year, "General Order Number Eleven" forced the family to leave and spend the next three years in exile in Platte County. These events so traumatized the family that Solomon's wife, Harriet Louisa, Harry S Truman's grandmother, later ordered young Harry out of the house in 1905 when he showed up in his blue National Guard uniform.<sup>32</sup>

## LATE NINETEENTH CENTURY DEVELOPMENT

### Recovery, Growth, and Expansion: 1865-1899

The combined effects of Order Number Eleven and the drought of 1864-1865 left southern Jackson County a desolate place. Before the war, what was a picturesque rural community, was now only a few homes and outbuildings surrounded by ruined grain fields and fallen fence lines.<sup>33</sup>

Many forced out by Order Number Eleven heard of the destruction and sold or traded their land. However, in the spring of 1866, numerous owners returned, cleared debris, reworked the land, and rebuilt homes, outbuildings, and businesses.

At the same time, new settlers arrived in Jackson County from Illinois, Ohio, Kentucky, and other states. Despite the war's devastating effects, Jackson County experienced a post-war surge in growth, increasing its 1860 population outside of Kansas City to over 20,000 in 1870.<sup>34</sup>

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<sup>31</sup> Edward E. Leslie, *The Devil Knows How to Ride* (New York: Random House, 1996), 258-62.

<sup>32</sup> Grandview Historical Society, Inc., 4-5.

<sup>33</sup> *Ibid.*, 6.

<sup>34</sup> *An Illustrated Historical Atlas Map of Jackson County, Missouri*, 16.

Washington Township reflected this countywide trend of recovery and growth. By 1870, farm yields were still small, but growing. In spite of the nationwide depression of 1873 and a devastating grasshopper plague in 1874-1875, an increase in mortgages and trust deeds showing corn and livestock production indicate investment and growth during this period.<sup>35</sup> New Santa Fe retained a constable, its post office resumed services, and the town gained a new dry goods store, a resident physician, and a surgeon shortly after the Civil War. Hickman's Mill gained a post office in 1868, as well as a physician and a surgeon. Numerous farmers and stock raisers located just outside the village. Members of the Blue Ridge Baptist Church returned to find their church building in ruins from troop occupation and quickly set about reconstructing it.

By the late 1870s, the area was productive and promoters described it as "a land of exceeding loveliness...[where] different agricultural products are raised here in great abundance, and many of its farmers are paying much attention to the breeding and growth of stock."<sup>36</sup>

### **Arrival of the Railroad: The Birth of a Town Called Grand View**

Transportation at the time was very difficult. The *1877 Illustrated Historical Atlas of Jackson Co. Missouri* shows the meager road network that existed across Washington Township at the time. Horse-drawn wagons brought in most freight from Lee's Summit or Westport, both of which were over eight miles and at least one large stream crossing from present-day Grandview. In spite of this, the township population rose to approximately 1,100 during this time. In order to sustain and augment this growth, the maturing farming community needed a convenient market for livestock and grain.<sup>37</sup>

During the mid- to late nineteenth century, "railroad fever" swept the western states and Jackson County was not immune.<sup>38</sup> While much of the early development occurred in and around Kansas City, railroad building drastically altered the rest of the county as well,

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<sup>35</sup> Grandview Historical Society, Inc., 7.

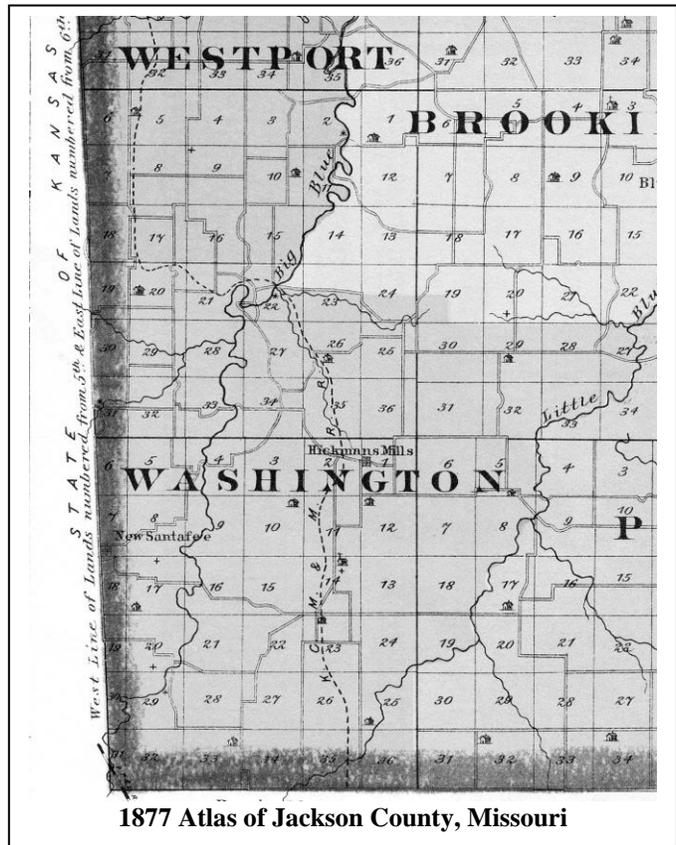
<sup>36</sup> *An Illustrated Historical Atlas Map of Jackson County, Missouri*, 18.

<sup>37</sup> Grandview Historical Society, Inc., 9.

<sup>38</sup> Sherry Lamb Schirmer and Richard D. McKinzie, *At the River's Bend: An Illustrated History of Kansas City* (Woodland Hills, California: Windsor Publications, Inc., 1982), 42.

“creating towns where none had been and reorienting older hamlets.”<sup>39</sup> Grandview became one such town.

By the 1870s, two rail lines traveled across Jackson County, linking Kansas City, Independence, and Lee’s Summit with distant market centers. During the depression of 1873, the Kansas City, Memphis & Mobile Railroad Company proposed the construction of a third rail line across the previously neglected southern and western sections of the county. A company agent traveled through Washington Township and purchased “rights of way” across farms in the path of the proposed line, which farmers in need of cash quickly relinquished.<sup>40</sup>



Delaying the hopes of Washington Township residents eager for railroad access, the company went bankrupt in 1877 and subsequently sold their right-of-way interests to the Kansas City & Southern Railway Company. By the mid-1880s, as an incentive to complete the proposed line from Kansas City to Memphis, the Kansas City & Southern Railway Company offered charter rights to the line that reached Osceola, Missouri first. Millionaire John Blair of New Jersey and his team won in 1887 with a track that led right through Washington Township and present-day Grandview. With trackage rights secured, the Kansas City & Southern Railway Company built stations, switching tracks, and employee housing along the line. By April 1889, a small depot stood alongside the tracks in Section 14, Township 47, Range 33 of what is now Grandview.<sup>41</sup>

<sup>39</sup> Ibid., 42.

<sup>40</sup> Grandview Historical Society, Inc., 7.

<sup>41</sup> Ibid., 10.

## Town Building

The surrounding area featured productive farmland, ever-increasing livestock herds, and small orchards supplementing nearly every farmstead.<sup>42</sup> With a thriving rural community, trains running through the area, and a new station, local landowners and farmers James G. Feland and James W. Jones formed a partnership to plat a new town. The survey and subdivision of their land started by May 1889 and continued through the summer.<sup>43</sup>

The farmers in the area grew excited about the prospect of a new railroad market town. In addition to the means to ship their grain and livestock to distant markets, the future town offered the possibility of sufficient growth to establish a post office.<sup>44</sup> The Kansas City & Southern Railway Company<sup>45</sup> ran two mail trains each day past the new station to the nearest post office in Hickman's Mill. It took most of a day to ride there, pick up mail, visit, and ride home again. During rainy periods or winter weather, it took even longer.<sup>46</sup>

Recognizing the possibilities if postal service accompanied the new station and town site, John Anderson, a local farmer, completed post office application papers in May 1889. The "Location Paper" forwarded to him by the United States Postal Service required information regarding the area and population. He reported that mail trains passed fourteen times a week, that the nearest post office was almost four miles by road, and that the new post office would serve a population of about 300. He indicated the name of the post station was to be "Grand View." According to local tradition, the name was derived from a response made by John Anderson when he and two other local farmers, including Solomon Young, met atop the highest hill in Jackson County and Anderson remarked that it was a "grand view."<sup>47</sup> The name caught and they decided it would be the perfect name for their new town. In October 1889, John Anderson received notification of the approved application and of his appointment as the first postmaster of Grand View.<sup>48</sup> In December 1889, Feland and Jones filed the completed plat of the new Town of Grandview,<sup>49</sup> which

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<sup>42</sup> *An Illustrated Historical Atlas Map of Jackson County, Missouri*, 49.

<sup>43</sup> Grandview Historical Society, Inc., 96, 103.

<sup>44</sup> *Ibid.*, 7.

<sup>45</sup> The Kansas City & Southern Railway Company later became known as the Kansas City, Osceola and Southern Railroad Company, and later still, the St. Louis and San Francisco Railroad Company.

<sup>46</sup> Grandview Historical Society, Inc., 7.

<sup>47</sup> *Ibid.*, 85.

<sup>48</sup> *Ibid.*, 11.

<sup>49</sup> Although the postal application spells the town name, "Grand View," the original town plat spells it, "Grandview." The majority of subsequent references spell the town name, "Grandview."

featured a total of sixteen grid blocks flanking the new railroad tracks. After securing a post office for Grandview, John Anderson built the first commercial structure in town — a small, wood-frame, false-front general store on lot 5 of block 12 of the Town of Grandview. He opened for business by early 1890. As postmaster, he operated the town post office inside his general merchandise store. The components of a new town in place – a new railroad station, a stockyard, a postmaster, a general store, a thriving rural community, and town lots for sale – Grandview stood poised for a surge in growth. Commercial and residential development in Grandview began immediately and increased rapidly for decades to come.

Recently inaugurated as a regional trade and market town, and not yet a year old, Grandview’s position quickly solidified with the proposal and subsequent introduction of a second rail line through the town. Edward Stillwell, grandson of one of the Erie Canal builders, intended to construct a rail line from Kansas City to the Gulf of Mexico and founded the Kansas City, Nevada & Ft. Smith Railroad Company.<sup>50</sup> In 1890, railroad company agents purchased “rights of way” and work began on the second rail line through Grandview. In order to save on construction costs, he arranged to lease access to the eleven miles of track recently completed by the Kansas City & Southern Railway Company between Kansas City and Grandview. From Grandview, the company then constructed a “Y” intersection with the leased tracks for their new tracks headed south. By 1892, the rails reached coal-rich Pittsburgh, Kansas and on to the zinc and lead mines near Joplin, Missouri. By 1897, this line carried trains to Port Arthur, Texas, which became the second largest grain exporter in the United States, second only to New York.

As the north terminal of the busy Kansas City, Pittsburgh & Gulf Railroad line, the company constructed a new station depot in Grandview by May 1897.<sup>51</sup> The company planned a new repair shop and constructed two houses south of Main Street to accommodate some of the large number of rail men that remained in Grandview. Railroad workmen filled the town, working the switching yards and constructing stock pens to hold cattle, horses, and hogs for shipment to markets in Kansas City or points south. They constructed a semi-circular turn-around from Rhodes Street across Main Street at 5<sup>th</sup> Street

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<sup>50</sup> The Kansas City, Nevada & Ft. Smith Railroad Company later became known as the Kansas City, Pittsburgh & Gulf Railroad.

<sup>51</sup> Grandview Historical Society, Inc., 15.

to the southbound tracks.<sup>52</sup> With two railroads running through Grandview and meeting at the “Y” junction of the tracks, the new terminal became known as “Grandview Junction.”<sup>53</sup>

Despite the economic depression that swept across the nation in 1893, the last decade of the nineteenth century was a time of expansion in Grandview. Upon the founding of the Town of Grandview and concurrent with the construction of the new Kansas City, Pittsburgh & Gulf Railroad tracks, landowners and entrepreneurs anticipated the coming growth of the town. They rapidly set about subdividing their land into sellable lots. Each of these subdivisions reflected the original grid plat pattern, the most efficient and inexpensive way to subdivide and sell land in small lots.<sup>54</sup> In 1890, Larkin D. Connelly, a local farmer and landowner, and his wife, Caroline, purchased five acres adjacent to both the as-yet-unfinished Kansas City, Pittsburgh & Gulf rail line and the newly platted Town of Grandview. The following year, he subdivided the land into three blocks and filed a plat for Connelly’s Addition, the first addition to the new Town of Grandview. Within three years, thirty-four of the forty-two lots had sold.

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

As lots became available, entrepreneurs purchased them and opened new businesses. William Bolkart started a harness and shoe repair shop in 1893. A year later, George Plummer operated a blacksmith shop in a newly constructed brick building. In 1896, John Fred came to Grandview and opened a livery stable with a stable and a storage barn located on Main Street.

The rapidly growing town provided ample consumers and the economy diversified. In 1897, William DeGross arrived in Grandview to open a second blacksmith shop. Sarah Thornton’s boarding house on Feland Avenue (Highgrove Road) accommodated the influx of railroad

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<sup>52</sup> This alignment is still visible, arcing southwest from 5<sup>th</sup> Street behind the radio antenna at 400 Main Street.

<sup>53</sup> Grandview Historical Society, Inc., 15.

<sup>54</sup> U.S. Department of the Interior, National Park Service, National Register of Historic Places, *National Register Bulletin: Historic Residential Suburbs* (Washington, D.C., National Register Publications, 2002, accessed 1 July 2003); available from <http://www.cr.nps.gov/nr/publications/bulletins/suburbs/suburbs-start.htm>; Internet. Interestingly, new additions to Grandview continued to reflect the grid plat pattern, even through the mid-twentieth century when curvilinear streets and lots became the model for new subdivisions.

workers, travelers, owners of area tenant farms, and overnight visitors in Grandview. In 1899, Rebecca Clements hired the Clarkson & Clements construction company to build a brick building on Main Street to house her new mercantile and millinery business.

*The History of Grandview, Missouri* described the late 1890s scene:

*Business was good and the lines hummed from Kansas City to Port Arthur and back again loaded with tonnage of all types. Local farmers shipped their grains, cattle, horses and mules. New business houses opened along Main Street and land grew in value as investors visited the area eager to take part in the new growth area in southwestern Jackson County.<sup>55</sup>*

## TWENTIETH CENTURY DEVELOPMENT

### Early Twentieth Century Growth and Improvements: 1901-1930

Rapid commercial and residential development marked the first decades of the twentieth century in Grandview. By 1910, the town boasted a drug store, a lumberyard, a hardware store, a dentist, a doctor, a newspaper, a pool hall, two barber shops, a confectionary, a lunch room, telephone service, and at least four general merchandise/dry goods stores. The Vest Hotel started business in 1906, catering to rail-related traffic. In 1908, E. D.



Wyrich began offering baggage and freight delivery from the rail lines in response to the growing number of railroad crewman, travelers, and visitors.

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<sup>55</sup> Grandview Historical Society, Inc., 15.

Established businesses expanded during this time, as well. John Fred's Livery Stable, established in 1896, built a new barn in 1905 and rented horses and "rigs" to non-residents arriving by train. With the arrival of the automobile, Fred offered one of the first automobiles in Grandview for hire. Rebecca Clements' Mercantile and Millinery, established in 1899, constructed a new storeroom in 1905. Mrs. Clements had special grand openings each spring and fall to offer new merchandise and new fashions. She operated this business well into the 1910s.<sup>56</sup>

The growth of commercial enterprises in turn stimulated additional commercial growth and adjacent residential development. The numerous town lots for sale rapidly filled with dwellings and business houses. Two prominent businesses established during this period that benefited from the rapid growth of Grandview were J. C. Jones Lumber Company and Clements Hardware Store.

In 1905, J. C. Jones became the first lumberyard in Grandview, responding to the rapidly expanding town. Located near the railroad tracks, the business flourished as building materials were in high demand. The same year, Jesse Clements constructed a two-story frame building on Main Street to house the first hardware store in Grandview. The business quickly became a principle fixture in town as farmers, carpenters, and residents patronized the store, purchasing everything from nails to lanterns to windmills. Sources suggest Clements also offered construction services.<sup>57</sup>

As did several businessmen in Grandview at the time, Clements recognized the need for a banking house in town and organizational meetings took place in his hardware store. The Grandview Farmers Bank initially operated out of the hardware store until the completion of a bank building in 1906.

Bell Telephone Company began the installation of telephone poles and lines to service the area in 1905. An upper room of Clements Hardware building on Main Street contained the switchboard. Full operation of the new exchange office began in January 1906.

During this period, residents of Grandview had reason to be proud. What was merely a few country roads in a sparsely populated farming area twenty years earlier, was now a thriving commercial center of 400 residents, having doubled its population in the previous

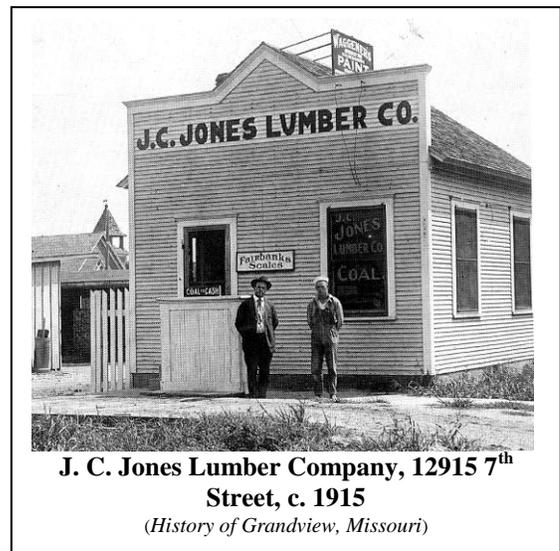
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<sup>56</sup> Ibid., 17.

<sup>57</sup> Ibid.

two years.<sup>58</sup> The first edition of *The Grand View Times* newspaper, published 9 April 1909, ran the headline, “GRAND VIEW, MO. – The Coming City of Southwest Jackson County – Will Double in Population in the Next Three Years.”<sup>59</sup> To date, the booming town of Grandview boasted thirty-one businesses, two churches, a newspaper, and a two-room schoolhouse. Residential development surged. With numerous lots for sale and access to affordable building materials, houses went up fast. *The Grand View Times* mentions at least five houses under construction at the time of publication.

As a result of increased business for the Kansas City & Southern Railroad after the 1901 discovery of oil in Beaumont, Texas and the 1914 completion of Kansas City’s Union Station, the railroad company expanded its operation and services during the early years of the twentieth century. They constructed a new depot in Grandview in 1910 and began a passenger line, the “Flying Crow,” in 1914. Around this time, a new drug store and a second hardware store began operation on Main Street. Dyer Brothers Groceries & Dry Goods moved into the first floor of Earl Gray’s new two-story building at 8<sup>th</sup> and Main streets and Vanetta’s restaurant opened down the block and across the bustling street. The Southern Hotel began operations a block away from the new depot and advertised, “excellent heat – water in rooms – private baths” and weekly rates.<sup>60</sup> Existing businesses expanded. The J. C. Jones operation expanded to its current location at 7<sup>th</sup> Street and Goode Avenue in 1914 and served Grandview through the 1950s.<sup>61</sup> Clements constructed the larger brick building at 708 Main Street in 1911 to accommodate his expanding hardware business and it became “the meeting place to visit and talk business for many years.”<sup>62</sup>



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<sup>58</sup> Ibid., 26.

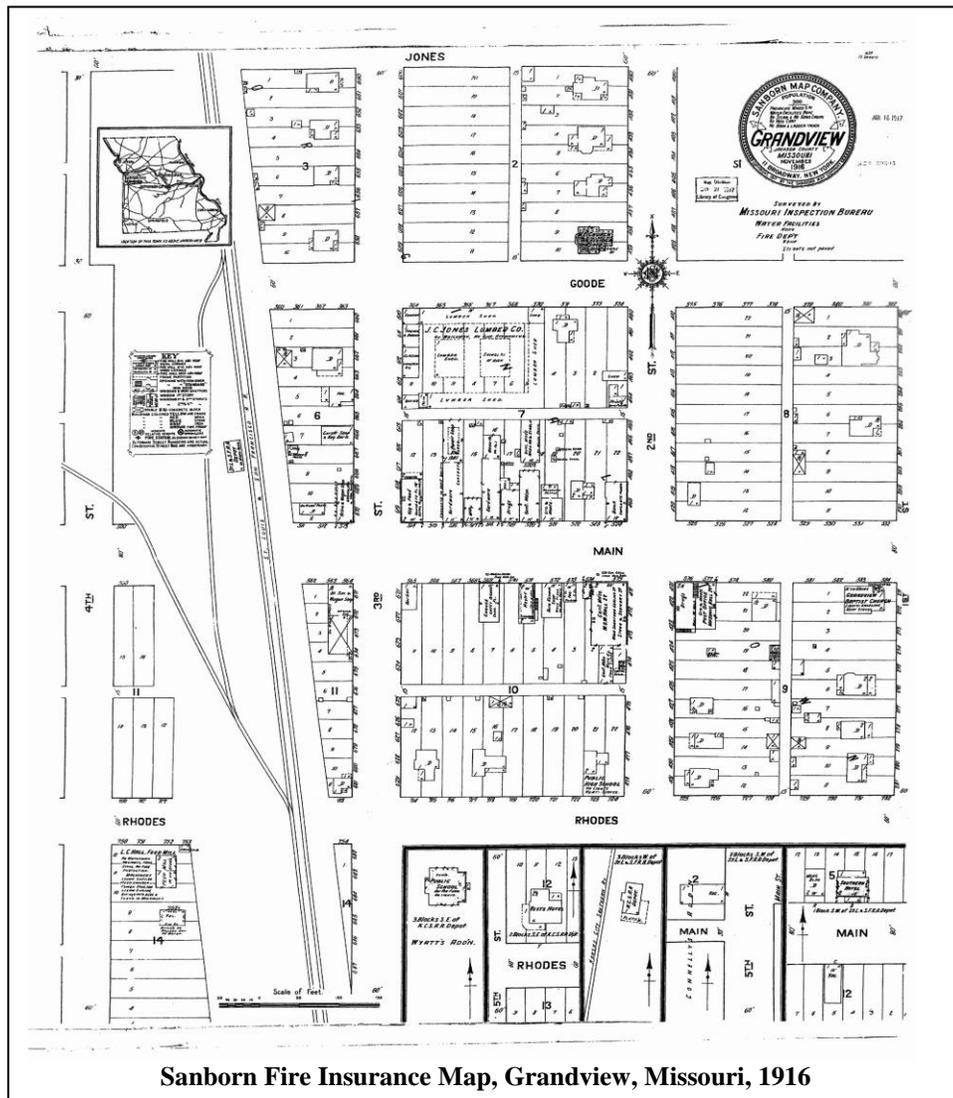
<sup>59</sup> Ibid.

<sup>60</sup> Ibid., 29.

<sup>61</sup> Ibid., 18.

<sup>62</sup> Ibid. This business continued into the late 1950s.

Successive additions to Grandview coincided with increased commercial development and reflected a residential growth trend. Dyer's Addition, filed in November 1910, included twenty-two lots adjacent to the east of the Kansas City Southern tracks. Feland's Addition, filed in April 1912, shortly after the town's incorporation, added seventy narrow, 25-by-130-foot lots to the north of the original Town of Grandview plat and adjacent to the east side of the St. Louis & San Francisco railroad tracks. That same month, Davidson's Addition, with 86 lots, became the first eastward extension of the original town. Within two years, 178 town lots became available for sale. Reflecting this expansion, the town of Grandview incorporated in 1912.



Sanborn Fire Insurance Map, Grandview, Missouri, 1916

GRANDVIEW, MISSOURI SURVEY  
Historic Preservation Services, LLC

Accompanying the commercial, residential, and physical growth of Grandview, the nationwide infatuation with the automobile reached Grandview. William Wyatt came to Grandview around 1915 and built the first automobile service and repair business. He soon added an automobile agency offering Hudson, Essex, and Chevrolet cars for sale. In 1917, Roy Zumwalt began a bus service in Grandview, offering round trips twice a day to Belton and Kansas City. Increasing affordability and development of paved roads secured the rise of the automobile. In 1924, the demand was high enough in Grandview that Harold Makin constructed a new building on Main Street to house a second service station and automobile agency. Harry Truman's sister, Mary Jane Truman, purchased her Nash automobile from Makin in the 1920s.<sup>63</sup>

The economy of Grandview, though increasingly diverse, was still dependent on the productivity of surrounding farms. The prominence of agriculture in the economy throughout Jackson County led it to be one of the first Missouri counties to appoint a county agent and organize a farm bureau. The first township fair organized by the county agent of Jackson County was held in Grandview in November 1913. The fertile prairie land supported highly productive and diversified agriculture. According to one report, land values were as high as \$500 to \$1,000 an acre in 1913.<sup>64</sup>

The area became well known for livestock breeding and dairy production. The A. J. King Farm, east of Grandview, was a nationally recognized Holstein breeding farm. Columbian Stock Farm became a model breeding operation of purebred Shorthorn cattle and the large Poland China hogs.<sup>65</sup> King chose the location at Grandview for the suitability of climate and soil conditions and the cattle and hogs won grand championships nationwide during the 1920s.<sup>66</sup> Small agricultural industries developed in Grandview as a result, including Grandview Feed Mills,<sup>67</sup> which processed locally produced grain and became a staple of the Grandview economy.

Prior to his arrival in Grandview, A. J. King made a living at the turn of the century as a developer and prolific homebuilder in Kansas City. He brought these skills to Grandview and, in 1916, purchased 320 acres a little south and a little east of the platted areas of

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<sup>63</sup> The business continued into the mid-1970s.

<sup>64</sup> Richard S. Kirkendall, "Harry S. Truman: A Missouri Farmer in the Golden Age," *Agricultural History*, (October 1974): 472.

<sup>65</sup> Grandview Historical Society, Inc., 31.

<sup>66</sup> Ibid.

<sup>67</sup> Grandview Feed Mills later became May Milling Company.

Grandview, subdivided the land into 104 lots, and filed the plat for Grandview Acres in 1917. As the town expanded, he subdivided adjacent land and added an additional 104 lots to Grandview Acres in 1925.<sup>68</sup>

The residential and commercial growth of Grandview did not go unnoticed by neighboring communities. In 1922, the *Lee's Summit Journal*, an article titled "Grandview Coming to the Front: Homes are Being Built and the Merchants are All Alert and Wide-Awake" described Grandview as a "thriving little city."<sup>69</sup> The article reported that, "...the first thing that one notices in driving to Grandview on the oiled road is the many attractive little homes..."<sup>70</sup>



**Main Street, Grandview, Missouri, 1930**  
(Results of County Planning: Jackson County, Missouri)

The same article described the school, the churches, and each business house in detail, including A. J. Wright Plumbing and Heating, the Sun Theater, Matthes & Son barbershop and cigar stand, VanKirk's drug store, T. W. Story's grocery store, Hoffman's barbershop, Grubb & Son feed store, and the popular Perkins Café and Confectionary, which operated until the

late 1940s. Completed in 1927, the two-story Guckert Building at 822-824 Main Street housed a variety of small businesses over the years, including various drug stores, home supply, and repair stores. Several medical offices and residential apartments, as well as a dance/reception hall occupied the second story.

Improvements in public facilities and services marked the period leading up to the Great Depression. Missouri Public Service Company, founded by Lemuel Green of Pleasant Hill, brought electricity to Grandview in 1917. The Grandview Fire Department organized in the mid-1920s, with Harold Makin as the volunteer chief. Around this time, pavement covered Main Street. In 1929, Grandview's population reached 700 and it became a fourth class city.

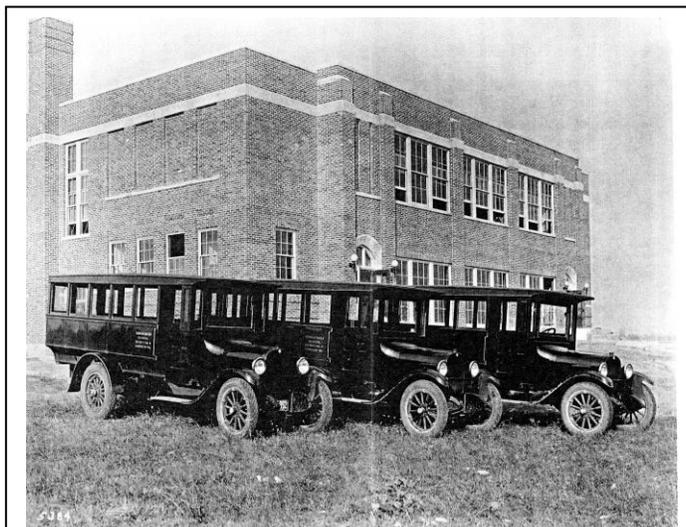
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<sup>68</sup> Grandview Historical Society, Inc., 30.

<sup>69</sup> "Grandview Coming to the Front," *Lee's Summit Journal*, 5 October 1922. (Independence, Missouri: Harry S. Truman Presidential Museum and Library).

At least two grade school buildings existed in the Grandview area prior to 1914, however secondary education was not available locally. As Grandview's population and residential development increased, so too did the need for educational investment and expansion. In 1914, four area grade schools combined to form Consolidated School District Number Four. At the same time, secondary education became available in Grandview when the City established a three-year high school in the frame building located on the northwest corner of 8<sup>th</sup> Street and Rhodes Avenue. By 1920, the student population had outgrown these facilities and work began on a larger, more permanent brick structure to house both elementary and high school students. Opened during the fall of 1922, the school district offered bus service to students in outlying districts.

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



**Grandview School, c.1922**  
(Harry S. Truman Presidential Museum and Library)

During this period, Grandview experienced the beginning of a physical shift to the east of its commercial center. While the railroad provided market transportation early in Grandview's history, by 1923, the Missouri State Highway Department initiated purchases of rights of way for what would become the new commercial lifeline for the town. New U.S. Highway 71 replaced the unpaved State Highway No. 1 that ran north-south less than a mile east of downtown Grandview. Widened, paved, extended, and renamed, U.S. Highway 71 served Grandview by 1925 and reached Butler, Missouri by 1927.

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<sup>70</sup> Ibid.

This improved transportation corridor became a virtual thoroughfare for traffic leading to and from Kansas City. In Grandview, a number of new gas stations, restaurants, and motels sprang up near the highway. Thereafter, new commercial development in Grandview tended to spread east along Main Street toward the new commercial lifeline.

Landowners anticipated the potential commercial and residential growth east of the town center and subdivided their land and filed new additions. In 1927, Frank G. Robinson's addition, Grandview Gardens, added 84 relatively large home lots, the average size of which was 60 by 200 feet. Three years later, William and Virginia Baker filed Baker's Subdivision, which included 49 lots. John E. Shelton, a lifelong resident of Grandview, filed Shelton's 1<sup>st</sup> Addition in 1930, adding 21 large lots with an average size of 122 by 306 feet.

### **The Great Depression and War: 1931-1945**

The Great Depression hit Grandview, Missouri full force. A large proportion of the citizens in Grandview and the surrounding area depended on the agricultural market. Already hit by recessions in the 1920s, many farm enterprises were particularly vulnerable. Compounding these economic problems, a drought from 1935 to 1937 added to the austere conditions for farm families and dimmed any hopes of immediate recovery. Grandview lost almost 16 percent of its population during this period.

**Figure 7: GRANDVIEW POPULATION, 1910-1960<sup>71</sup>**

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

Due to the combination of drought and the Depression, Federal relief programs focused on the Plains states. In particular, the Work Projects Administration (WPA), the Public Works Administration (PWA), and the Civilian Conservation Corps (CCC) had a significant impact not only on the economic conditions of the state, but also on its visual landscape. Under these programs, local and state governments received funding for construction of public buildings, roads, bridges, and other public improvements to provide jobs and to stimulate the local economy. Cities and counties received funding for courthouses, city halls, libraries, ball fields, auditoriums, memorials, and other public facilities.

Projects receiving PWA funds were usually major, long-range construction programs that employed skilled workers and benefited the general public. Such critical funding allowed for the development of water works infrastructure for rural Jackson County and Grandview. During the early 1930s, hand-dug wells, cisterns, and natural springs provided the only water sources for Grandview's more than 700 residents. A \$190,000 loan from the PWA, \$170,000 in bonds approved by Grandview residents, and four years of planning, organizing, and petitions led to the creation of the first public water supply district formed in the state of Missouri — the Public Water Supply District No. 1 of Jackson County under Judge Harry S Truman. In 1936, construction began in Grandview on a water works system and a 100-foot standpipe on the southeast corner of Lena Avenue and 7<sup>th</sup> Street that distributed water throughout the City through large main lines.

In addition to water works infrastructure, Judge Truman championed extensive road improvement initiatives during this period, profoundly affecting the smaller, outlying communities of Jackson County like Grandview. In addition to the three locally paved roads in Grandview – Main Street, Grandview Road, and 5<sup>th</sup> Street – residents gained three quality, long-distance roads with the paving of Blue Ridge Blvd, Blue River Road, and 147<sup>th</sup> Street. Such paving not only allowed local farmers access to distant markets, but it encouraged the suburban development yet to come.

The disruption of private construction that resulted from the Great Depression continued after the United States entered World War II. As the nation refitted for wartime production, public works efforts also ceased. The principal changes in the American landscape during this era came from the highly selective program of funding public buildings and defense plants. During the war years, little change occurred in the infrastructure or the appearance of Grandview. However, two significant developments occurred during this relatively stagnant period that foreshadowed later growth: Grandview's first annexation and the establishment of the Grandview Airport.

The 1934 annexation reflects both railroad-related commercial/industrial development, as well as residential development in Grandview. The large portion of annexed land encompassed the railroad junction north of town, reflecting the anticipated commercial and industrial development in this area adjacent to critical railroad lines. The annexation also included a small, two-block area bounded by Highgrove Road to the north, Pinkston Avenue

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<sup>71</sup> Grandview Historical Society, Inc., 39.

to the south, Grandview Road to the west, and 13<sup>th</sup> Street to the east. This portion of land reflects the residential development already underway at this location that was part of the 1925 Grandview Gardens Addition.

Plans for an auxiliary airport to supplement Kansas City's Municipal Airport took shape in 1941 with Kansas City's purchase of farms south of Grandview. Despite scarce financing due to the lingering effects of the Great Depression, the onset of World War II underscored the need for an additional airport in the Kansas City region. Although development plans temporarily stalled, the facility became operational and the U.S. Air Force leased the airfield and existing facilities during the war.

## **POST-WORLD WAR II SUBURBANIZATION: 1945-1965**

Although the suburbanization of the Kansas City metropolitan area and Jackson County began during the 1920s and 1930s, the most dramatic stage of this development trend occurred after World War II. Following the end of the war, there was a real and psychological need for all kinds of new, clear symbols of progress. The pent up need for new construction created a building boom. Increased automobile ownership, advances in building technology; low-cost, long-term mortgages favorable to veterans; and the Baby Boom fed the housing boom, which resulted in the transformation of outlying towns into "Bedroom"



**Main Street, Grandview, Missouri, c.1945**

(Harry S. Truman Presidential Museum and Library)

communities.<sup>72</sup> Massive state and federal highway projects, such as the mid-1950s expansion of U.S. Highway 71, accelerated the process and drastically affected the landscape of small communities like Grandview.

The era of railroad significance for Grandview lasted until the mid-1950s. Mail Service on the “Frisco” line continued until 1954. The last passenger train stopped in Grandview on its way to Kansas City in 1966. Freight lines continued, but the road dominated transportation.

During this period, Grandview experienced a surge in population growth. Whereas population decreased during the Great Depression, it almost tripled during the post-World War II period. At least three new additions (featuring a total of 62 grid lots<sup>73</sup>) and Grandview’s second annexation occurred in 1946, extending the town east to U.S. Highway 71 and south to 135<sup>th</sup> Street.

As Grandview expanded in all directions, Main Street reflected the post-war growth trend as well. In 1947, the Farmers Bank of Grandview constructed a new building in the vacant lot to the west of their original 1907 building at the northwest corner of 8<sup>th</sup> and Main streets, which they razed to provide an adjacent parking lot.<sup>74</sup> Grandview’s post-war population outgrew existing meeting spaces and, in 1949, the City constructed a new community hall and baseball diamond at the northwest corner of 13<sup>th</sup> and Main streets.

The influx of new residents accelerated school attendance. Prior to this period, Grandview’s combined elementary and high school building accommodated the school age population well. However, by 1948, the high school and elementary population nearly doubled to more than 500 students since before the war. Due to this drastic increase in enrollment, in 1949 Grandview constructed the new high school building at the southeast corner of 10<sup>th</sup> and Main streets. Three years later, enrollment again nearly doubled and the City constructed the Conn-West Elementary School at the northwest corner of 12<sup>th</sup> Street and Highgrove Road to accommodate the additional students. Grandview now boasted separate elementary, junior high, and high school facilities and, by 1955, a school age population of over 1,700 students.

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<sup>72</sup> *National Register Bulletin: Historic Residential Suburbs.*

<sup>73</sup> These are additions identified within the Survey Area. They include Taylor’s Addition, Feland Acres, and Lincoln Lane Addition. Additions outside the Survey Area were not identified.

During his administration, President Harry S Truman often used the Grandview Airport, especially during his mother's final illness in 1947. It allowed him a quicker landing and to avoid crowds at Kansas City's Municipal Airport. Fully functioning as an auxiliary airport for Kansas City's Municipal Airport by 1950, Trans World Airlines, Continental Airlines, Mid-Continent Airlines, and the Chicago and Southern Airlines made use of Grandview Airport. Military and government aircraft used the airport as well and in 1951, the U.S. Air Force again leased the air field and facilities. Shortly thereafter, with airport expansion underway, military and civilian personnel began arriving in Grandview.<sup>75</sup>



The prospective need for military and post-war housing increased land values an estimated 10 to 20 percent.<sup>76</sup> Local developers like Enos Axtell began establishing new residential neighborhoods and commercial buildings. The Belvidere Heights neighborhood, Axtell's Red Barn Building on Main Street, and various other residential and commercial structures in the Grandview area reflect his efforts.

Reporting on Harry S Truman's plans to locate his presidential library on the family farm, *U.S. News & World Report* published a feature article on Grandview in 1951. They described the scene: "the suburbs of Kansas City have been edging...toward Grandview for years. Many new homes can be seen along Highway 71."<sup>77</sup> Referring to both the development of the Grandview Airport into a U.S. Air Force Base and the planned construction of the Truman Presidential Library, the article announced that Grandview, "...once an obscure crossroads community, is taking its place in the national limelight."<sup>78</sup>

National trends materialized in Grandview during this period as commercial businesses and large regional shopping centers appeared along U.S. Highway 71 and its access roads.

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<sup>74</sup> Grandview Historical Society, Inc., 21.

<sup>75</sup> The Grandview Airport later became Grandview Air Force Base in 1954. In 1957, it became known as Richards-Gebauer Air Force Base.

<sup>76</sup> "Truman Puts Grandview on the Map," *U.S. News & World Report*, 26 October 1951, p. 20. (Independence, Missouri: Truman Presidential Museum and Library),

<sup>77</sup> *Ibid.*, 18.

The first of the shopping centers was Truman Corners. In 1955, the Truman family sold a 220-acre tract of their family farm for development into a multi-million dollar shopping center. A year later, construction of the first phase included fifty shops and parking for five thousand vehicles. The Grand Opening in November 1957 attracted thousands of people and featured a parade and marching band. In his welcoming speech, Vivian Truman, Harry S Truman's brother, stated, "It doesn't look much like home now. This looks like a city. Seems like they are trying to move Kansas City out here."<sup>79</sup>

The expansion continued. Grandview grew extensively through a series of seven annexations between 1952 and 1969 and finally encompassed sixteen square miles. Another indicator of the commercial transition away from Main Street was the Farmers Bank of Grandview's 1958 construction of a new building on Highway 71 featuring drive-through facilities.

## **THE DEVELOPMENT OF ARCHITECTURE IN GRANDVIEW: 1880-1965**

### **RESIDENTIAL ARCHITECTURE**

#### **Early Building Forms and Late Nineteenth Century Residential Styles**

The first houses in southern Jackson County were log buildings. Some served as temporary shelter while larger hewn buildings served as residences for a generation or more. Few buildings in the area surrounding Grandview escaped the burning and pillaging of Federal and Kansas troops during the Civil War. As a result, although some did survive, the oldest buildings in the region typically date to the post-Civil War period.

As railroads mushroomed across the continent during the last half of the nineteenth century, new towns like Grandview emerged and vernacular housing erected in the communities of the "West" changed. In locations removed from major river transport areas, builders no longer relied exclusively on indigenous materials. Wooden dwellings

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<sup>78</sup> Ibid., 20.

<sup>79</sup> Grandview Historical Society, Inc., 45.

constructed with light balloon or braced framing covered by wood sheathing replaced folk houses of log, sod, or heavy hewn frame construction.

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

As Grandview grew, its buildings reflected a wide range of folk house forms and a few popular architectural styles. Most were simple folk houses — gable-front houses with massed plans that included the gable-front-and-wing, hall-and-parlor, and I-house shapes.<sup>80</sup> Traditional folk forms continued to be built, but with new construction methods and different techniques. A fast-growing town, the vast majority of Grandview's residences were of wood-frame construction at the turn of the twentieth century.

Beginning in the late nineteenth century, stylistic interpretations of older Euro-American period houses gained national popularity.<sup>81</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. While adaptations of European styles were not a local building preference in Grandview, the few Queen Anne-style houses that utilize Free Classical and Colonial Revival motifs reflect this movement.

## **Early Twentieth Century Residential Styles**

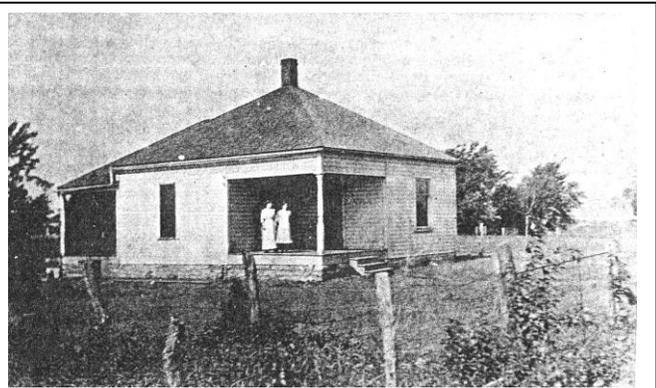
During the early years of the twentieth century, the new and distinctly American Craftsman and Prairie styles also appeared and quickly began to overshadow the eclectic movement. Unlike their predecessors, the form and ornament of these houses contained no historical references. One- and two-story treatments, usually applied to the twentieth century four square and bungalow residential forms, competed with the historically based revival styles.

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<sup>80</sup> Virginia and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1985), 90.

<sup>81</sup>

During the first decades of the twentieth century, architectural styles in Grandview reflected these national trends and ranged from traditional folk house forms to vernacular and high style interpretations of popular architectural styles. The front porch also remained an important feature of these homes, serving as outdoor living areas during the hot humid Missouri summers.



**Pyramidal Folk House, Unidentified Address,  
Grandview, Missouri, c.1910**

(Harry S. Truman Presidential Museum and Library)

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 and Craftsman stylistic influences. In Grandview, they continued to build variations of the folk house styles well into the 1930s. The bungalow design, which 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 bungalow form.

By the end of World War I, housing in the region 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 “new” styles for residential housing.

In this respect, Grandview was no different from other American cities and continued these preferences into the 1940s.<sup>82</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>83</sup>

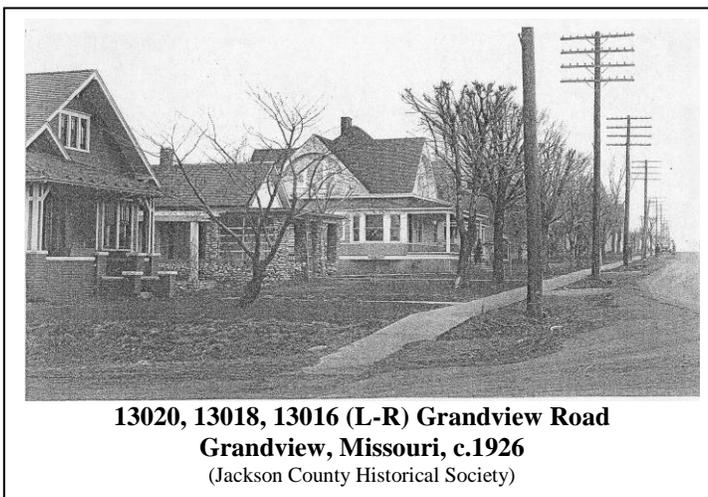
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<sup>82</sup> Ehrlich, *Kansas City, Missouri An Architectural History, 1826-1990* (Columbia: University of Missouri Press, 1992), 88.

<sup>83</sup> McAlester, 319.

The residential architecture erected in Grandview between World War I and World War II 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 as well.

The Craftsman and Prairie School 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>84</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.

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 backyard 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.

The types of housing constructed in Grandview in the 1920s were typical of the housing Americans often wanted. 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 innovations in appliances and greater attention to the mechanical aspects of housing. Residential design by this time reflected

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<sup>84</sup> Ibid.

transitional styles such as the Minimal Traditional style house, which became a precursor to the smaller houses found in post-World War II suburban subdivisions.

## **Mid-Twentieth Century Housing Preferences**

Wartime restrictions stopped domestic home building and construction did not resume until the end of the war. The first decades of the post-war period were a boom era in home building. Federal programs that lifted 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, all created the foundation for massive post-war housing starts. In large towns and cities, the growth of suburban subdivisions marks the explosion in housing. In rural areas, the change was more subtle. In towns like Grandview, new housing forms that expressed a distinct horizontal emphasis represented the shift from the narrow deep city lot to the wider suburban lot. The Minimal Traditional and the Ranch House styles became the choice of the town's citizens for their new home.

## **COMMERCIAL ARCHITECTURE**

Grandview's first commercial architecture consisted of wooden structures. None of the earliest wood-frame structures survive today and Grandview's historic commercial architecture and its built landscape dates from the first decade of the twentieth century through World War II.

In larger cities, architectural preferences changed at staccato speed and in time with the rhythm of big city life – Italianate, Second Empire, Richardsonian Romanesque – all enlivened the cityscape. In towns and villages, with the exception of large edifices, the use of new styles was slower and styles retained popularity for a longer period of time. It was the everyday business house and the form its purpose demanded that determined the appearance of each town and city's commercial district.

## **Late Nineteenth and Early Twentieth Century Style and Form**

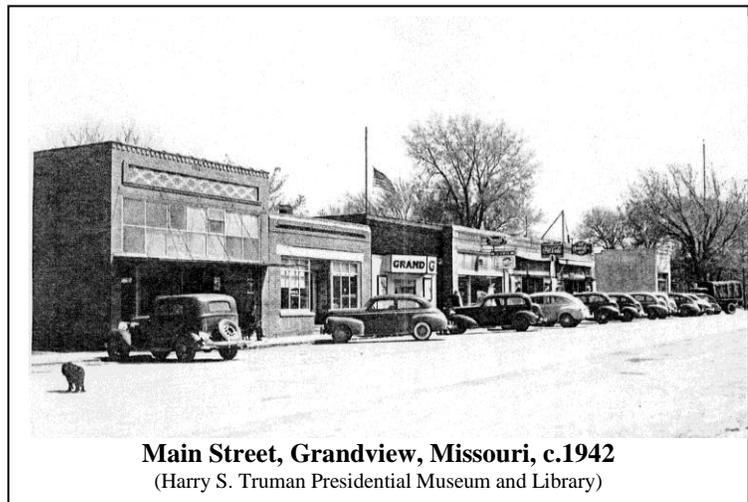
Commercial buildings erected in the United States during the late nineteenth and early twentieth century followed many general forms and patterns. They fall into two distinct

design categories, those that reflect popular academic or “high style” designs and those that feature simple utilitarian styles.

Growth and prosperity in the United States during this period brought a variety of robust popular nineteenth century styles to commercial and industrial buildings, including Italianate, Queen Anne, Renaissance Revival, Second Empire, Romanesque Revival, and Classical Revival. More modest buildings erected during this period often reflected faint echoes of their high style counterparts in the use of restrained, simple ornament and character-defining elements.

Commercial and industrial buildings can also be identified by the arrangement of their façade. One- and two-story commercial retail and specialty service buildings in commercial retail areas usually featured a separate storefront and upper façade, while the commercial and industrial buildings that were two-stories or more in height can be classified according to the arrangement of their upper façades. The uniform use of this hierarchy created a certain density in downtown centers. Even when the commercial building is a modest 25 to 30 feet wide, its integration into a three- to six-unit block produced an impressive visual effect.

Most of the commercial buildings in Grandview are one-part commercial block forms that feature a storefront and modest cornice-level embellishment. Only three buildings in Grandview featured a separate storefront and upper story façade with restrained stylistic references. Storefront designs included either flush or recessed entrances, usually centered, with



rectangular transoms over wood doors. Display windows resting on frame-paneled or brick bulkheads flanked the door. Over the windows are large multi-light transoms. The design of masonry buildings frequently included masonry piers that supported the storefront elements. Upper façades of the few two-part commercial buildings incorporated various treatments and their form and design visually define these buildings.

The primary classification that denotes an early twentieth century building's overall plan and form is "Urban Commercial Building Forms, 1870-1940." This building type includes the following sub-types: the One-Part Commercial Block, the Two-Part Commercial Block, Stacked Vertical Block, Two-Part Vertical Block, Three-Part Vertical Block and Temple Front designs.<sup>85</sup> Grandview's historic commercial area includes a variety of examples of the One-Part and Two-Part Commercial Block building forms and the False Front plans.

Indigenous design treatments applied to the false front, one-part commercial block, and two-part commercial block forms characterize the most common commercial buildings of the late nineteenth and early twentieth centuries. The earliest were frame structures with wood sheathing. The concern for fire safety led to quick replacement with masonry structures. Designed for narrow deep lots, these rectangular buildings used very faint echoes of high style architecture in an eclectic use of ornamental details such as lintel shape and brick patterning.



Popular architectural styles, as applied to commercial buildings, did not appear in the designs in Grandview. The commercial buildings reflected efficient, function-based design for small modest businesses.

### **Construction Materials and Techniques**

Commercial buildings erected in the late nineteenth century displayed a wide variety of traditional and innovative materials often used in combinations to create a striking effect. During this period, dark red or dark brown brick, limestone, and slate were favorite materials. The use of cast iron, both structurally and for decoration, became popular during the 1870s, and continued to be used throughout the remainder of the century. Zinc, galvanized iron, and pressed tin also came into use during this period. The ever-present concern for fire safety popularized the use of pressed brick, ceramic tile and, after the turn of the century, reinforced concrete. To enliven building surfaces, architects and builders of

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<sup>85</sup> As noted in the Methodology section, commercial vernacular property types in this document are based on *The Buildings of Main Street* by Richard Longstreth.

this period favored the use of brick corbels as well as the use of terra-cotta cast in panels, moldings, and columns.<sup>86</sup>

New tools, new materials, and new processes emerged during this period with staggering rapidity. The Civil War accelerated the development of metallurgical industries and the post-war fabrication and use of iron and then steel as structural building components transformed construction technology. The industrialization of glass production led to the use of the large plate glass windows of the late Victorian period. By the beginning of the twentieth century, the nation's increased capacity to supply structural steel in a range of shapes and form led to the demise in the use of the less satisfactory wrought iron and cast iron. At the same time, the manufacture of Portland cement, which began in 1870, gave impetus to the use of brick and stone masonry for the walls of large buildings.<sup>87</sup>

The voracious demand for new construction and the appearance of new technologies in the late nineteenth century led to the creation of the building industry itself as a distinct force in shaping the appearance of commercial and industrial buildings. Steam power allowed the efficient quarrying and finishing of stone. Hydraulic cranes and elevators permitted the accomplishment of extraordinary construction feats. Advances in metal fabrication led to the mass production of high-quality tools and machines.<sup>88</sup> The cumulative effect of the inventions developed between 1865 and 1900, such as the elevator, electric transformer, airbrake, generator, dynamo, cable, motor, and light bulb, completely transformed the character of the nation's buildings, releasing them from centuries-old limitations of size, density, and relationship.<sup>89</sup>

Upon the arrival of the railroad, the founding of Grandview, and its role as a regional railroad market town, a number of brick commercial buildings began to appear in Grandview after 1900. Throughout the first two decades of the twentieth century, they brought a sense of solidity to Main Street. All were vernacular building forms with restrained references to popular styles. Grandview's modest functional buildings reflect the practical, efficient, development of a railroad town.

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<sup>86</sup> Carole Rifkind, *A Field Guide to American Architecture* (New York: Times Mirror New American Library, 1980), 194.

<sup>87</sup> James Marston Fitch, *American Building The Historical Forces That Shaped It* (New York: Schocken Books, 1973), 168.

<sup>88</sup> Rifkind, 271 and Fitch, 169.

<sup>89</sup> Fitch, 176.

## **Twentieth Century Design Changes**

The revival styles that began in the late nineteenth century and lasted into the 1920s, notable for their weightiness and solidness, became larger and more elaborate than earlier nineteenth century styles. The architect's use of these styles in designing commercial and industrial buildings typically consisted of the merging of vague historic motifs with utilitarian building forms. Such embellishments included the use of rusticated plinths, pilasters, columnar entrances, and classical cornice treatments.

At the same time that revival styles enjoyed popularity, the industrial designs that emerged from the Chicago School became a major influence on Midwestern urban architecture. These designs used restrained ornamentation and emphasized the grid-like pattern created by the steel skeleton construction and the balanced treatment of horizontal spandrels and vertical piers. The design frequently used a three-part window composed of a wide fixed light flanked by narrow double-sash windows as the principal element of pattern and ornamentation.

In small towns such as Grandview, these movements had little influence on building design. Commercial buildings continued to be built in the one-part and two-part commercial block plans, embellished with restrained stylistic references or modern decorative treatments.

The types and styles of commercial buildings and structures built after World War I and before the Great Depression reflected both national trends and the unique circumstances of Grandview itself. Most utilitarian, industrial, and non-retail commercial buildings had minimal architectural ornament (e.g., corbelled brickwork, sparse terracotta or limestone details). The simple cubic forms and flat surfaces of the Art Deco and Modern styles quickly found a place in commercial areas. The simplicity of the styles, popular from 1925-1940, proved to be quite adaptable to low, simple buildings that housed business offices, show rooms, and even storage facilities. These streamlined buildings had simple cubic forms and flat surfaces with little or no ornamentation. The Moderne variation of these Modern Movement buildings featured banded windows of metal and glass.

By the 1930s, much of the building activity in Grandview slowed, as it did throughout the country. The majority of commercial and industrial buildings erected during the 1930s and

1940s featured simple masonry construction, often a light-colored brick or concrete block with brick facing, with functional styling incorporating minimal ornamentation.

### **Twentieth Century Construction Materials and Techniques**

Although the palette of the turn-of-the-century City Beautiful Movement brought white and light gray marble, limestone, and buff masonry materials to the nation's boulevards and commercial corridors, the use of dark brick and stone continued in commercial and industrial areas. Following World War I, the use of pastel-colored terra-cotta and unglazed bricks with soft yellow and russet tones created a rich tapestry-like effect in masonry walls. By the 1930s, poured concrete construction and cast concrete ornament came into common usage. Materials associated with the Art Deco style included black glass and marble, neon tubes, and bronze and terracotta in decorative grilles and panels. The Moderne style employed large expanses of glass, glass brick, chrome, and stainless steel.<sup>90</sup>

During the first decade of the century, reinforced concrete came into usage, particularly in commercial and industrial architecture. The use of welding, rigid frame trusses and the cantilever accelerated the use of steel construction during the 1920s and the Depression years. The greater strength created by the use of steel welding and synthetic adhesives created lighter construction. Electric welding tools, cutting tools utilizing cemented tungsten carbide and tantalum carbide, and compressed air tools, all provided the ability to utilize new building materials. These innovations led to streamlined standardized construction processes including mass production and prefabrication.<sup>91</sup>

## **THE INFLUENCE OF THE LOCAL BUILDER**

With the exception of important civic buildings, master carpenters and masons contracted by property owners designed the majority of buildings in small towns such as Grandview. The residential and commercial buildings erected in Grandview in the late nineteenth and early twentieth centuries reflect the presence of competent craftsmen who used functional pattern book designs.

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<sup>90</sup> Rifkind, 218.

<sup>91</sup> Ibid., 294.

Several local builders affected the appearance of Grandview, including carpenter Frank Idol and brick mason “Curly” Overbee. In addition, sources suggest that construction services may have been offered through Clements’ Hardware store.<sup>92</sup>

The work of the Powell brothers can be seen on nearly every street in the Old Town area of Grandview. Vernon and George Powell arrived from Gardner, Kansas in 1907 and 1909, respectively. With a few years of farming and carpentry experience, they immediately contracted for construction work in the fast-growing village of Grandview. One of their first commissions included the construction of the J. C. Jones Lumberyard at 12912 8<sup>th</sup> Street (12915 7<sup>th</sup> Street) in 1911. Their younger brother, Rodney, joined them in 1917. Offering services in carpentry, cement and stone work, and interior finish cabinetry, the three brothers constructed over twenty homes within the Old Town area of Grandview, sixteen of which survive today.

The Powell brothers engaged in small-scale speculative development. Their business pattern included the purchase of one or two lots at a time in an area undergoing residential development, often moving their family into the new home during the interim. Between 1911 and 1929, the Powell brothers built and lived in ten homes in Grandview. They also contracted construction work with local clients, including erecting the homes of John Major, president of the Farmers Bank of Grandview, and Jess Clark, one of Grandview’s barbers. Their work crew consisted of local men, including Vernon Pugh, Arthur Bailey, John Price, and “Slim” Weddle. John Meador sub-contracted the electrical work for these homes.

According to Lavann Powell Fletcher, George Powell’s daughter, the Powell Brothers constructed home designs from pattern books. Although popular sources for “high style” homes during the mid- to late nineteenth century, builder’s pattern books for affordable homes became widespread during the early decades of the twentieth century. In new middle-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. Featuring numerous, architect-designed models in popular styles, pattern books offered construction plans for sale by mail order. Seven companies advertised and shipped pre-cut “kit houses” nationally, in addition to many regional and local companies selling homes in kit form. The popularity of these books rapidly changed the appearance of small towns across the nation like Grandview — making high style homes affordable to middle-income families.

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<sup>92</sup> Grandview Historical Society, Inc., 17.



## THE SHAPING OF A PRESIDENT: HARRY S TRUMAN AND GRANDVIEW, MISSOURI

*I am just a farmer from Missouri who had bad luck and got kicked into a big job.*<sup>93</sup>

Grandview, Missouri is part of a cultural and physical environment that influenced President Harry S Truman's values. Truman's time on his family's Grandview farm became arguably the most formative of his life.<sup>94</sup> Commonly referred to as the "commonsense man"<sup>95</sup> or "Mr. Average Man,"<sup>96</sup> the experience he gained on the family farm in Grandview affected his personality profoundly. Although, Truman became known as "the man from Independence," his mother objected, stating that "It was on the farm that Harry got his common sense. He didn't get it in town."<sup>97</sup>

His hard work and subsequent success as a farmer built confidence. His interactions with the people of Grandview, of whom some became lifelong friends and political allies, provided him with confidence, security, and happiness during his formative years. He became less withdrawn and more sociable and popular through his many social, fraternal, and political engagements in and around Grandview. Quoted as saying, "I spent the best ten years of my life on a farm — 600 acres, south of Kansas City,"<sup>98</sup> Truman often proudly stated his occupation as "retired farmer."<sup>99</sup>

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<sup>93</sup> Kirkendall, 758.

<sup>94</sup> Charles R. T. Crumpley, "Truman learned early lessons on Grandview farm," *The Kansas City Times*, 26 December 1980. (Independence, Missouri: Harry S. Truman Presidential Museum and Library).

<sup>95</sup> Samuel R. Guard, "From Plowboy to President," *The Breeder's Gazette*, (June 1945). (Independence, Missouri: Harry S. Truman Presidential Museum and Library).

<sup>96</sup> "Jackson County Boy," *The Modern Woodman*, (July 1945): 6. (Independence, Missouri: Harry S. Truman Presidential Museum and Library).

<sup>97</sup> Sherry Piland, National Register of Historic Places Nomination Form "Solomon Young Farm," May 1978. (Independence, Missouri: Harry S. Truman Presidential Museum and Library).

<sup>98</sup> James D. Turnbaugh, Jr. "Farm Years Were Development Period for Future President," *Jackson County Advocate*, 3 May 1984, (Independence, Missouri: Harry S. Truman Presidential Museum and Library), 2.

<sup>99</sup> Kirkendall, 483.

## EARLY YEARS

Born on May 8, 1884 in Lamar, Missouri, Harry S Truman moved with his family to a farm near Harrisonville, Missouri in 1885. Two years later, the family moved again, this time to the farm of Truman's maternal grandfather, Solomon Young, near the present site of Grandview, Missouri. When Harry reached school age in 1890, the family moved to Independence, Missouri. The family included his father, John Anderson Truman; his mother, Martha Ellen; and his younger siblings John Vivian and Mary Jane. Truman attended elementary and high school in Independence. After graduation, he obtained employment in nearby Kansas City, where the family later moved. He spent the better part of the next five years in finance clerk and bookkeeper positions with Commerce Bank and Union National Bank. In 1905, Truman enlisted in the Missouri National Guard and became a private in Kansas City's Light Artillery Battery B, First Brigade Unit.



**Solomon Young Farm, 1932**

*(Results of County Planning: Jackson County, Missouri)*

Richard Lawrence Miller, a Truman historian, argues that Truman's bank employment and military enlistment were critical steps in Truman's life plan.<sup>100</sup> Based on Truman's autobiography, memoirs, and interviews, Miller states that Truman believed great men had experience in three essential areas — finance, military, and agriculture. *The Breeder's Gazette* quoted Truman in June 1945 as saying, "A good agricultural background makes a safe republic and when we cease to have a good agricultural background we cease to have a republic."<sup>101</sup>

Just like Thomas Jefferson and many others born in the nineteenth century who believed that agriculture produced the personality type needed for the successful operation of a democratic political system, Truman drew on his agricultural background as he lead the republic.<sup>102</sup>

So when, in 1906, at the age of twenty-two, John Truman needed him to assist in operating the family's Grandview farm, Harry obliged. "...[His] life plan was on track [and] Harry

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<sup>100</sup> Miller, 58.

<sup>101</sup> Guard.

<sup>102</sup> Kirkendall, 467.

willingly ‘cut loose’ his job as assistant teller and bookkeeper at Union National Bank to accomplish the third and final element of training that great men had received.”<sup>103</sup>

## FARM YEARS

Working alongside his father, his brother Vivian, and hired farm hands, Truman described his work as including plowing, sowing, reaping, milking cows, feeding hogs, doctoring horses, baling hay, and “everything there was to do on a six-hundred acre farm.”<sup>104</sup> Vivian married and left the farm in 1911. Three years later, John Truman died, at which point Harry took over the management of the farm.



Truman developed a reputation as a skilled farmer and a good neighbor. Typical in a rural community, neighbors traded work chores, called on one another in emergencies, and entered into informal business dealings. Through these interactions, Truman became known for his good nature, honesty, and dependability.

Significant advances in scientific agriculture marked this period. The United States Department of Agriculture, colleges, and universities strove to influence farmers and improve efficiency and productivity of America’s farms. Often referred to as the “golden age” of American agriculture, this educational effort spread across the nation by means of a new system of regional farm bureaus. In 1913, Jackson County became one of the first counties in Missouri to appoint a county agent and organize a farm bureau.<sup>105</sup> Truman joined that same year and became an active member. Reflecting his status as a farmer, his peers elected him Washington Township Officer of the Jackson County Farm Bureau the following year.<sup>106</sup>

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<sup>103</sup> Miller, 58.

<sup>104</sup> Kirkendall, 475; and William Hillman, *Mr. President: The First Publication from the Personal Diaries, Private Letters, Papers and Revealing Interviews of Harry S. Truman* (New York: Farrar, Straus and Young, 1952), 166.

<sup>105</sup> Kirkendall, 476-477.

<sup>106</sup> *Ibid.*, 477.

Known as an exceptionally fertile region, the Grandview farm featured rich soil. Truman regarded it as the “finest land you’d ever find anywhere.”<sup>107</sup> While under his administration, yields increased. He was a progressive farmer. He read literature dealing with scientific agriculture, as well as agricultural college bulletins, following their suggestions about crop rotation, soil conservation, hog vaccination, and record keeping.<sup>108</sup>

Neither remote nor isolated, the farm stood less than one mile from the central commercial district of Grandview. Numerous errands took Truman to Grandview — visits to Dyer & Long’s dry goods and grocery store, the post office, and the barbershop. In addition, the supply needs of the farm required frequent trips to the Grandview feed mill, the lumberyard, and Dave Clements’ Hardware store. Clements sold farming implements and “endless miles of fencing” to the Truman family during that period.<sup>109</sup> The Truman family attended the Grandview Baptist Church, which was then located at the southwest corner of Main Street and Grandview Road.<sup>110</sup> While courting Bess Wallace, who lived in Independence, Harry passed through the Grandview Depot twice a week to catch the northbound train.<sup>111</sup>

Truman became involved in numerous activities outside his farming duties that were in and around Grandview. Reportedly, the amount of time he spent away from the farm became significant enough that it drew complaints from his brother Vivian.<sup>112</sup> These activities included participation in the Grandview town band, promoting the town fair, helping establish Grandview’s first 4-H club, and serving on the local school board. Consequential to his associations with a wide circle of people in the community, Truman attended numerous picnics, barbecues, and suppers.

Upon his 1909 initiation into the Belton Masonic Lodge No. 450, Truman entered the realm of Freemasonry, a facet of his life that became central to his social, spiritual, and political development. He studied constantly to gain additional Masonic knowledge. “That spring and summer I spent teaching the plow horses all the Masonic lectures.”<sup>113</sup> The studying paid off and he received the position of junior warden of the Belton Lodge by the end of his first year. Less than a year later, he helped organize and secure the charter for the new

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<sup>107</sup> Ibid., 473.

<sup>108</sup> Ibid., 476.

<sup>109</sup> Guard.

<sup>110</sup> Harry joined the Grandview Baptist Church in 1916.

<sup>111</sup> Truman eventually purchased a car in 1914 to expedite the trip to Independence.

<sup>112</sup> Kirkendall, 478.

Grandview Lodge No. 618. He climbed the ranks quickly, serving as Master of the lodge from its inception and was elected again in 1916 and 1917.

In addition to his Masonic duties, Truman joined Modern Woodman of America, the Grandview Commercial Club, and became a founding member of the Grandview Chapter No. 365 of the Order of the Eastern Star. The latter, a co-ed organization of which his sister Mary Jane Truman was also a founding member, elected him First Worthy Patron in 1913. Further establishing his friendships and social ties within the community, these associations became important components in what would become Truman's local political base.

## **POLITICAL BEGINNINGS**

Truman's ability to maintain ties throughout the Grandview community, whether with town leaders or with farm hands and tradesmen, augmented his appeal within the county. In addition to his social and fraternal engagements, during the time he lived on the farm, Truman also became interested and active in politics. His father served as a delegate to the state Democratic Party convention in 1908 and Harry served as Democratic Party clerk for every election in the Grandview precinct. Truman family associations with Thomas J. Pendergast's growing political machine began during this period.<sup>114</sup> Although the Pendergast faction of the Jackson County Democratic Party maintained significant influence in Kansas City, they needed political support in the southern part of the county. John Truman's connections and his son's local appeal and political involvement identified Harry as an upcoming ally of Pendergast.

John Truman served as road overseer in the Grandview area at the time of his death in 1914; Harry succeeded him. In a time when the condition of road systems had a significant economic impact on a small farming community, road overseers were political patronage jobs received in return for delivering votes.<sup>115</sup> The Trumans' appointments reflect their high standing with Pendergast-associated Presiding Judge of the Jackson County Court, R. D. Mize.<sup>116</sup> Harry Truman also enjoyed support within the Democratic Party at large. The

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<sup>113</sup> Miller, 70.

<sup>114</sup> Kirkendall, 478.

<sup>115</sup> Miller, 66.

<sup>116</sup> The Jackson County Court was an administrative body composed of a judge elected by residents of the eastern part of the county, a judge elected by residents of the western part of the county, and a presiding judge elected by a majority of voters throughout the county.

same year he took over his father's position as a road overseer, Kansas City Congressman William P. Borland, who enjoyed support from numerous party factions, appointed him postmaster of Grandview. Five Grandview residents served as character references — two merchants, a banker, a lawyer, and a farmer.<sup>117</sup> Coinciding with these political appointments, Truman became active in the Washington Township Improvement Association, a public advocacy group for better roads.<sup>118</sup>

In April 1917, President Woodrow Wilson called for war with Germany. Discharged from the National Guard in 1911, Truman reenlisted in June 1917 and spent the next two years serving in World War I, rising to the rank of Captain.

While serving in France, Truman wrote, "I want to follow a mule down a corn row all the rest of my days..." adding a hint of other intentions with "...or be a Congressman or something where I can cuss Colonels and Generals to my heart's content."<sup>119</sup>

Although he valued his farming experience, a combination of factors precluded his return to the farm in Grandview. Not the least of these was his engagement to Elizabeth "Bess" Wallace, a "city girl" from Independence who did not envision life on a farm. In addition to reasons of love, upon Truman's return from service, he found the farm in poor condition and the prospect of producing enough revenue to support a wife and children as well as his mother and sister was not encouraging. Eager to tackle more challenging and remunerative opportunities, he decided to leave the farm life. Truman married Bess Wallace on June 28, 1919 and the couple established their residence with Mrs. Wallace in Bess's grandfather's home at 219 North Delaware Street in Independence. Here, their only child, Mary Margaret, was born on February 17, 1924. From 1919 to 1922, Truman ran a haberdashery shop in Kansas City. The firm failed as a result of the Depression of 1921 and Truman turned his attention to politics.

## **RISE TO POWER**

Associations made while farming in Grandview served Truman well in his political endeavors. In 1922, with the endorsement of county Democratic Party leader T. J. Pendergast, Truman won election as Eastern Judge of the Jackson County Court. He lost

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<sup>117</sup> Kirkendall, 479.

<sup>118</sup> Ibid., 478-479.

<sup>119</sup> Ibid., 481.

his bid for reelection in 1924,<sup>120</sup> but two years later won his campaign to serve as presiding judge of the county court.

In this new capacity, Truman's experience as road overseer in the Grandview area proved invaluable. He gained first-hand knowledge of roads, politics, and public finance, stating, "I was taught that the expenditure of public money is a public trust."<sup>121</sup> This experience and sense of duty lead to his successful 1928 bond campaign to approve \$6.8 million in funding to build 224 miles of paved highways in the county.<sup>122</sup> Showing their support, county voters reelected him in 1930. The following year he obtained voter approval for additional bond issues to complete the road system, build a new courthouse and jail in Kansas City,<sup>123</sup> remodel the County Courthouse in Independence, and construct a juvenile detention home in eastern Jackson County. As presiding judge, he had the chief administrative responsibility for expending \$60 million in tax funds and bond issues.

The road initiatives Truman championed profoundly affected the smaller, outlying communities of Jackson County like Grandview. In addition to the three paved local roads in Grandview (Main Street, Grandview Road, and 5<sup>th</sup> Street), through Truman's initiative Grandview-area residents gained three quality, long-distance roads with the paving of Blue Ridge Boulevard, Blue River Road, and 147<sup>th</sup> Street. Such paving not only allowed local farmers access to regional markets, it also encouraged the suburban development yet to come.

In 1934, Truman received a plurality of 262,000 votes in the election for the United States Senate. During his first term in the Senate, he served as chairman of the subcommittee that wrote the Civil Aeronautics Act of 1938, and was one of the sponsors of the Transportation Act of 1940. During the same period, he was co-sponsor of a bill to reorganize the railroads and place them under the regulation of the Interstate Commerce Commission.

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<sup>120</sup> This was the only election Truman ever lost.

<sup>121</sup> Miller, 67.

<sup>122</sup> The bond also provided additional funds to build a county hospital.

<sup>123</sup> The Kansas City courthouse was officially an annex; the county seat remained in Independence. This arrangement pacified both eastern and western factions in county politics.



Throughout this period, Truman continued to maintain his social and fraternal associations with Grandview residents. From his home in Independence, Truman visited Grandview regularly, as his mother, sister, and brother resided there. During his visits, he often visited Clark's Barber Shop on Main Street for a haircut and a shave. In addition, he continued to cultivate his relationships at the Grandview Masonic Lodge, achieving 59<sup>th</sup> District Deputy Grand Master in 1924, and Grand Master of Missouri in 1940.

In 1940, Missouri voters returned Truman to the U.S. Senate. The following year, at his suggestion, the Senate established a special committee to investigate the national defense program.

Serving as chairman of what became known as the Truman Committee, he exposed waste and extravagance in the World War II defense program that saved the American taxpayers an estimated \$11 billion in defense production costs.

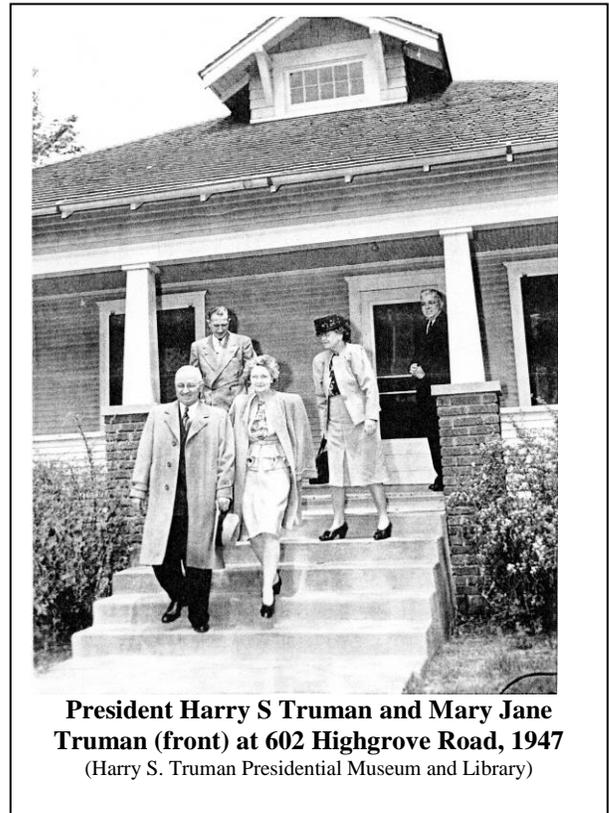
In July 1944, the Democratic Party nominated Senator Truman as the vice presidential candidate to run with President Franklin D. Roosevelt. Elected the following November, he served as vice president only eighty-two days before succeeding to the presidency on April 12, 1945, the day of Roosevelt's death.

## PRESIDENCY

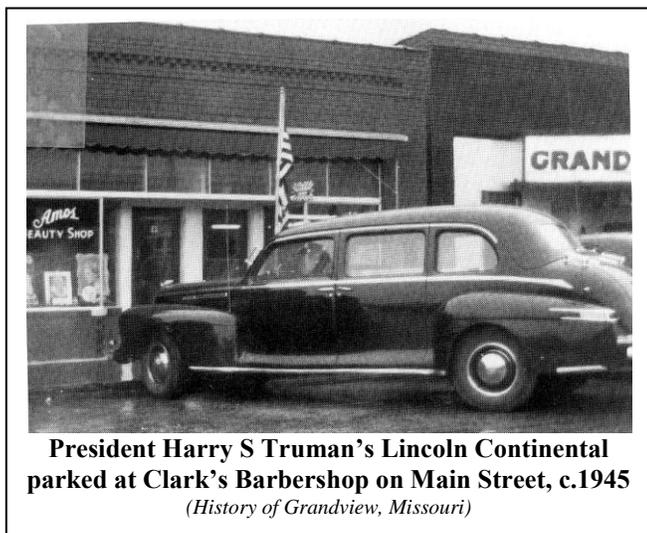
*He has never broken any of the old ties, which seem to mean so much to him. He's still as much a part of the Grandview community – where his 92-year-old mother, sister, and brother have their residences – as he could be without actually living there.<sup>124</sup>*

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<sup>124</sup> "Jackson County Boy," *The Modern Woodman*, (June 1945). (Independence, Missouri: Harry S. Truman Presidential Museum and Library).



**President Harry S Truman and Mary Jane Truman (front) at 602 Highgrove Road, 1947**  
(Harry S. Truman Presidential Museum and Library)



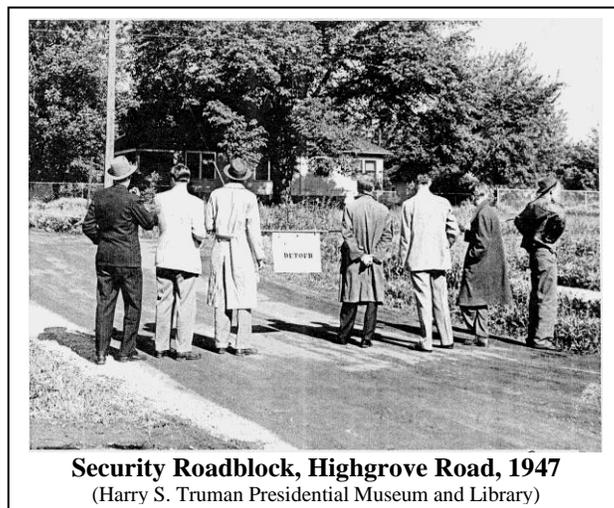
**President Harry S Truman's Lincoln Continental parked at Clark's Barbershop on Main Street, c.1945**  
*(History of Grandview, Missouri)*

During his administration, Truman made regular trips home to Jackson County. Often praising Grandview for its small-town flavor and neighborly residents, he rarely missed an opportunity to visit the town, which continued to remain home for his mother Martha, sister Mary Jane, and brother Vivian. Martha and Mary Jane moved from the farm into town in 1940, living first at 1003 Highgrove Road, then at 602 Highgrove Road. In 1945, Truman made a surprise visit to his mother's home in Grandview for her ninety-third birthday party. On this occasion, the presidential plane landed

at the recently established Grandview Airport and the secret service escorted the President's limousine down Main Street to his mother's home.<sup>125</sup>

In 1947, during Martha Truman's final illness, Harry came to Grandview to be with her. During his extended presence, her modest home became the de facto seat of the U. S. Government.<sup>126</sup> This necessitated the set-up of the standard communications facilities and security measures associated with the presidency. Due to increased traffic past the house, security precautions required that Highgrove Road be closed in front of Mrs. Truman's home.

Truman's visits to Grandview as President of the United States typically included meetings at the Grandview Masonic Lodge No. 618, still located on the second floor of the Dyer & Long Building at the southwest corner of 8<sup>th</sup> and Main streets.<sup>127</sup> Throughout his rise to power, during his



**Security Roadblock, Highgrove Road, 1947**  
*(Harry S. Truman Presidential Museum and Library)*

<sup>125</sup> "President Gets Pot-Luck Lunch," *Jackson County Examiner*, Nov 1945, No. 166. (Independence, Missouri: Harry S. Truman Presidential Museum and Library).

<sup>126</sup> "The Old Truman Home: An Editorial," *Jackson County Advocate*, 5 January 1967; reprint, 3 May 1984, 12.

<sup>127</sup> Sally T. Schell, "Masonic Life Becomes Strength for Future President," *Jackson County Advocate*, 3 May 1984, 3.

presidency, and into retirement, he returned regularly to install new officers of both the Grandview Masonic Lodge and the Grandview Chapter of Order of the Eastern Star. Only during the Korean War, did he not return for these ceremonies.<sup>128</sup>

A member since 1916, Truman returned to Grandview to participate in the December 24, 1950 dedication services of the newly completed First Baptist Church of Grandview at 15<sup>th</sup> and Main streets. Truman remained a member of the church until his death in 1972.

During his second term, Truman's plans for his presidential library took shape around his vision of locating it at the family farm in Grandview. According to a *U.S. News & World Report* article



**President Harry S and Mary Jane Truman (center, left) at an Order of the Eastern Star Function, Grandview, Missouri, 1950**

*(Jackson County Advocate, 3 May 1984; Betty Dawson, Personal Collection)*

published during the fall of 1951, Truman planned to retire to the family farm and construct a presidential library less than a mile from the house.<sup>129</sup> "...According to local friends...Harry Truman hopes to spend most of his days [there] after he retires from the White House." At this time, much of the preliminary work was complete, including the formation of Harry S. Truman Library, Inc. and the collection of approximately \$200,000 toward the project.<sup>130</sup> The building design was "...to be a fire-proof structure of brick or stone, of a style keeping with its rural setting." Truman approved the general plans and began to assemble the documents to go into the Library.<sup>131</sup>

## RETIREMENT YEARS

Following the completion of his term of office, Truman retired to Independence and plans for the Truman presidential library in Grandview did not materialize. Lacking sufficient funds, the President accepted the Mayor of Independence's offer of free park land upon

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<sup>128</sup> *Ibid.*, 3

<sup>129</sup> "Truman Puts Grandview on the Map," *U.S. News & World Report*, 26 October 1951, p. 18. (Independence, Missouri: Harry S. Truman Presidential Museum and Library).

<sup>130</sup> *Ibid.*, 19.

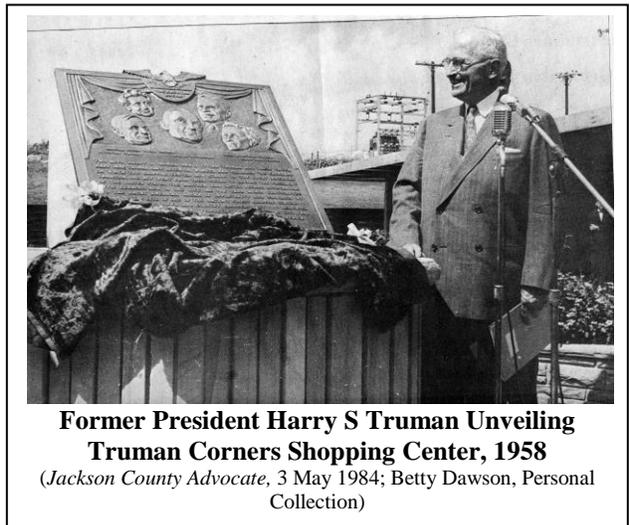
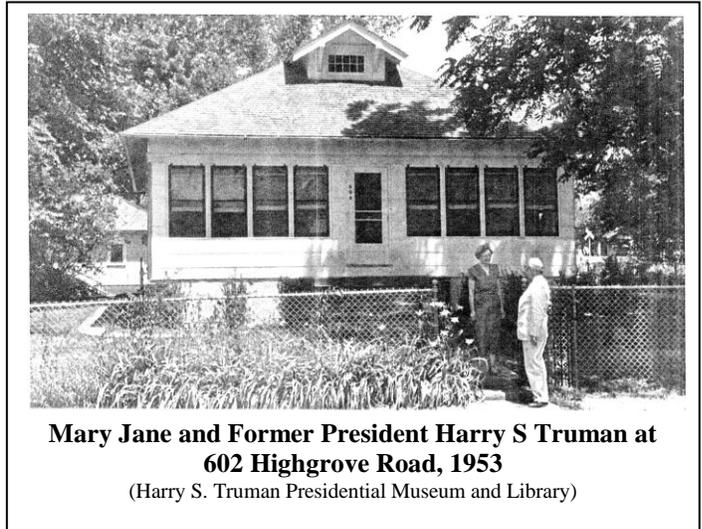
<sup>131</sup> *Ibid.*

which to construct a library, archives, and museum. Truman turned his attention to raising funds and planning the facility, writing his memoirs, working in behalf of the Democratic Party, and sharing his knowledge and experience in national and world affairs as a consultant to his government.

With no personal wealth and dependent on a government pension, Truman also set about improving his family's finances. The family farm in Grandview straddled Highway 71, the main north-south highway from the Canadian border to New Orleans. Anticipating the potential financial gain due to its prime commercial location, Truman and his siblings sold all but a few acres of the Grandview farm for the development of Truman Corners, the first large shopping center in Grandview.

Truman began earning an income as a writer and lecturer, continuing to visit Grandview almost weekly at this time. Mary Jane continued to live at 602 Highgrove Road and Vivian lived on the family farm, managing with his sons, Harry and Gilbert, the raising of cattle, hogs, corn, wheat, and alfalfa. Truman's Sunday visits might include attendance at the Grandview Baptist Church, a discussion of farm operations, or an informal family supper.

Truman's connection with the Grandview Masonic Lodge and Order of the Eastern Star remained strong. He continued to occasionally attend meetings and play a ceremonial role at lodge events. Although his visits became less frequent in his later years, he maintained strong emotional ties to these organizations.



“My Masonic career has been helpful in teaching me to get along with people, has caused me to become more familiar with the Bible, and inspired me to read a great deal of history.”<sup>132</sup>

In July 1966, because of failing health, Truman discontinued his trips to his office at the Truman Presidential Museum and Library. Visits to Grandview, if any, were rare and infrequent after this time.<sup>133</sup> President Truman died December 26, 1972. President and Mrs. Truman are buried in the courtyard of the Truman Library.



**Former President Harry S Truman (front, center) at  
Grandview Masonic Lodge No. 618  
Fiftieth Anniversary, 1961**

(Jackson County Advocate, 3 May 1984; Betty Dawson, Personal Collection)

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<sup>132</sup> Schell, 3.

<sup>133</sup> According to Harry S. Truman Presidential Museum and Library archivists, no documented trips to Grandview occurred after this time.

# RECOMMENDATIONS

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## CAPITALIZING ON GRANDVIEW'S HISTORIC ASSETS

The historic development of Grandview is a unique and important story. It defines the culture of the community and its tangible reminders of this past create a unique “sense of place.” The story of Grandview is intrinsically entwined with the story of the development of the United States, of the region, and of the county — an evolution over two hundred years of ethnic and cultural amalgamation. The story of Grandview is also a part of an experience of diversity, both in natural environment and cultural heritage. Moreover, few communities can claim a role in the development of cultural, economic, and political forces that shaped and launched a presidential figure.

The physical impact of a rapidly developing post-World War II suburban community already obscures much of Grandview's beginnings and early development. As new housing subdivisions and commercial development appear on previously unexcavated prairie pasture, the physical destruction of former farmland reduces an understanding of the historical role of Grandview as a small agricultural community. Less obvious is the random destruction of buildings, structures, and sites that have associations to the railroad market center that developed in the late nineteenth and early twentieth century and the early post-World War II suburban community. The loss of elements that historically defined the core of the community significantly impact the community's identity — its unique attributes that distinguish it from other suburban communities in the metropolitan area.

Grandview will continue to change, and change provides the opportunity to strengthen and enrich the City's visual character and to enhance the quality of life already appreciated by many residents and visitors. The goal of this survey effort is to identify and evaluate historic resources that have associations with the City's early history as part of an effort to develop strategies to protect these resources as well as to move toward change in a positive manner — as a catalyst for capitalizing on the synergy of the old and new. To achieve this goal, it is necessary first to recognize and understand the assets that contribute to the City's unique physical and cultural character; next to forge a consensus in the community regarding their preservation; and then to develop goals, policies, and initiatives to assist

the City in the future identification, interpretation, evaluation, and protection of its remaining cultural resources.

## **BENEFITS OF PRESERVATION**

Preservation has its own intrinsic value in celebrating a community's history. As noted by John W. Lawrence, it enables the citizens of today and tomorrow “. . . to understand the present as a product of the past and a modifier of the future.” It allows a greater awareness of the relationships of the past, the present, and the future — a deeper understanding of the continuity and contrasts of life.

An additional compelling argument for protecting historic resources is simply that people like them. People seek out historic settings because they offer quality craftsmanship and materials, create variety, and encourage human interaction in a familiar context. Moreover, preservation has proven utilitarian value as a tool for economic development and environmental stewardship

### **Economic Benefits**

As noted by nationally known real estate professional Donovan D. Rypkema in his book *The Economics of Historic Preservation*, Commitment to preservation may be one of the most effective acts of fiscal responsibility governmental entities can undertake. Older neighborhoods and commercial centers represent a considerable taxpayer investment in infrastructure and building stock. Conservation of buildings, neighborhoods, and sites of historic and aesthetic value is one of the best tools for recovering the worth of past investments while fueling new economic activity.

The most successful revitalization efforts in the country utilize historic rehabilitation as the core of their revitalization strategies. These efforts document that the most successful approach to creation of sustainable communities merges the old and the new. The creative combination of preservation, adaptive reuse, and new construction, capitalizes on the aesthetics and craftsmanship of other eras, provides opportunities for architectural innovation, and promotes problem solving, thereby enhancing the community's character and fabric.

## EXAMPLES OF THE BENEFITS OF HISTORIC PRESERVATION

- ✓ The physical appearance of its buildings and streetscapes reflects the community's overall vitality and economic health.
- ✓ Maintaining the vitality of the city's older commercial and residential areas, including rehabilitating older buildings and designing quality new buildings, can attract larger commercial ventures to the community, even if these ventures do not locate in the historic core of the city.
- ✓ Rehabilitation of individual buildings is more attainable and stabilizing to a local economy than a single large economic development project.
- ✓ Cultural resources most clearly reflect a community and region's evolution, history, diversity, and differentiation from other areas. Rehabilitating older buildings and sites distinguishes one community from another by preserving the unique character of each.
- ✓ The value of a property is determined by the buildings, public improvements, and activities around it. Rehabilitation of a historic property directly benefits adjacent property owners and nearby businesses.
- ✓ The value of rehabilitated properties in a city's historic core increases more rapidly than the real estate market in the larger community.
- ✓ Older buildings with easy access to professional and support services are ideal for many smaller and start-up businesses, which typically generate a majority of new permanent jobs.

The State of Missouri and the federal government recognize the role rehabilitation of historic buildings can play in strengthening the local economy. To encourage sustainable neighborhoods and communities as well as to encourage preservation of important cultural resources, they provide incentives to encourage rehabilitation of historic buildings. The investment tax credit for rehabilitation of historic buildings is available from both the federal and Missouri governments. Both federal and State rehabilitation tax credits can be "sold." Eligible properties must be listed in the *National Register of Historic Places*.<sup>134</sup>

The **20 percent Federal Rehabilitation Tax Credit** applies to owners and some renters of income-producing National Register properties. The law also permits depreciation of such improvements over 27.5 years for a rental residential property and over 31.5 years for a nonresidential property. The rehabilitated building must be subject to depreciation.

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<sup>134</sup> A property can be certified as eligible for the National Register and the tax credits. Owners have up to twenty-four months after completing a certified rehabilitation work to get the property listed in the National Register.

Federal rehabilitation tax credits can be “sold” to an equity partner in return for investment of capital in the rehabilitation project.

All of Missouri’s National Register residential and commercial properties (income producing and owner-occupied) are eligible for a **25 percent Missouri Rehabilitation Tax Credit**. When used together, the federal and state tax credits can capture approximately 35 percent<sup>135</sup> of eligible rehabilitation costs in tax credits.

In exchange for the tax credits, the rehabilitation work must comply with the *Secretary of the Interior’s Standards for Rehabilitation*. The Standards are designed for changes that will allow older buildings to function in the twenty-first century. The common sense guidelines provide for new construction as well as rehabilitation.

## **Environmental Stewardship**

Using preservation as a tool for conservation of resources provides a rational and effective economic and environmental strategy for the future. There is growing consensus among the citizens of this area in support of environmental conservation efforts. After years of exploitation of resources, people are now beginning to consider how their surroundings fit into the larger environment. This includes the recognition of the important embodied energy contained in built resources and efforts to encourage better stewardship of older buildings and structures. Buildings contain energy that has already been expended, materials that have been mined or harvested, manufactured, shipped, and assembled. Material from demolished buildings account for up to 40 percent of landfill materials, the cost of which is indirectly borne by taxpayers. At the same time, new construction consumes new energy and resources.

To aid the City’s development and transformation in the future, Grandview must develop a clear public policy that promotes historic preservation (particularly when integrated in the planning process and targeted at identifiable districts) and provides a level of certainty and stability that is necessary to attract investment. Preserved neighborhoods create stability of population, a greater tax base, job retention, and less drain on City services.

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<sup>135</sup> Since the Federal Government taxes the earnings from the Missouri State Tax Credit, the final net amount is approximately 35 percent of the total eligible rehabilitation costs.

## INDIVIDUALLY ELIGIBLE PROPERTIES

The Grandview reconnaissance level survey compiled physical and historical information on 277 properties located in the area generally bounded by the westernmost set of Kansas City Southern Railroad Company tracks on the west, 13<sup>th</sup> Street on the east, Lena Avenue on the north, and Highgrove Road on the south, with an extension to 133<sup>rd</sup> Street on the south between the two sets of Kansas City Southern Railroad Company tracks (Figure 2). Based on an analysis of the data collected, the consultants offer the following recommendations for historic resources found in the Survey Area.

Thirty-three properties appear to meet the criteria for listing in the National Register of Historic Places and/or a local register of historic places as individual properties for their local significance. The properties that appear to be eligible for individual listing are:

- **Guckert Building, 822-24 Main Street:** Criterion A for local significance in Commerce and Criterion C for significance in Architecture.
- **Two-Part Commercial Block, 702 Main Street:** Criterion A for local significance in Commerce and Criterion C for significance in Architecture.
- **J. C. Jones Lumberyard, 12912 8<sup>th</sup> Street (12915 7<sup>th</sup> Street):** Criterion A for local significance in Commerce and Criterion C in the area of Architecture for significant local associations relating to the Powell Brothers, local master craftsmen.
- **Dyer & Long Building, 719-23 Main Street:** Criterion A for significant local associations with the historic contexts relating to Harry S Truman.
- **Tudor Revival Style Residence, 1003 Highgrove Road:** Criterion A for significant local associations with the historic contexts relating to Harry S Truman and Criterion C for significant local associations with the Powell Brothers, local master builders.
- **Residence, 602 Highgrove Road:** Criterion A for significant local associations with the historic contexts relating to Harry S Truman.
- **Residence, 13106 13<sup>th</sup> Street:** Criterion A for significant local associations with the historic contexts relating to Harry S Truman.
- **Colonial Revival Style Residence, 12902 Grandview Road:** Criterion C for local significance in the area of Architecture.
- **Spanish Eclectic Style Residence, 13019 Grandview Road:** Criterion C for local significance in the area of Architecture and for significant local associations relating to the Powell Brothers, local master builders.

- **Spanish Eclectic Style Residence, 12813 Grandview Road:** Criterion C for local significance in the area of Architecture.
- **Spanish Eclectic Style Residence, 12914 10<sup>th</sup> Street:** Criterion C for local significance in the area of Architecture and for significant local associations relating to the Powell Brothers, local master builders.
- **Saddlebag Folk House, 13128 6<sup>th</sup> Street:** Criterion C for local significance in the area of Architecture.
- **Craftsman Style Bungalow, 13014 10<sup>th</sup> Street:** Criterion C for local significance in the area of Architecture.
- **Pyramidal Folk House, 605 Highgrove Road:** Criterion C for local significance in the area of Architecture.
- **Pyramidal Folk House, 12905 Grandview Road:** Criterion C for local significance in the area of Architecture.
- **Pyramidal Folk House, 505 Pinkston Avenue:** Criterion C for local significance in the area of Architecture.
- **Pyramidal Folk House, 13123 4<sup>th</sup> Street:** Criterion C for local significance in the area of Architecture.
- **Pyramidal Folk House, 13120 6<sup>th</sup> Street:** Criterion C for local significance in the area of Architecture.
- **Pyramidal Folk House, 13125 6<sup>th</sup> Street:** Criterion C for local significance in the area of Architecture.
- **Pyramidal Folk House, 12903 8<sup>th</sup> Street:** Criterion C for local significance in the area of Architecture.
- **Pyramidal Folk House, 13007 8<sup>th</sup> Street:** Criterion C for local significance in the area of Architecture.
- **Pyramidal Folk House, 13009 8<sup>th</sup> Street:** Criterion C for local significance in the area of Architecture.
- **Pyramidal Folk House, 13011 8<sup>th</sup> Street:** Criterion C for local significance in the area of Architecture.
- **Colonial Revival Style Residence, 905 Highgrove Road:** Criterion C for local significance in the area of Architecture for significant local associations relating to the Powell Brothers, local master builders.
- **Craftsman Style Residence, 907 Highgrove Road:** Criterion C for local significance in the area of Architecture for significant local associations relating to the Powell Brothers, local master builders.

- **Tudor Revival Style Residence, 909 Highgrove Road:** Criterion C for local significance in the area of Architecture for significant local associations relating to the Powell Brothers, local master builders.
- **Tudor Revival Style Residence, 1001 Highgrove Road:** Criterion C for local significance in the area of Architecture for significant local associations relating to the Powell Brothers, local master builders.
- **Tudor Revival Style Residence, 1101 Highgrove Road:** Criterion C for local significance in the area of Architecture for significant local associations relating to the Powell Brothers, local master builders.
- **Bungalowoid Residence, 13114 5<sup>th</sup> Street:** Criterion C for local significance in the area of Architecture for significant local associations relating to the Powell Brothers, local master builders.
- **Bungalowoid Residence, 12823 8<sup>th</sup> Street:** Criterion C for local significance in the area of Architecture for significant local associations relating to the Powell Brothers, local master builders.
- **Bungalowoid Residence, 13013 8<sup>th</sup> Street:** Criterion C for local significance in the area of Architecture for significant local associations relating to the Powell Brothers, local master builders.
- **Tudor Revival Style Residence, 13006 10<sup>th</sup> Street:** Criterion C for local significance in the area of Architecture for significant local associations relating to the Powell Brothers, local master builders.
- **Colonial Revival Style Residence, 13008 10<sup>th</sup> Street:** Criterion C for local significance in the area of Architecture for significant local associations relating to the Powell Brothers, local master builders.

## **MULTIPLE PROPERTY / THEMATIC SUBMISSIONS**

Four thematically linked sets of discontinuous buildings appear to meet the criteria for listing in the National Register of Historic Places as part of a Multiple Property Submission.

- Buildings Associated with Harry S Truman
- Pyramidal Folk Houses
- Spanish Eclectic Style Houses
- Buildings Constructed by the Powell Brothers

A National Register Multiple Property Submission (MPS) is a format for nominating discontinuous individual properties and/or districts that share the same theme. The MPS includes a cover document that identifies functional and/or architectural property types that have shared physical characteristics and historic contexts. It defines integrity requirements for these thematic resources to be listed in the National Register. Subsequent individual or district nominations need only provide the physical description and history of the resource(s) being nominated and reference the contexts, property types, and registration requirements outlined in the cover document. This makes the nomination process significantly easier, quicker, and cost-effective. With a MPS in place, property owners or the City can initiate nominations that require significantly less time and effort to prepare. The contexts and description of property types developed in this survey and documented in the survey report, will facilitate the preparation of a MPS.

## **BUILDINGS ASSOCIATED WITH HARRY S TRUMAN**

The survey identified four properties that retain significance for distinct associations with the historic contexts relating to Harry S Truman and Grandview. Harry S Truman and his family had a demonstrably significant impact on the Grandview community. According to National Register guidelines, as stated in *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, the properties associated with the Truman family are significant under Criterion A for their association with a “pattern of events.”<sup>136</sup> The property’s identified that meet Criteria A and retain sufficient integrity from the period of significance to merit listing as individually significant include a commercial building and three residences constructed between 1910 and c.1925. These buildings are the Dyer & Long Building, which housed the Grandview Masonic Lodge from 1917 until the mid-twentieth century; the homes of Martha and Mary Jane Truman at 1003 and 602 Highgrove Road; and the home of Mary Jane Truman at 13106 13<sup>th</sup> Street.

## **PYRAMIDAL FOLK HOUSES**

A number of Pyramidal Folk House dwellings share the same vernacular architectural form and retain local significance in the area of Architecture. The survey identified 18 examples

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<sup>136</sup> U.S. Department of Interior, National Park Service, National Register of Historic Places, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, (Washington, D.C., National Register Publications, 1998, 15.

of this residential building form, a relatively high number representing the earliest phase of Grandview's residential development subsequent to the arrival of the railroad. In spite of wall cladding and porch alterations, 10 retain sufficient integrity to clearly convey the character-defining Pyramidal Folk House form. The ability to define integrity thresholds specific to this property type that the MPS format provides will enable listing of this group, where an individual "stand-alone" approach to nomination would present difficulties. They have strong associations with the nascent years of Grandview. The 10 buildings include those at 605 Highgrove Road; 12905 Grandview Road; 505 Pinkston Avenue; 13123 4<sup>th</sup> Street; 13120 and 13125 6<sup>th</sup> Street; and 12903, 13007, 13009, and 13011 8<sup>th</sup> Street.

## **SPANISH ECLECTIC STYLE HOUSES**

The survey identified 3 Spanish Eclectic Style houses that retain local significance in the area of Architecture. A rare style for small rural towns like Grandview, the examples include the residences constructed c.1930 at 13019 Grandview Road, 12813 Grandview Road, and 12914 10<sup>th</sup> Street.

## **BUILDINGS CONSTRUCTED BY THE POWELL BROTHERS**

Research also suggests a thematic approach to nomination of discontinuous buildings associated with the work of brothers George, Vernon, and Rodney Powell, active builders in Grandview during the early twentieth century building boom. Fourteen of the 18 buildings identified as their work retain sufficient integrity to illustrate their associations to these builders who played a significant role in residential design and development in Grandview. They include the false front commercial building at 12915 7<sup>th</sup> Street, as well as the residences constructed between 1912 and 1929 at 905, 907, 909, 1001, 1003, and 1101 Highgrove Road; 13019 Grandview Road, 13114 5<sup>th</sup> Street, 12823 and 13013 8<sup>th</sup> Street, and 12914, 13006, and 13008 10<sup>th</sup> Street.

## **POTENTIAL HISTORIC DISTRICT**

The survey identified one group of buildings that as a contiguous group retain their historical/architectural integrity and that meet at least one of the four National Register criteria. These buildings contribute to the significance of the Original Town of Grand View area of Grandview in the area of Architecture. The potential district, located around the

intersection of 10<sup>th</sup> Street and Highgrove Road, contains residential buildings that represent a continuum of architectural styles popular during the 1910s and 1920s. As a group, their setting, design, materials, and workmanship convey feelings and provide associations with the City's residential past as it evolved from an obscure crossroad village to a railroad town to an early suburban community. Just as important, is their role as visual examples of the rare use in Grandview of popular "high style" residential styles during the early twentieth century.

## **LOCAL CONSERVATION DISTRICTS**

A tool that is gaining popularity nationwide for upgrading properties to meet National Register standards or for providing protection to historic resources that do not retain sufficient integrity themselves to be listed in a local and/or the National Register is the creation of Conservation Districts. Locally designated Conservation Districts can be used to stabilize and increase property values in older neighborhoods and to create a buffer zone for National Register or locally designated historic districts. Or, through designation of Conservation Districts, a local government can establish specific design guidelines to guide improvements that will upgrade contributing historic resources to meet National Register criteria and to eventually be listed in the National Register and qualify for incentives reserved for National Register properties. Design review of major changes, such as new construction, alterations, and demolition, occurs in Conservation Districts in an effort to limit adverse changes to the visual context of the district while encouraging property owners to make appropriate changes to their buildings, including rehabilitation of historic buildings that have the potential to contribute to a future National Register or local historic district.

## **CRITERIA FOR DESIGNATION OF CONSERVATION DISTRICTS**

A group of structures, landscape elements, or any integrated combination thereof should meet one or more of the following criteria to be designated by city ordinance as a Conservation District:

1. was developed at least fifty 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, which must meet National Register of Historic Places criteria;

2. 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 association;
3. has a relationship to an identifiable neighborhood center or historic area where preservation of this relationship is determined to be critical to the protection of such center or historic area; and/or
4. owing to its unique location or singular physical characteristics, represents an established and familiar visual feature of the neighborhood, community, or city.

The survey identified three areas that retain sufficient historic and architectural character for interpretation as part of the development of Grandview and worthy of conservation.

1. **Railroad-Related Conservation District.** The clusters of residential and commercial warehouse buildings located between the railroad tracks and adjacent to the east of the railroad tracks have strong associations with the railroad, representing various functions related to the housing of railroad workers and the distribution of raw materials and manufactured goods. In addition to protection of these resources and rare property types, as a locally designated Conservation District this area is a potential “buffer zone” to the Main Street district.
2. **“Old Town” Conservation District.** Concentrated between the railroad tracks and extending to Grandview Road, south of Main Street, many of the residences in this area clearly convey their associations with the early residential development of Grandview despite modern infill construction. In addition, this area is a potential “buffer zone” to the potential historic districts at Main Street and at 10<sup>th</sup> Street and Highgrove Road.
3. **The Main Street Conservation District.** Integral to the development of Grandview as a railroad market town and regional trade center, the buildings along Main Street are important to the significance of the commercial history of the City. Some of these buildings are additionally significant for their local associations with

Harry S Truman. Insensitive alterations hinder the eligibility of many of the buildings to contribute to a National Register Historic District at this time. The streetscape from the easternmost set of the Kansas City Southern Company Railroad Company tracks to Grandview Road appears to be a candidate for upgrading to National Register listing in the future and merits development of a preservation plan and incentives to address integrity issues on a building-by-building basis.

## **ADDITIONAL SURVEY**

The survey process revealed a concentration of historic resources not only within the Survey Area, but also in residential neighborhoods adjacent to the north, south, and east survey boundaries. Because they lie outside the survey boundaries, these resources were not evaluated. No clear visual distinction exists that separates these resources from those within the Survey Area and they appear to share many of the same time period and architectural contexts. Thus, the areas with concentrations of residential resources do not meet National Register guidelines for establishing boundaries for historic districts. It is therefore recommended that:

- Additional survey of the residential areas adjacent to the Survey Area boundaries be conducted to better determine protection and management strategies, including nomination to the National Register of Historic Places; and
- Prior to embarking upon further survey, the City of Grandview develop a survey plan that identifies and documents as many of the community's historic contexts and property types as possible and, based upon this information, identifies and prioritizes future survey work.

This latter recommendation is important if the City of Grandview desires to use preservation strategies as part of their planning and development processes. Inventory and evaluation of resources is the first step to developing private and public programs that not only preserve important historic properties, but also utilize preservation as a tool for economic development and revitalization of older neighborhoods and commercial centers.

## **POST-WORLD WAR II RESOURCES**

The City should continue to inventory its post-World War II development, both residential and commercial. In addition to the resources addressed by this survey, there appear to be

unsurveyed commercial resources with architectural significance and integrity in the Original Town of Grand View area, as well as additional subdivisions developed during the late 1950s and early 1960s. Over the next decade, many of these properties will reach fifty years of age and become eligible for listing in the National Register and for incentives such as rehabilitation tax credits. Awareness of subdivision platting dates and general construction trends will help City staff anticipate when these resources will reach that threshold and which individual properties or clusters of buildings may be or become eligible for listing. Because some time must pass before these resources reach the National Park Service's arbitrary fifty-year threshold for National Register eligibility, before a nomination is initiated for these properties recommended by this project, the City should verify that the resources within the proposed boundaries retain sufficient integrity for National Register listing.

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# APPENDIX

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## HISTORIC PRESERVATION — A FEDERAL, STATE, AND LOCAL PARTNERSHIP

### DEVELOPMENT OF THE PRESERVATION MOVEMENT

For at least one hundred years, individuals in the metropolitan Kansas City area have recognized the importance of buildings and sites that represent important links to the community's past. During the late nineteenth century, increasing numbers of local historical groups formed in Jackson County. The activities of organizations such as the Daughters of the American Revolution, Missouri Valley Historical Society, and Kansas City Historical Society focused on patriotic programs, lectures, research publications, and archival and artifact collections. These groups and the general public also shared an interest in community heritage and preservation of local landmarks.

National interest in preservation focused initially on archaeology. The federal Antiquities Act of 1906 was the nation's first legislation to protect prehistoric archaeological sites. In 1916, the federal government established the National Park Service as a component of the Department of the Interior. In addition to conservation and management of a new federal parks system, Congress mandated that the Park Service manage the historic sites acquired by the federal government.

During the 1920s, the reconstruction of Colonial Williamsburg by the Rockefeller family focused national attention on preservation of the historic built environment. The Williamsburg project approached preservation from an educational perspective, that is, the restoration and reconstruction of a historic site and interpretive activities to provide insight into the daily activities of residents of a particular time period. Effects of the Williamsburg effort and other similar programs such as Sturbridge Village captured national interest and, based on the work at restored sites, affected the popularity of house styles and even paint colors.

It was not until 1935 that federal legislation focused on historic properties. The Historic Sites Act of 1935 authorized the Department of the Interior to survey and acquire historic properties of national significance and to establish education programs for their interpretation.

Following the Williamsburg model, restoration and reconstruction of historic landmarks for the education of the public, usually as museums, became an accepted preservation methodology. In Jackson County, a patriotic group in Independence moved the 1826 log Jackson County Courthouse from its original site in 1916 and completed restoration in the 1920s. The building served as headquarters for the Community Welfare League and also housed artifacts relating to the County's early history. Similarly, the Harris-Kearney House in Westport was one of the area's early preservation projects. Threatened with demolition in 1922, members of the Westport Historical Society moved the mid-nineteenth-century structure from its original site in old Westport to its present site at 40<sup>th</sup> Street and Baltimore Avenue. At this time, state and local governmental entities began playing a role in preserving landmarks. The acquisition by the State of Kansas of the Shawnee Methodist Indian Mission in Fairway, Kansas is an example of early involvement by state government in protection of landmarks.

During the 1930s, federal programs promoted historic preservation. In 1933, the National Park Service directed the work of the Civilian Conservation Corps (CCC) and used historians for preservation, restoration, and reconstruction work. That same year, the establishment of the Historic American Buildings Survey (HABS) inaugurated a national jobs program for architects to identify and document historic buildings. The work of these two programs resulted in the development of a preservation methodology and base technology that served as the foundation for developing a comprehensive preservation program for historic sites within the National Park System, and later for the administration of public preservation programs through state and local governments.

During the post-World War II period, the effort to address the problem of decaying inner cities and to build a national highway system resulted in the urban renewal, land clearance approach to urban planning. Wholesale demolition became public policy. The loss of significant cultural resources served as the impetus of the national preservation movement. In the Kansas City metropolitan area, among the first major post-war preservation projects were the reconstruction of Fort Osage by

the Native Sons of Kansas City and the Jackson County Public Works Department, the preservation of the R. A. Long residence as a city museum, and the restoration of the 1859 County Marshall's House and Jail in Independence completed by the Jackson County Historical Society in 1959.

The Fort Osage National Historic Site is a unique example of the combination of reinterpretation of the fort and its importance as a site for both prehistoric and historic archaeological remains. In 1962, using Colonial Williamsburg and Sturbridge Village as models, the Jackson County Historical Society participated with the Jackson County Parks and Recreation Department in the establishment of Missouri Town 1855, a fictional inland village composed of reconstructed antebellum buildings relocated to a rural site. The Jackson County Historical Society acquired the John Wornall House in Kansas City in 1964 and established a restoration and house museum program there as well.

During the 1960s, the preservation movement came into its own, due in large part to the ravages of land clearance programs. In 1966, the federal government passed the National Historic Preservation Act, which expanded the National Register of Historic Places to encompass sites of local significance, emphasized preservation as a responsibility of local governments, established the President's Advisory Council on Historic Preservation, and created state programs to administer grant and regulatory programs of the federal government. In 1980, the federal government amended the National Historic Preservation Act and created the Certified Local Government Program.

## **PRESERVATION PARTNERSHIPS — THE FEDERAL, STATE, AND CITY PRESERVATION NETWORK**

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

## **Federal Framework**

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

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

The National Historic Preservation Act of 1966, as amended, is the centerpiece of the national historic preservation program. The following are the Act's primary mandates.

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

## **State Framework**

Each state has a State Historic Preservation Officer (SHPO) appointed by the Governor to administer federal preservation programs. In Missouri, the SHPO is the Director of the Department of Natural Resources. Responsibilities include:

- conducting ongoing surveys to identify and evaluate cultural resources;

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

In addition to federal duties, the SHPO administers the State's historic preservation revolving loan fund and unmarked human burial sites. Additionally, the SHPO cooperates with the Department of Economic Development in administering the Main Street Missouri Act and the State rehabilitation tax credit program.

Missouri also has constitutional and legislative provisions that allow State and local governments to enact preservation legislation. The State and national supreme courts have upheld these powers.

One relatively new State program directly relates to preservation. In 1997, the Missouri Legislature created a 25 percent rehabilitation tax credit for commercial and residential buildings eligible for or listed in the National Register of Historic Places. The criteria and administration are the same as for the federal rehabilitation tax credit (the federal tax credit applies to income-producing properties only).

## **Local Framework**

Local governments strengthen their local historic preservation efforts by achieving Certified Local Government (CLG) status from the National Park Service (NPS). NPS and State governments, through their State Historic Preservation Offices (SHPOs), provide valuable technical assistance and small matching grants to hundreds of diverse communities whose local governments are endeavoring to keep for future generations what is significant from their community's past. In turn, NPS

and states gain the benefit of local government partnership in the national historic preservation program. Another incentive for participating in the CLG program is the pool of matching grant funds SHPOs set aside to fund CLG historic preservation subgrant projects, which is at least 10 percent of a state's annual Historic Preservation Fund (HPF) grant allocation. Grant funds are distributed through the HPF grant program, administered by the NPS and SHPOs.

<b>PRESERVATION NETWORK</b>	<b>PUBLIC</b>	<b>PRIVATE</b>
<b>FEDERAL / NATIONAL</b>	NATIONAL PARK SERVICE  ADVISORY COUNCIL ON HISTORIC PRESERVATION	NATIONAL TRUST FOR HISTORIC PRESERVATION  PRESERVATION ACTION  NATIONAL ALLIANCE OF STATEWIDE ORGANIZATIONS  AMERICAN ASSOCIATION OF STATE AND LOCAL HISTORY  ASSOCIATION FOR PRESERVATION TECHNOLOGY  SOCIETY FOR AMERICAN ARCHAEOLOGY
<b>STATE</b>	STATE HISTORIC PRESERVATION OFFICES (SHPO)  REGIONAL OFFICES FOR THE NATIONAL PARK SERVICE	MISSOURI ALLIANCE FOR HISTORIC PRESERVATION  REGIONAL OFFICES FOR THE NATIONAL TRUST FOR HISTORIC PRESERVATION
<b>LOCAL GOVERNMENT</b>	CERTIFIED LOCAL GOVERNMENT	LOCAL PRESERVATION AND HISTORY ORGANIZATIONS

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