

**United States Department of the Interior
National Park Service**

National Register of Historic Places Multiple Property Documentation Form

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

 New Submission X Amended Submission

A. Name of Multiple Property Listing

HISTORIC RESOURCES OF ST. JOSEPH, BUCHANAN COUNTY, MISSOURI

B. Associated Historic Contexts

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

RESIDENTIAL DEVELOPMENT IN ST. JOSEPH, 1843 TO CA. 1966

C. Form Prepared by

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D. Certification

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

Signature of certifying official/Title Mark A. Miles, Deputy SHPO

Date 10.15.04

Missouri Department of Natural Resources
State or Federal agency and bureau

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

Beth Boland
Signature of the Keeper

12/2/04
Date of Action

State or Federal agency and bureau

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Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *"How to Complete the Multiple Property Documentation Form"* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

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AMENDED HISTORICAL CONTEXT:

RESIDENTIAL DEVELOPMENT IN ST. JOSEPH (1843 TO CA. 1966)

INTRODUCTION AND ORGANIZATION

This amendment to the original submission entitled *Historic Resources of St. Joseph, Buchanan County, Missouri* is intended to achieve two basic purposes. Its first purpose is to amend the Associated Historic Context "Suburban Growth in St. Joseph, 1900-1929" and its amendment "Suburban Growth in St. Joseph, 1929-1950" with a new, cohesive context for the history of residential development in St. Joseph during the 19th and 20th centuries. The amended context is entitled "Residential Development in St. Joseph, 1843 to ca. 1966".

The original submission treated the development of residential structures in St. Joseph unevenly, with problematic results. The discussion of patterns of residential development is very weakly discussed in the context of "Western Outfitting in St. Joseph, 1843-1866". The context of "Wholesale Distribution in St. Joseph, 1866 - 1914" treats residential development in greater detail, but the focus was given towards the spectacular houses of the wealthy and little information is given on the patterns of development that occurred. The context of "Suburban Growth in St. Joseph, 1900-1929" treats housing development only in generalities and was predicated upon the assumption that the automobile, changed the character of residential development in the period of 1900 to 1929, when in fact, very little change in existing development trends actually occurred in this period. The amendment of this context extending the period of significance to 1950 recognized the lack of significant change in development patterns in the period after 1929; however, it, too, was significantly flawed in its description of how the patterns of new development were changed by the adoption of new building standards, and in its description of changes in tastes towards residential architecture.

The second purpose of this amendment will be to redefine the Associated Property Types for residential resources in St. Joseph developed for each of the three of the original Associated Historical Contexts. While the original submission was a well-crafted document, it was completed at a point in time when only a small area of the city had been surveyed and its architectural character evaluated in detail. Consequently, only a narrow perspective of the broad variety of residential property types was considered. Now that large-scale surveys have been completed, the benefit of hindsight has revealed a critical need to revise how the city's residential

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resources are evaluated. The shortcomings of the original document have been further complicated by the march of time since 1988 and the need for evaluation of post-World War Two resources that may be eligible for listing.

Preparation of this amendment was begun by re-evaluating survey data compiled for St. Joseph through the year 2003, along with all nominations of properties currently listed on the National Register of Historic Places. This information was supplemented by "windshield surveys" of other areas of the city not surveyed in previous years. Standard histories of the city were consulted, along with census data, maps and studies on the historical residential characteristics of the city over time. Subdivision plats and building permits were also examined to reveal development trends in specific locations.

The analysis of this data shows that the patterns of residential development in St. Joseph over the 19th and 20th centuries were complex, and they were shaped in important ways by factors in addition to those of population growth and periods of robust commercial activity. Also, the data suggests that patterns of development were not uniform throughout the city at all times; instead, growth might surge in one area of the city over one period of time, then ebb, surge elsewhere, and return. These patterns can be tied to many factors, ranging from the development of various forms of transportation, to more societal or cultural factors as simple as changing tastes among passing generations. Indeed, there are residences and even whole areas of the city that developed during times of population loss and economic downturn, which runs contrary to the normal expectations of how cities grow. There are some well-defined sections of the city where housing developed within very narrow time frames-- perhaps a decade or less-- while others possess evidence of nearly seamless development over a period of a century or more. Of course, the longer period of time over which development and redevelopment occurred in a particular area, the greater the chance of there being evidence of the redevelopment of individual buildings by successive generations. The importance of these "evolved" buildings cannot be discounted.

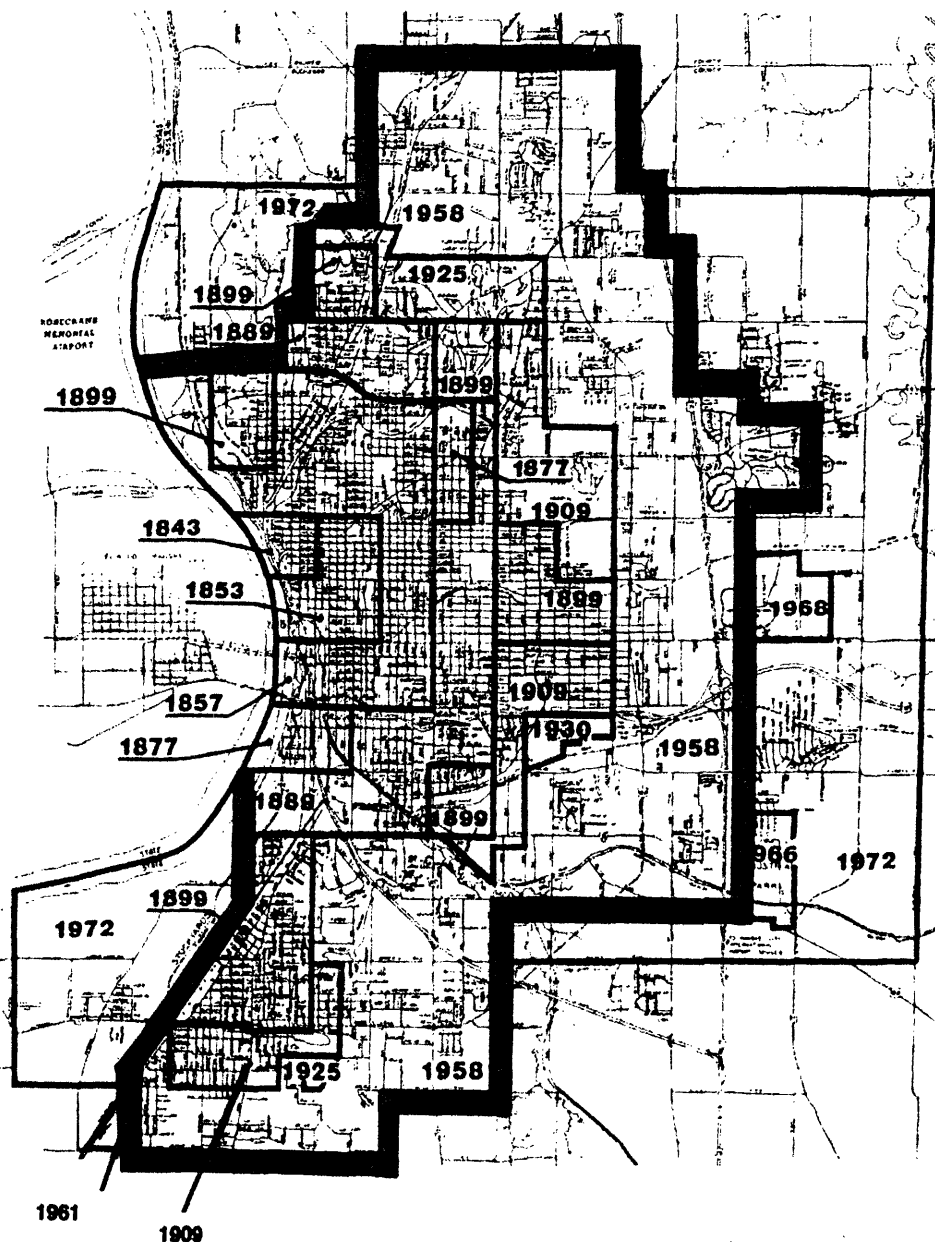
In order to better accommodate the complex nature of residential development in St. Joseph, this amended multiple property listing for St. Joseph, Buchanan County, Missouri is based upon the historic context "Residential Development in St. Joseph, 1843 to ca. 1966". The period of this context begins with the formal incorporation of St. Joseph and concludes in the mid-1960s at a point when the development of interstate transportation, the implementation of the Urban Renewal program, and the waning of the stockyard industry coalesced with other effects to permanently change the character of St. Joseph's development as a city. Within this period, it appears that successive forms of transportation have had the greatest effect in shaping the developmental character of the city: first, by the early trails and wagon roads that created road patterns at odds with the extended grid of the city streets; and next, by the railroads, which

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Annexation Map of St. Joseph, 1843 to 1972. The heavy black line denotes the 1958 City Limit.

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imposed a much more complex pattern on the grid and altered where residential development could occur. The introduction of the street trolley system did not alter the residential grid but made its far flung parts more accessible to places of work. The automobile eventually rendered the street trolley system obsolete; extended the practical distance between home and work; and, brought the location of the city's park and parkway system into usefulness as a "generator" of residential development. The boundary encompassing the entire area of residential development under this context is best represented by the city limit set by the Annexation of 1958, which was the last extension of the city's boundary until well after the completion of Interstates 29 and 229.

The amended Multiple Property listing for residential resources was prepared to evaluate future nominations of eligible resources constructed prior to ca. 1966 that are located within the city limits of 1958. Two property types were identified for inclusion in the amended Context for residential resources. They are: 1) Residential Historic Districts; and, 2) Individual Historic Residences.

Much of the historical information that follows was based upon the extensive original work of Deon Wolfenbarger, who prepared the original Multiple Property Documentation submission for the *Historic Resources of St. Joseph, Buchanan County, Missouri*, along with a series of other important documents that have guided the City's historic preservation planning efforts. These additional documents include "*Historic Resources Survey Plan for St. Joseph, Missouri*", and Historic Context studies for "*Public Buildings*", "*Transportation Resources*", and "*Ethnic Heritage*" in St. Joseph, all completed in 1995. Other information has been drawn from the Associated Historical Context of "*Queen City of the West: Commerce in St. Joseph, c. 1865-1929*", prepared by the St. Joseph Landmarks Commission and the Urbana Group. We are indebted to the excellent work done by each of these authors and have borrowed freely from them, with citations made only where necessary.

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STATEMENT OF HISTORIC CONTEXT:

RESIDENTIAL DEVELOPMENT IN ST. JOSEPH (1843 TO CA. 1966)

Overview

Some of the most essential and legendary components of our national experience are intrinsically tied to the meteoric rise of St. Joseph from its position as an isolated frontier town in 1843 to that of a large, bustling city of 20,000 souls by 1870. All Americans have heard the facts and legends that surround the wagon trains of the Oregon Trail, the romance of the Pony Express, the hardships of the "Forty-Niners" in their rush to the gold fields of California, of the importance of the Overland Stagecoach, and of the remote western forts which offered protection for travelers heading to the West. Americans as a whole, however, would be hard-pressed to name St. Joseph, Missouri, as the one place where all of these elements of history were tied. While the allure of St. Joseph as a place was perhaps less romantic after 1870, the city continued to grow and change as a critical center for the manufacturing, packaging and/or distribution of nearly anything needed to supply the development of the West. Even after the Census Bureau declared in 1890 that the American frontier had statistically ceased to exist, St. Joseph hummed along by supplying the goods needed to grow the settlements and cities of the West into maturity.

As a supplier for western development, St. Joseph's prominence began to wane at about the time of the outbreak of World War One. The opening of the Panama Canal at the century's turn provided the opportunity for the western ports of San Francisco, Portland, and Seattle to become competitive in supplying the needs of the western interior. Other cities, like New Orleans, Memphis, St. Louis and Minneapolis, were all able to take greater advantage of their rail hubs, river landings and river bridges in the distribution of goods to the West and the new markets in the Southwest. The nearly frantic pace of commerce that characterized the nineteenth century experience of St. Joseph slowed, but it did not stop entirely. St. Joseph changed in its character as it evolved to become more regional wholesale trade center, while still retaining national prominence for its stockyards and grain and food processing markets, among others. St. Joseph had simply reached a point of maturity as a city. The outward appearance of growth and development slowed during the early years of the Great Depression, but the key contributors to the local economy remained active. Because much of the strength of the St. Joseph economy was then tied to the processing of livestock and agricultural products necessary for life, the economy rebounded quicker in the 1930s than other cities whose employment bases were tied to heavy manufacturing. The character of its wholesale market changed by becoming a center for the distribution of wholesale goods made elsewhere. Over the next two and a half decades that

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followed the Depression, the overall population of St. Joseph remained relatively stable at 75,000-77,000 citizens, the employment base remained quite stable, and both gross sales and productivity greatly increased. Within this same period, some of the older areas of the city went in to decline, but other neighborhoods that had been first developed a half -century earlier or more saw the construction of numbers of new residences. Completely new areas of housing were developed as well, though most were created within areas previously subdivided, or were brought about by factors such as proximity to the St. Joseph Park and Parkway System, the potential for which had never been realized previously.

The nearly seamless progression of residential development set forward in 1843 began to change radically in the early to mid-1960s. The changes were led by the completion of I-29 to the Andrew-Buchanan County line in 1963; the completion of a new divided-highway alignment for U. S. 36 between I-29 and the Missouri River in 1966; the start of construction of I-229 into Downtown from I-29 in 1966; the establishment of the City's urban renewal program in 1967; and, the opening of three major new shopping centers in 1966, which changed the Belt Highway (former U.S. 71) of St. Joseph into the city's primary retail area. These events, along with others that occurred in rapid succession, dramatically changed the city in substantial ways, the likes of which had not been experienced before. Transportation patterns, retailing, and residential development patterns all shifted to the north, east and south of the older city core along the corridors of I-29 and the Belt Highway. The construction of new housing in the historic core ceased almost completely. Even the style of residential development changed, as new subdivision regulations adopted by the St. Joseph-Buchanan Metropolitan Planning Commission in 1968 established new design requirements for subdivisions, along with new codes for residences requiring larger minimum lot sizes, minimum house sizes, and new front and side yard setbacks.

Residential Development in the Nineteenth Century

Begun in the 1820s by Joseph Robidoux III as a trading post within the territory of the Iowa Sac and Fox Indian tribes, the town site of St. Joseph began to grow rapidly after the Platte Purchase of 1836, and the incorporation of the area into the State of Missouri. Robidoux was granted a quarter section of land within the Purchase surrounding his trading post, which was the center of an extensive fur-trading network extending throughout the West. The furs and hides acquired through this network of trappers were brought eastward to Robidoux's trading post, where they were sold down river to buyers in St. Louis in exchange for the tools and staples needed by new settlers to the area. Robidoux operated a ferry and built a gristmill to serve the growing demands

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of the region, and became the settlement's first postmaster in 1840. Other entrepreneurs were attracted to the area and to the markets that Robidoux had pioneered, and they established a sawmill, a tavern, a brickyard and a blacksmith shop, among other enterprises.

With the population of the settlement then approaching 200 in 1843, Robidoux added real estate speculation to his business empire by establishing the town of St. Joseph. The plan for the town was prepared by Frederick W. Smith and laid out as a simple grid of streets and blocks on a small and relatively flat plain surrounded by loess bluffs and hills to the north and east. Portions of the original blocks were set aside for a courthouse, a market, a school, and two church sites. News of the opening of the town spread quickly, and 150 of the lots were sold when the first land sale was held in the fall of 1843. By the end of the year, the population had grown to 500. The formal incorporation of St. Joseph followed in 1845, by then containing a population of 800 souls.

The role of St. Joseph as a starting point for westward migration was second to that of Independence, the trailhead for both the Santa Fe and Oregon Trails. St. Joseph had the advantage of being the northern and westernmost steamboat landing in proximity to the Oregon Trail, and Robidoux's ferry was the only river crossing in service above Independence. When gold was discovered in California in 1848, the time that could be saved in departing from St. Joseph instead of Independence became imperative to those heading to the gold fields. St. Joseph quickly became the intermediate destination of the "Forty-Niners", and the business interests of the town responded by establishing mercantile companies designed to outfit wagon trains. Robidoux's network of trading posts and guides served the travelers well, returning even more profits back to St. Joseph. Many American-born and foreign-born immigrants were attracted to settle in St. Joseph rather than continuing on the trek to the West, and they joined in the profits to be made locally by providing goods and services to those who chose to continue westward.

The development of St. Joseph escalated quickly, soon outstripping the boundaries of the original town limits. With the population of the town having grown to 3,460 by 1850, land speculators began to open up residential subdivisions outside of the original core. Eight subdivision plats are known to have been filed in the Buchanan County Courthouse between 1845 and 1850; there were others, but records of their filings are now lost. Most of the new subdivisions abutted the original town plan to the north, east, and south. Development flowed into the new land subdivisions quickly, leading to their annexation in 1853 and taking in an area that nearly tripled the original town's size. The continued growth of the population spurred even more land speculation, resulting in another frenzy of subdivision development activity that caused another annexation in 1857. Most, but not all of the twenty-eight subdivisions platted between 1853 and 1857 were included in the new city limit, which extended as far east as 22nd Street, Pacific Avenue on the south, and Highland Avenue on the north, more or less.

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The latter waves of speculation and resulting expansion of the city's limits far outpaced the actual demand for house lots, but it did not deter the speculation. Nineteen additional subdivisions were platted by the outbreak of the Civil War, at the time when the city's population only reached 8,932 people. A number of these new subdivisions were located well outside of the city limits established in 1857.

Within the vast expanse of land set by the 1857 city limits, approximately 80 percent of the land was contained in subdivided tracts. Though the locations of streets were known by surveys, the physical development of a street was often not done until new residences were begun on a given block. The street would await another wave of development before being extended to the next block, and so on. This "leap frog" approach to the development of the city's street system appears to be confirmed in *"Bird's Eye View of the City of St. Joseph"*, published in 1868.

Another important contributor to the pattern and spread of residential development was caused by the topography of the community. Growth beyond the flat plain of the city's original core required development to occur amid the surrounding eroded loess bluffs, many of which were marked by strong gradients. The street grid was extended outward without regard to topographic change in an area left many lots and blocks within subdivisions impractical for development due to the added costs of site preparation. Since the available supply of lots greatly exceeded the demand for their purchase, prospective homeowners or developers were allowed to be more selective in their choice of a building site. Consequently, there were many parts of subdivisions throughout the city where streets were not opened or areas divided for lot sales until the demand warranted the added expense, often decades after the original subdivision was platted.

As indicated by the subdivision activity; by the distribution of pre-Civil War houses remaining in St. Joseph; and, by the information shown on the 1868 "Bird's Eye" map, the development of St. Joseph spread out to the north, east and south of the original town plan. Most of the development occupied land in the broad valleys and land terraces below the hills and bluffs of the area. Development within the original town plan was composed of a mixture of residential and commercial buildings, along with the occasional church. The commercial core of the city was contained within the few block bounded by the Missouri River on the west, Jules Street on the north, Fifth Street on the east, and Charles Street on the south. Warehouses, mills and small factories were interspersed with residences and concentrated to the south of Charles Street, stretching on to Olive Street. The most substantial houses within the city were sited in the area of Fourth, Fifth and Sixth Streets between Robidoux and Edmond Street. Smaller, more concentrated areas of housing were spread out to the north of Robidoux Street and to the west of Fourth Street, running south to the vicinity of Pauline Street. (Ruger 1868).

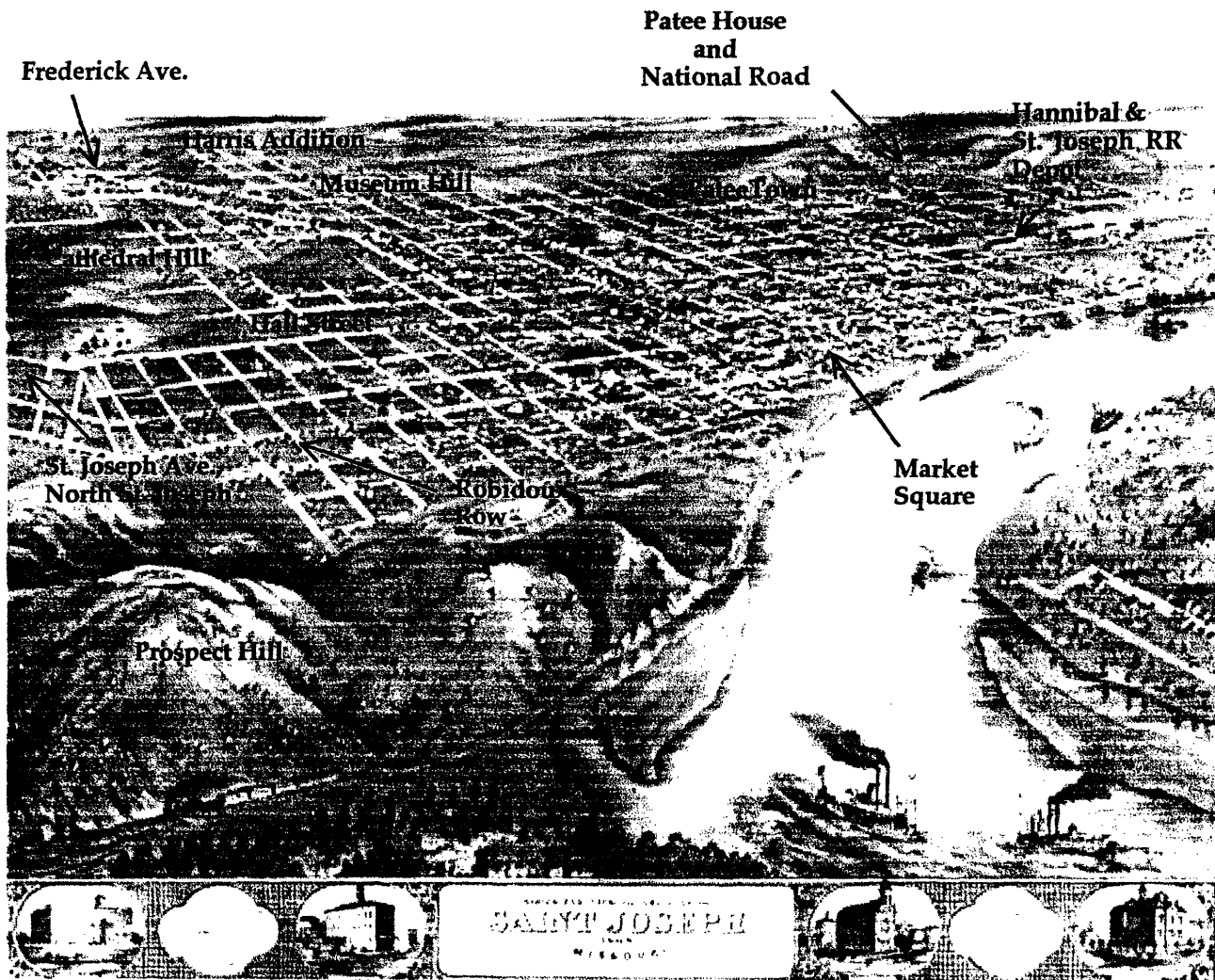
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This "Bird's Eye View of St. Joseph" was published in 1868 and shows the character of the city in remarkable detail. The pattern of development at this time (or lack of it) is discernable. Some of the key places, landmarks and transportation routes noted in the text have been highlighted for reference sake.

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Not all development was concentrated near the core of the old town plan, and some was actually quite remote. Spreading out from the town core, residential development followed the roadways located in the valleys between the bluffs and hills that include St. Joseph Avenue and Frederick Avenue. Most of the houses built prior to the Civil War still surviving today are located to the north in areas near St. Joseph Avenue, including the Jennings-Comstock House (602 North Fifth Street, ca. 1855), and 1102 North 2nd Street (ca. 1855), to name a few. In addition, Robidoux Row (219-225 East Poulin Street, ca. 1850, NRHP 3/07/1973) is the earliest and perhaps only surviving example of a multi-family residential development from this period, which demonstrates that the rich architectural tradition of duplex and multi-family dwellings in St. Joseph began at the outset of its development as a city.

At least one attempt was made by a land speculator to upstage, and perhaps replace, the original town core as the center of the growing community. John Patee (1794-1868), one of the town's earliest residents, acquired large areas of land to the south of the town, gambling on the traffic along the State Road (Mitchell Avenue) and the prospect of construction of the Hannibal and St. Joseph Railroad. The new railroad opened in 1859 as the westernmost railhead in the United States before the completion of the Transcontinental Railroad in 1868 (Logan 1979:61). Patee believed that the railroad would soon eclipse river traffic in the delivery of settlers and goods to the West. He donated forty acres of his own land to establish the railroad terminal at South 8th Street and Olive Street, at the northern end of the area local residents had begun to call "Patee Town" (Patee Town Historic District, NRHP 8/01/2002). Apart from his crowning development, the Patee House Hotel (1856-58, NHL 11/5/1961), Patee opened vast areas of land and platted fourteen residential subdivisions before his death in 1868. Patee's hope to upstage and eclipse the town center of St. Joseph collapsed with the onset of the Civil War, as lot sales plunged and the hotel was taken for use as the headquarters of the Union Army. Nearly bankrupt and in ill-health, the post War boom in St. Joseph passed Patee Town by due to the absence of its main promoter. There are some early residences that remain from the development of the Patee Town area during John Patee's lifetime, and they include the Siegel House (610 South 10th Street, ca. 1858), 620 South 10th Street (ca. 1859), and 925 South 11th Street (ca. 1860), among others.

Not all who came to St. Joseph in the 1840s and 1850s chose to live in town, or even in close proximity to the settled areas of the city. There are a number of pre-Civil War properties within the boundaries of this Multiple Property Listing that were originally developed as residences for farms or as rural estate properties, and subsequently surrounded by residential development in the late-nineteenth and early twentieth centuries. "Maple Grove", the 1847 home of Joseph Davis (NRHP 10/16/1974) is a fine example of a transitional Federal/Greek Revival farm headquarters, located fully two miles away from the city limits at the time the house was built. The Isaac Miller House on Ashland Avenue (ca. 1859, NRHP 9/17/1980) is another example of a surviving farm

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headquarters; nearby is the home of Senator Robert Wilson, known as "The Pines" and built ca. 1850. Both of these properties were located several miles from the developed part of St. Joseph and were not annexed in to the city until 1909. This area of Ashland Avenue appears to have become an extended rural community before the Civil War, for just north of the Miller and Davis houses was the Ashland Subdivision, laid out in 1857 (Subdivision Database, July 29, 1857). In the northwest of the city stands the Ward House (ca. 1857, part of Krug Park Place Historic District, NRHP 8/1/2002), developed on a modest-sized farm in the rural community of Amazonia. In the southern extremes of the city are found the Thompson-Brown-Sandusky House (ca. 1850) and the Judge Thomas A. Brown House (ca. 1860), both built on the prominent bluff known as "King Hill" as a parts of a loosely-defined rural community of the same name.

No matter whether living in town or in the parts of the extended community, the buildings constructed to house residents in the growing area of St. Joseph were developed out of a mixture of traditional plans imported to the area with the new settlers. The I-house, the four-room, center hall plan house, the side hall townhouse, the hall and parlor cottage and the double-crib cottage are among the traditional house types built prior to the Civil War that are still in evidence in St. Joseph today. Variations in the massing or construction treatment are in evidence in some properties, reflective of the cultural traditions of the new settlers, whether those of recent European immigrants or those of settlers from other areas of the United States, both urban and rural.

The principal architectural influence applied to these houses was a very restrained, conservative statement of the Greek Revival style, more often expressed in simply-detailed, wide architraves, flat block window lintels, and simplified entrance treatments containing full transoms and sidelights. Very few of the Greek Revival styled houses were built with porches or porticoes supported by Classical columns, with or without a pediment; it is possible that some were lost in later renovations. The Greek Revival, though, was not the only style to have graced residences in the pre-Civil War period. The Gothic Revival had some impact. Two examples of so-called "carpenter" application of the Gothic can be found on the Horton House (1859, 401 South 12th Street), and the house located at 2410 Jackson Street (ca. 1859), which features well-preserved Gothic bargeboard and trim work.

The Civil War had little physical effect on St. Joseph, other than causing residential development to mostly pause until the conflict had ended. With the peace came a return of the city's significance in supplying the development of the West. The construction of new rail lines connecting St. Joseph with Omaha and the Union Pacific Railroad in 1868 and with Kansas City in 1869 began to integrate St. Joseph into a network of transportation routes opening new markets in the west and in the east. By the end of the next decade, a dozen rail lines converged on St. Joseph,

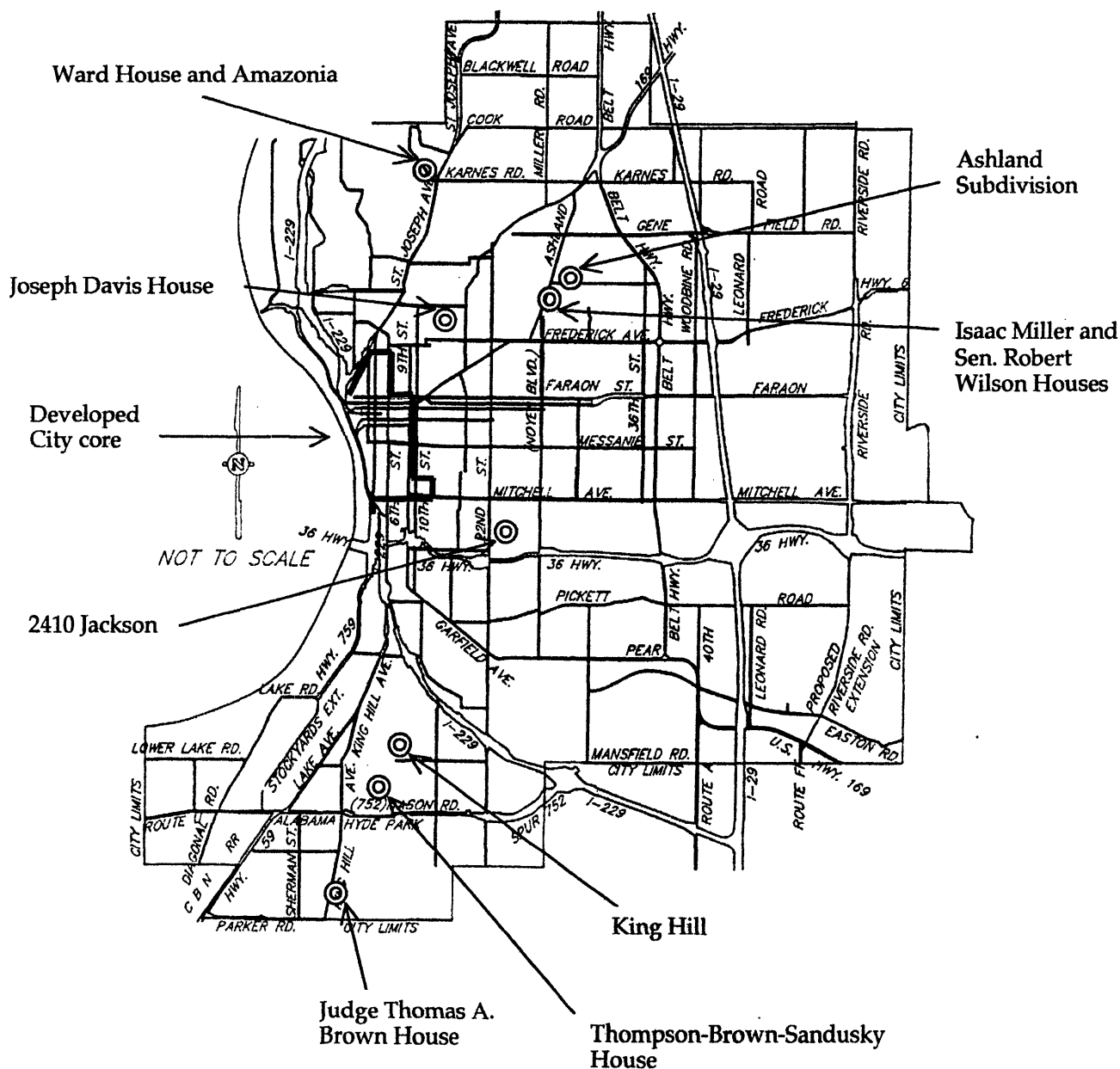
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Approximate locations of some antebellum estates and farms in St. Joseph.

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bringing manufactured goods from the East to be distributed through the growing wholesale markets served by the business houses of the city. The city's position as a rail hub was solidified with the opening of an iron railroad bridge across the Missouri in 1873. Forty wholesale suppliers were in business by the mid-1870s, and the number continued to grow over the next two decades as St. Joseph rose to national prominence as a center for wholesale trade. The capital amassed in the city's banking houses prior to the War allowed investment in trade and infrastructure to flow immediately after the War's end, creating a new "boom time" for the city (Danis & Co. 1873:29-30). With the rise in trade came the growth of additional banking institutions to support the movement of money through the chain of business, and over time, nine banking institutions were established to profit on the exchange. Manufacturing also joined the city's economy to take advantage of the proximity with the distribution network, making a variety of goods ranging from candy and beer, to furniture and building materials.

With the explosion of business activity came a corresponding growth in population as workers of all skill levels were drawn to the employment opportunities available in the city. Though the population had dwindled to 7,500 by the end of the Civil War, it rebounded to 19,565 by 1870, nearly doubling the pre-War level. The population would nearly double again by 1880, when the Census counted 32,431.

The real estate developers and the construction trades responded to the demand for new buildings for both business purposes as well as housing, and according to one source, some 1,600 buildings were constructed in the years 1866 and 1867 alone (*Morning Daily Herald*, 1868). The increased collection of real estate taxes permitted the City of St. Joseph to invest in needed public improvements, which included the paving of streets, the initiation of a public sewer system, the building of a new city hall and the construction of a new Courthouse for Buchanan County (NRHP 8/21/1972 and 8/2/1978).

The increased demand for housing and the increased wealth of the community caused dramatic changes in the patterns of housing in the city. The concentrations of worker housing visible in the 1868 "Bird's Eye" view of the city were replaced in short order in the 1870s and 1880s by warehouses and wholesale business blocks, as well as with rail facilities, shops and factories. Houses inside the original town plan that stood outside of the commercial core gave way, too, to the banks, retail buildings, hotels and other demands of the real estate market. Residential development was pushed outward to the north, east and southeast, not just along the valleys as it had a generation before, but also up onto the hills that surrounded the downtown. The vast areas subdivided in the 1850s finally began to see the construction of new houses in the late-1860s and 1870s, and the trend would continue in some areas for the next half century or more.

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While the demand for new housing was great after the Civil War, the supply of available lots was equally great, and land developers continued to add to the supply with another nineteen subdivisions before 1880. Quite surprisingly, the availability of so many lots did not create a so-called "buyer's market" for the construction of houses, nor did the extraordinary demand create the opposite circumstance, a "seller's market". Instead, a hierarchy of land values seems to have emerged, where the best building lots, located high on the hills around the city, tended to command higher prices than the lots located in the lower swales or valleys. There was enough demand to keep the subdivision developers solvent by selling the less-desirable lots, and they could wait until the right offer came along before disposing of the better lots. As a result, there is a tendency in some of the neighborhoods of St. Joseph for larger, more expansive houses to be found on streets located at higher elevations in a given area, while nearby can be found the houses of working-income families, located down slope or at the foot of the same hill.

An excellent example of this hierarchy of land development is found in the Kemper Addition Historic District along Clay Street between North 19th and North 22nd Streets (NRHP 9/20/2002). There, on the upper reaches of a steep ridge are a number of houses built for very wealthy and very powerful members of the St. Joseph business and political community, but less than three blocks away, near the lower part of the same ridge, are smaller houses and cottages built for working-income residents. Located along Clay Street between the two extremes are houses built for middle-income residents. Unlike other cities where the homes of the working income families were clustered in areas virtually out of sight from major roads, the upper-income residents of the Kemper Addition had to ride past the working income homes on a daily basis as they made their way to and from the downtown area of the city. The same conditions are true for some of the rest of the city developed in this period, including areas like the Museum Hill Historic District (NRHP 3/8/1991), the Cathedral Hill Historic District (NRHP 6/15/2000), and the Harris Addition Historic District (NRHP 1/13/2003), among others.

Some of the housing patterns in the city over the first two decades following the Civil War were spread by the development of two competing streetcar lines. The city's first street car line was developed in 1866 to run from Francis and 3rd Street east to 8th Street, and then south on 8th Street to the Hannibal and St. Joseph Railroad station before continuing on to the south and the city limits at Pacific Street (Fox 2002:12-13). The development of this streetcar line spurred residential development in an area several blocks deep along its corridor, as well as serving the existing residential development already in place in the Patee Town area. The streetcar also served to connect the downtown with the developing industrial, railroading and warehousing area growing between Patee Town and the Missouri River to the south of downtown. A second streetcar line, the Union Railway Company, opened a route in 1876 from the area of 2nd and Felix Streets, running to the north along St. Joseph Avenue to New Ulm Park, a private recreational area

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developed by the street railway in association with Henry Krug's New Ulm Brewery (Fox 2002:15). The development of this streetcar line was equally important in spurring the development of North St. Joseph. The Union line opened a new southern leg of its line in 1881 that extended from its old terminus at 2nd and Felix east to 6th Street, and then south on 6th Street to Atchison Street and the Kansas City, St. Joseph and Council Bluff Railroad's machine shops, also serving the Union Railroad Depot located at 6th and Mitchell Street. A third street car company, the St. Joseph and Lake Railway Company, was the first to extend a line to the east from the city center, running to the city limits along Frederick Avenue in 1878 (Fox 2002:29)

Supplementing the street railway in St. Joseph at this time were various trackless coach services like the St. Joseph Omnibus Company and the St. Joseph Herdic Coach Company. The coach and omnibus services functioned somewhat as "point to point" transports much like modern taxicabs, they also operated over prescribed routes, much like modern bus services. Fares were priced competitively with those of the track-bound streetcar lines. The St. Joseph Herdic Coach line was the first to develop in 1881 a regular route running east from downtown and meandering along Felix, Francis and Sylvannie Streets through the area now known as Museum Hill (Museum Hill Historic District NRHP 3/08/1991), before turning east along Edmond Street through the Harris Addition (Harris Addition Historic District NRHP 1/13/2003) to 20th Street near the city limit.

According to period sources in the early 1880s, the combined ridership of all of the public transportation services exceeded a half million persons per year. Given the availability of a reliable, inexpensive source of public transportation, it should come as no surprise that few working and middle-income families felt the need to have a carriage house built in association with their home.

There clearly was a symbiotic relationship in St. Joseph between the forms of public transportation and the development of residential real estate in the city. Prior to the early 1870s, the primary intent of the streetcar companies was to develop transportation connections between major activity centers or destinations in the community-- connecting major work centers in North and South St. Joseph with destinations like the shopping district of the city center and the Union Railroad Depot at South 6th Street and Penn Street. Afterward, the companies shifted their emphasis toward extending lines into areas where residential development was clearly established or occurring, and thus, the Wyatt Park Railway Company began operation of a street railway line along Jules Street to the city limit at 22nd Street in 1889, thus eclipsing the route operated by the St. Joseph Herdic Company over the previous seven years. Real estate developers would tout the proximity of their residential development to the streetcar line as a selling point for their building lots, and the streetcar companies, in turn, would tout the establishment of new service to areas as an incentive for opening development in an area (Fox 2002:20, 45). Some of the major investors in the streetcar companies, like Joseph Corby, Henry Krug, Sr., and others, and

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REAL ESTATE. *May 24, 1889*

DO YOU WANT A HOME?

REASONS FOR BUYING IN *May 24, 1889*

Wyatt Park!

Here you can buy large and handsome grounds in a high and healthful locality, for less money than you will have to pay for a small lot on the inside, where you will probably get the benefit of the smoke from some factory. Too much has been, and is being done in this Addition for property to remain at the present low prices. The grading of all the streets and lots is rapidly progressing and sidewalks will be laid as soon as possible. There are completed at present sixty two story houses of modern design, neatly painted in bright colors, making the whole Park look cheerful and inviting. And besides this we have running from the center of the city through the additions beyond

The Wyatt Park Electric Motor

One of the best and safest rapid transit lines in the world, and one of which our city is justly proud. Water, gas and electric lights and all the comforts of city life will soon be here. Three churches and a school house are now in course of erection and will be completed in a short time. At present school children ride free on the motor line to schools down town. We sell on easy terms. You can pay for a house in monthly installments of about the same amount as you are now paying for rent. Some complain of it being too far out. Practically it is no farther than Fifteenth street. It takes from ten to fifteen minutes to go from Wyatt Park to Emery's store. How long does it take to walk from Fifteenth street to Emery's?

IN OAK HILL

You can buy 100 front feet of ground and a seven room house, two story, modern house, cellar and cistern, brick foundation, painted, all complete, for \$2,250. \$200 dollars cash, balance in monthly payments. Here are the Steel Our Works and other large manufactories are being projected. Population will soon be here and with it business, making property valuable. You who are on salaries, why continue to pay rent and forever be slaves to a landlord? Why not be a land holder yourself and have an interest and influence in the community in which you live and have a better standing for yourself and family. You are living next some neighbor your wife don't like to leave. Will these friends take care of you when you are old and poor and without a home? Consult your rich neighbors and they will tell you this is too far out. Consult your own interest and judgment and buy and build in one of the beautiful suburban additions on the Wyatt Park Electric Line. These lots are for sale by

W. J. & C. W. HOBSON,

Office Northwest Corner Francis and Fifth Streets.

Land speculators like the Hobson Company commonly worked with subdivision developers and the streetcar companies to promote residential construction along the various streetcar lines throughout the city of St. Joseph.

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including some of the streetcar companies themselves, began to invest in real estate development in areas adjoining the car lines (Fox 2002:45; see also Krug Park Place Historic District, NRHP 8/01/2002). The continued growth of the city's population, which surpassed 52,000 in 1890, set off a frenzy of new development of streetcar lines by both new companies and well-established ones, pushing the extent of the lines to the far reaches of the city: south to South Park, Gladstone Heights and even out of the city limits to Kings Hill, the new Stockyards, and Lake Contrary; north to the newly-established Krug Park (part St. Joseph Park and Parkway System, NRHP 1/20/1995); east to the State Lunatic Asylum on Frederick Avenue and 30th Street on the Jules Street line. Six streetcar lines contested for the public's business, and the electrification of the city's first streetcar line in 1888 served as the spark to touch off the so-called "street car war" of the late 1880s, which ended in 1890 with the consolidation of all the competing lines under the ownership of the People's Railway Company.

The frenzy of speculation in streetcar lines and residential land development was fueled by the continuing expansion of the St. Joseph economy, and with it, its residential population. The 1890 population of the city represented growth by more than 500 percent since 1860, and the city's dominance in the wholesale distribution markets was without peer in the region. The city's extensive railroad service permitted the establishment of large scale meat packing plants as an addition to the city's economic mix in the 1870s, followed by the establishment of the St. Joseph Stockyards Company in 1888. In short time, the growth of the meat packing industry would soon eclipse all other segments of the city's economy.

The speculation in real estate during the 1880s closely resembled the frantic trend set in the pre-Civil War years, for within this one decade alone, sixty new subdivisions or re-subdivisions were recorded in the city. Two smaller annexations had been made to the city limits in 1877 on the northeast and southwest, but the new wave of development in the 1880s caused the city limits to be expanded yet again in 1889, extending eastward from 22nd Street to 28th Street from near the old Ashland Subdivision on the north, to Atchison Street on the south, and then to the south and west to Lake Boulevard bordering the vast new Stockyards tract on the west. To the north, an annexation was also made that pushed the northern city limit from its existing position at Ellsworth, more or less, north to Broadway. The total land mass added to the city in 1889 was nearly equal to that of the massive annexation of 1857.

Even though the 1889 annexation took in a huge area, this does not mean that a great deal of physical development of residential property had occurred in the annexation area. As in earlier annexations, the City of St. Joseph tended to expand its boundaries in anticipation of the pattern of growth, rather than waiting for substantial development to occur and then taking in the new areas. Consequently, when one views the residential properties standing in areas annexed in 1889, only a scattered few residences remain which date from prior to 1889. The bulk of

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development to house the five-fold increase in population in the thirty years since 1860 was instead generally, but not exclusively confined to the earlier limits of the city.

During this period, some extant residential areas of the city began to take on a mature appearance as vacant lots began to fill with new homes. By ca. 1890, the Hall Street Historic District (NRHP 7/17/1979), the Museum Hill Historic District (NRHP 3/8/1991), and the Robidoux Hill Historic District (NRHP 8/3/1889) were among these neighborhoods, while areas like Cathedral Hill (NRHP 6/15/2000), the Harris Addition (1/13/2003), Patee Town (NRHP 8/01/2002) and Wyatt Park still retained large areas of undeveloped lots, and even in some cases, undeveloped streets.

Residences developed in the first three decades following the Civil War began to take on divergently different appearances to those built previously. The fierce competition among the city's ten brick works and a dozen sawmills and millwork companies produced vast amounts of inexpensive building materials for the city and the region. The labor needed to produce these materials, along with the construction manpower needed to meet the demand for housing was provided by the continual supply of experienced, but inexpensive immigrant labor that poured into the city. Balloon framing had completely replaced timber framing for the construction of wood dwellings, but load-bearing brick masonry construction must have been affordable, since it was used not only for middle-income and upper-income homes, but also for a surprising number of lower-middle and working-income homes in the city.

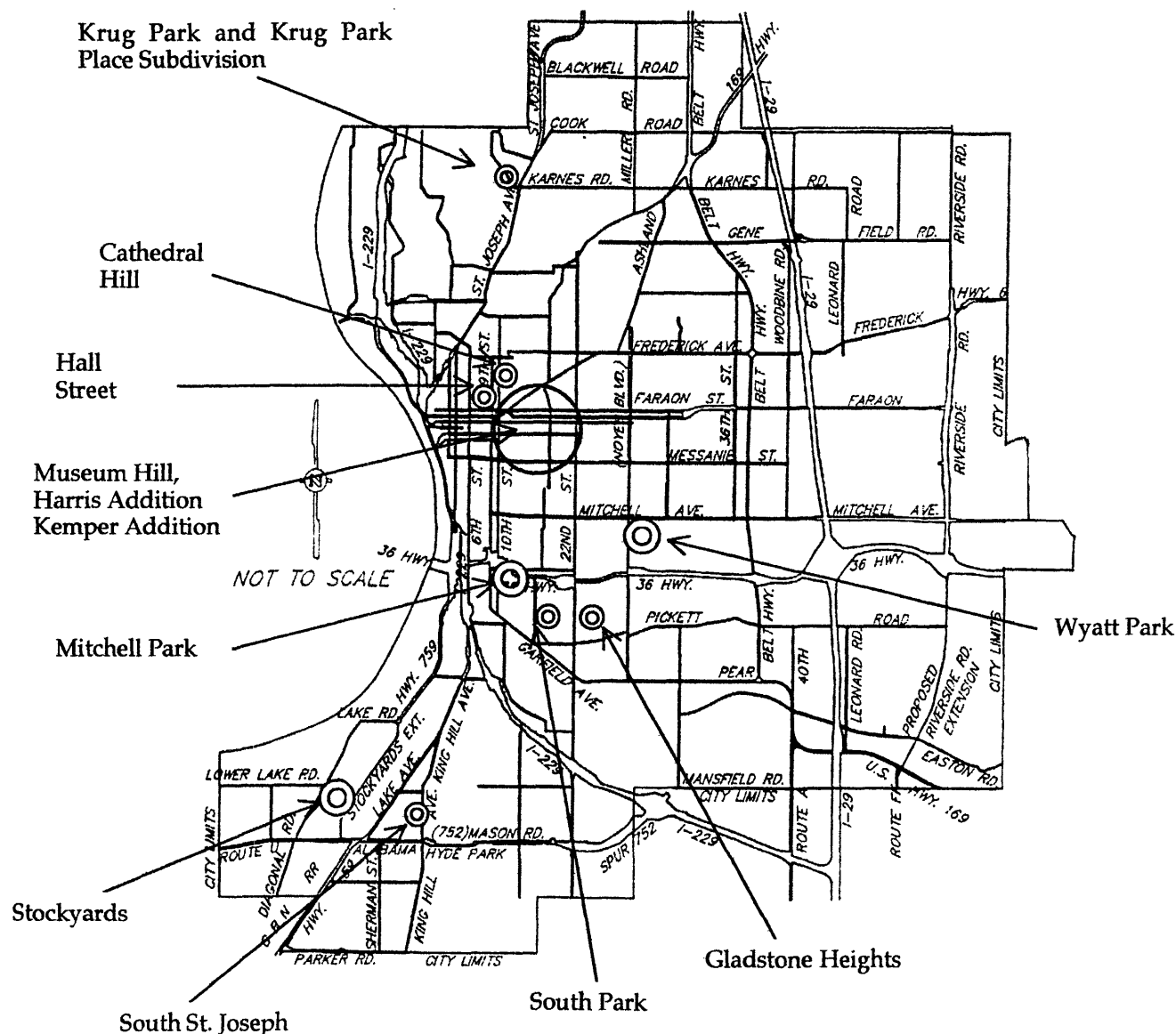
The bustling St. Joseph economy produced a great deal of wealth in the community, not only for the owners of the wholesale and manufacturing companies and the financial institutions that supported them, but also for the owners of brickyards, construction companies and other service industries related to the development of the community. A large middle-income segment of the population emerged in this period, formed by the hundreds of clerks needed to run the local retail and wholesale businesses of the economy, along with the owners of independent small businesses and trade shops. The services of architects and designers were in demand to design both the expansive mansions of the wealthy, as well as the more modest townhouses for the middle class and the real estate speculators who developed properties for sale to the members of the middle class. By 1890, more than a dozen architects were plying their trade in St. Joseph: Francis Beottner, P. E. Meager, Louis Stigers, E. J. Eckel, George R. Mann, W. Angelo Powell and Harvey Ellis were among the architects who made the most important and lasting contributions to the built environment of the city in this period.

The rapid growth in the population of St. Joseph greatly outstripped the supply of housing available for working-income and even middle-income families who came to the community to live and work. Since few of the new arrivals possessed the means or could obtain the credit to buy a lot and construct their own home, speculative home building and the development of rental property became a major local industry in itself. Whether for owner-occupied or rental tenants,

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Approximate locations of some of the residential areas of note developed over the last quarter of the nineteenth century.

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the demand for housing at all income levels greatly exceeded the available supply, to the point where there was little or no risk in the investment and development of property. "Traditional" real estate development companies and investors met some of the demand, but a surprising amount of speculative development was also carried out by individuals who were employed in other capacities who took on the development project as a means of supplementing their income. It appeared as though anyone who possessed the motivation and the means to could develop residential property for rental or resale for the St. Joseph market.

It is nearly impossible to assess the actual number of speculative single-family housing units developed in St. Joseph in this period for rental or resale given the lack of adequate source material. However, a good indication of the market for rental development is reflected in the prolific number of duplex and multi-family properties developed in St. Joseph after ca. 1875. In the Cathedral Hill Historic District (NRHP 6/15/2000) alone, a full one-third (120) of all the properties within the boundaries of the district were developed as duplexes, and more than a dozen additional multi-family units were built there as well. While the proportion of duplexes in Cathedral Hill appears higher than in some other contemporary neighborhoods, the one- or two-story duplex is a common sight throughout the city and contributes a notable character to the streetscapes of St. Joseph. If the experience of Cathedral Hill was an indication of the trend city-wide, a sizable number of these duplexes were built by individuals who were not "developers" in the traditional sense of the word. Developers of duplexes in Cathedral Hill included people whose occupations, by example, ranged from middle-income persons employed as an insurance broker or a saloon owner, to working-income tradesmen employed as a steam pipe fitter or a carpenter. The speculative development of property was surprisingly not limited to men alone, for the building permit files of the city record the names of many women, including single women, as the developer of record. The demand for additional rental housing units continued throughout the first quarter of the 20th century, whether built in the form of single-family, duplex or multi-family occupancy.

St. Joseph at the end of the nineteenth century had taken on the character of a bustling, mid-sized American metropolis whose fortunes appeared limitless. The U. S. Census recorded a population of 102,000 people in 1900, but many analysts consider this total to be a serious miscalculation and place the actual population in 1900 more in the range of 72,000 (City of St. Joseph 1963:n.p.). Even at this lesser number, the population had still grown by more than 25 percent over the preceding decade. While the manufacturing and distribution companies remained as the foundation of the local economy, the expansive growth of the stockyard industry moved the economy to a higher plane in 1897 with the entry of Swift and Company as the majority partner in the Livestock Exchange. The Census Bureau reported in 1902 that the meatpacking industry in St. Joseph accounted for 20 percent of the city's entire labor force in the manufacturing sector, and that the local livestock market had grown to be the fourth largest in the country (Snider 2003:21-23).

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Speculation in land for new residential areas continued, causing annexations of larger areas to the east, and to the south in the King's Hill area adjacent to the stockyards in 1899, now known as South St. Joseph. Another annexation followed in 1909 with the inclusion of areas that extended the city's eastern limit, in part, to 36th Street. More than 122 subdivision or re-subdivision plats were filed between 1890 and 1910; once again, much of this new subdivision activity was located in areas of the city inside the earlier 1889 city limit.

The final phase in the development of the streetcar system in St. Joseph was completed at this time with the addition of the Messanie Street line to the east in 1890, the South Park line to the south in 1900, and the Grand Avenue-Prospect Street line to the north in 1909. Over forty miles of electrified, double-track car lines were in service, providing much of the city with a form of "rapid transit" that was not possible with single-track lines. Unfortunately, though, many of the same 50-foot wide streets over which the double-track street car lines had been developed were major thoroughfares, either as destination streets for shopping areas or other business activity, or for vehicular traffic movement to and from major destination centers within the community. While the streetcar system could coexist with horse-drawn carriages and drays, an unforeseen conflict arrived with the era of personal transportation brought about by the automobile.

The Progressive Reform Movement swept the nation in the late 1880s along with its related architectural and city planning component, the "City Beautiful Movement", propelled by the grand "White City" of the World's Columbian Exposition in Chicago in 1893. St. Joseph's first definitive response to the new era of civic improvement came in the form of the donation in 1890 of Krug Park to the City of St. Joseph and its newly-formed Board of Park Commissioners by Henry Krug, Sr. (St. Joseph Park and Parkway System, NRHP 1/20/1995). Krug had retained ownership of the park following the sale of his Union Railway Company to the People's Railway Company earlier in the same year. The transfer of the park to the City was a great civic gesture that may have also been spurred to some degree by the example of Kansas City in developing a park and parkway system begun the year before under the guidance of landscape architect George Kessler. Krug was also motivated to a degree by his interest in developing the Krug Park Place Subdivision at the park's entrance (Krug Park Place Historic District, NRHP 8/01/2002), which had languished due to its remote location outside of the city limits. Krug Park opened to the public in 1902 after improvements made following its annexation in 1899; the small subdivision, in spite of its visibility in proximity to this highly popular park, would take nearly a half century longer to completely fill out.

The park system grew slowly with the donation of land in 1908 for Bartlett Park by the Bartlett Brothers Investment Company, but there was a need for a plan to integrate park development into the city's other infrastructure. There is little doubt that the City's leaders were envious of the park and parkway systems that had flourished under Kessler's design and oversight in Kansas City, St.

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Louis and Memphis, among others. They also had seen how successfully these planned systems had generated new housing development in their surrounding areas, while also giving each city an air of sophistication and civic pride not ignored by each city's boosters. No one knew the relationship between civic improvement and utility better than Charles Mumford Robinson, the great promoter of civic beautification. The Ad Club of St. Joseph retained Robinson's services in 1910 to devise a comprehensive plan for civic amenities throughout the city, which resulted in a plan for a series of connecting boulevards and parkways, anchored by a series of parks and recreational areas. The plan was based heavily on the concepts developed by Kessler in Kansas City and elsewhere, and so it was appropriate that Kessler was hired to translate the concept for the system to a workable design. Kessler completed his plan for the park and parkway system in 1912; the plan was revised and reduced in scope by landscape architect George Burnap in 1916. It would be another decade before a bond issue authorized by local voters would bring the majority of the existing system into reality.

The civic improvement plan by Robinson came at a fortuitous time for St. Joseph, which had just entered the Age of the Automobile. In 1909, there were only three dealers of automobiles in business in St. Joseph, and it is difficult to know if Robinson or Kessler had any inkling of the impact the machine would have on St. Joseph, or any city. Luckily, the transportation element of the park and parkway system would work equally well for horse-drawn vehicles as it would for cars, if not more so, because automobiles would prove to make parks and the landscaped drives of the parkways more accessible to the public. Automobiles were only affordable by the wealthy at the time, and the planners likely only perceived the machines as a pleasure vehicle, rather than a necessity. But, the opening of the Farmer Automobile Company in 1911 at the corner of Frederick Avenue at North 13th Street would change that perception, and change it quickly. The Farmer Automobile Company was the first Ford dealership in the city, and it was Samuel R. Farmer who introduced the Model T Ford to the ranks of the city's middle class. By 1913, eighteen automobile dealerships were in business in the city, and each Saturday's issue of the *St. Joseph News-Press* would devote nearly a half column of space to report the sales of cars by local dealerships.

The full impact of the automobile on the city was not felt until after World War One, but even the limited ownership of cars did have its impact in the interim. The garage began to become a commonplace element of the residential lot, commonly located along the rear alleys of residential areas. The steep topography of St. Joseph did not always permit the construction of garages in rear yards, and this challenge gave rise to the unusual "embankment garages" excavated into front, side or rear yard lawn terraces throughout the city. The earliest of these distinctive features of the city's streetscape may be the embankment garage developed on the property of Dr. Frederick P. Cronkite at 2015 Francis Street (part Harris Addition Historic District), built ca. 1904.

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Apart from the automobile and the development of general interest in civic improvements, the new century also brought with it new ideas in residential design and a new approach to the operation of the households. A public water supply, a public sewer system, electrical service and a natural gas supply had all been developed beginning in the 1870s and early 1880s. At first a luxury affordable only by the wealthy, the connection of homes to these basic services had become commonplace by the turn of the century, and would eventually be mandated. The indoor bathroom supplied with hot water and the fully serviced kitchen became affordable for all but the least fortunate of St. Joseph's citizens. The rigid, formal space planning of the Victorian-era home slowly gave way to more informal, more open floor plans on the first floor of houses, giving rise to the bungalow and the four square as the common house type of the middle and upper-middle income families of the city. The decoration of houses changed with it, as the preference for the elaborate decoration of the Italianate and Queen Anne gave way to simpler treatments in the Craftsman and Colonial Revival styles.

The development patterns of the city prior to World War One remained largely unchanged, with the construction of residences continuing in areas like the Harris Addition, Cathedral Hill, Mitchell Park and the adjacent South St. Joseph Addition, still not fully developed even after the passage of a half-century since they were first opened for development. Other areas of the city like Wyatt Park and the other eastern suburbs to the north of Wyatt Park lying east of 22nd Street were all gaining momentum for residential development, but it was South St. Joseph, in the neighborhoods adjacent to the stockyards, that grew the fastest-- from a population of about 1,000 in 1898, to more than 15,000 in 1927 (St. Joseph Chamber of Commerce 1927:n.p.).

The majority of new subdivisions made after the turn of the 20th century followed the grid plan of the rest of the city. However, both before and after the planning for the city's Park and Parkway System was begun, aspects of City Beautiful Movement design began to be introduced in selected areas. Dewey Avenue, between Auguste and Cherry Streets in the north end of St. Joseph, was developed in retrofit in ca. 1913 with a grassy median planted with trees and flowerbeds as a part of George Kessler's planned approach to nearby Prospect Park (Dewey Avenue-West Rosine Street Historic District, NRHP 8/01/2002). Even though the purchase and development of Prospect Park never materialized as a result of a landowner's lawsuit, the median on Dewey Avenue remains as the sole element of the plan. Other City Beautiful-inspired improvements, though, came about by private initiative in the subdivision design process. One of these areas was Westminster Place Subdivision, located at North 25th Street and Frederick Avenue, which was recorded in February of 1905. The subdivision plat employed 25th Street as an axial entrance drive with a center grassy median that terminated in a rudimentary *cul de sac*. This relatively rare example of a "court" subdivision plan is notable at this early date, since it is a plan most often associated with the "bungalow courts" of Pasadena and Los Angeles a few years later in the century (Winter 1980).

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Another subdivision designed with City Beautiful design traits was the nearby Fairleigh Place Subdivision, which was laid out on the site of the former Tootle estate in July of 1915, designed by landscape architect W. H. Dunn of Kansas City. The inner and outer circular drives of the subdivision were nothing short of revolutionary in character for the city. The few curvilinear streets in existence in the rest of the city had been developed out of necessity due to topographical conditions or to avoid other barriers to through streets (like railroads), but apparently never before had circular drives been developed purely as a design intent. The "circle" forms of subdivision plans had been in vogue in other cities for several years, but the concept apparently was not met with great favor in St. Joseph, where many of the lots in Fairleigh Place lay undeveloped until after World War Two.

A final notable change in the planning of subdivisions in the early twentieth century came about in 1905 with the platting of land along the meandering curves of an old rural roadway called "Lover's Lane"-- the same road made famous in the poem by Eugene Field entitled "Lover's Lane, Saint Joseph" published in London in 1890. The meander of Lover's Lane was caused by its adherence to a ridge top separating two draws in the northeastern corner of the city. Unlike many other early roads that were brought into the city's street matrix, no attempt was made to straighten the road as a means of making the division of lots more regular. The changing elevation of the curving roadbed created a picturesque setting for the development of housing built along it over the next half century. The character of this old road may have played some role in the planning and design of the Northwest, Northeast and Corby Parkways in the surrounding areas during the 1910s and 1920s.

World War One marked something of a turning point in the fortunes of the St. Joseph economy. The wholesale distribution industry in the city had begun to experience the slow and insidious effects of a changing marketplace as direct catalog retailers like Sears-Roebuck and Montgomery Ward were bringing about a major change in the retail landscape of America. Chain department stores like W. T. Grant, F. W. Woolworth and J.C. Penney were also appearing on America's Main Streets. The new retail giants cut out the "middle men" of St. Joseph by purchasing goods directly from the manufacturer and distributing the merchandise from their own warehouses. While the settlement of the Southwestern states was still a strong potential market for the wholesalers of St. Joseph, the opening of the Frisco Railroad Bridge in 1892 across the Mississippi River in Memphis slashed shipping costs to this region. The manufacturing sectors of the St. Joseph, and particularly the manufacturers of clothing, soon saw stiff competition from the cloth and apparel mills that were opening in the Southeastern states, particularly in North and South Carolina. Finally, the opening of the Panama Canal in 1902 also had a hand in St. Joseph's fate by dramatically cutting the costs and time for shipping goods from east to west, and allowing imported goods to by-pass the railroad network almost entirely.

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The downturn in the fortunes for the manufacturing and wholesale industries is reflected in the Census statistics for the city in 1910 and 1920, which showed only a gain of 500 residents to 77,900 over the decade, thereby suggesting that some out-migration of the population had already taken place. Even so, some of the slow loss of employment in the wholesale and manufacturing sectors was offset by the continuing growth of the livestock industry and the development of other new sources of employment and commerce. The establishment of the Western Tablet and Stationery Company (now Meade Corporation) in the Patee Town area in 1915 was a welcome addition to the city, growing from a single manufacturing building at the outset to a complex covering five city blocks by the outbreak of World War Two. The milling of grains and the distribution of packaged flours had been a mainstay of the local economy since the establishment of the National Biscuit Company mills and the Aunt Jemima Mills Branch of the R. T. Davis Milling Company. The purchase of the Aunt Jemima Mill by Quaker Oats in 1925 and its investment in a new manufacturing plant and elevator in 1928 and 1929 brought new life to this segment of the local economy.

Though the majority of development in the 1920s was still continuing to fill in the older neighborhoods of the city, it can be said that the automobile was beginning to have a true impact on development patterns in St. Joseph. The assembly line approach to automobile manufacturing had made the Model T Ford and its competitors affordable to the middle class, thus not only allowing the worker to live farther away from a place of work, but also, allowing the worker to live farther away from the streetcar line. Automobile ownership in Buchanan County had increased to 17,857 cars by 1926 (St. Joseph Landmarks Commission, "Transportation...." 1995:9), which was only a slightly smaller number than the 20,259 single-family residences in the city at this time (St. Joseph Chamber of Commerce 1928:n.p.). The parkway system for St. Joseph, which had been stalled by the war, took on new life in the mid-1920s and was largely finished by the end of the decade. Areas of the city that had at one time seemed remote were suddenly quite accessible for development, particularly in the northeast in the area surrounding Ashland Avenue and Lover's Lane, and in the southeast to the north of Bartlett Park. Even so, the pattern of residential development did not rush into the more remote areas, but development did begin there.

The effects of the Modernist design movement began to become visible in St. Joseph in the early 1920s as houses and other buildings were designed and built in the Minimalist Traditional style. The new preference for smoother wall surfaces, reduced decoration and flattened cornices made slow inroads in the community at first, but gained momentum as the decade progressed. Some owners of existing, nineteenth century residences were determined to "update" the appearances of their homes, spurred on by articles in national magazines like the *Ladies Home Journal* and by advertisements prepared by building product companies and distributed through local supply houses. Asbestos siding, wrought and/or cast iron posts, and steel frame windows were all

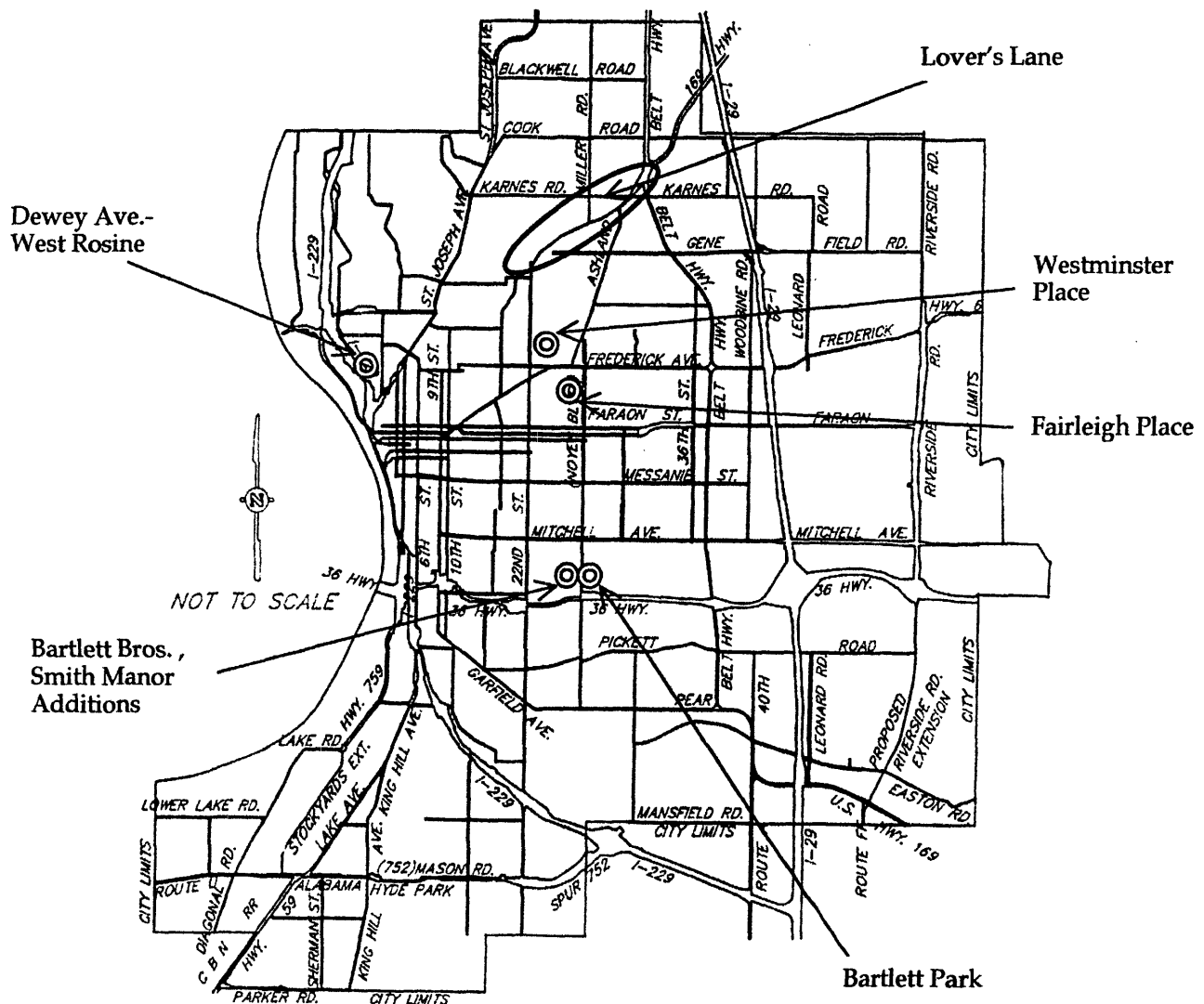
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Approximate locations of some of the notable early 20th areas of residential development.

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among the elements of the more "modern" house that had been put in service in new and existing housing in St. Joseph before the end of the 1920s.

The Stock Market Crash of 1929 and the Great Depression that followed did cause a significant impact on the economy of St. Joseph, as it did in the rest of the nation. The city's population peaked at a level of 80,935 in 1930, followed by an out-migration of 4,000 people over the ensuing decade; four decades would pass before the population of the city surpassed its 1930 level. Unemployment would reach 17.5 per cent in 1939. The population loss and unemployment levels are reflections of the closure of some of the city's manufacturing and wholesale concerns, and the slow down in production in others. However, while the times were difficult in St. Joseph, residential development in the city did not cease entirely. Permitted building activities during the 1930s never dropped below \$250,000 per year, and averaged \$450,000 from 1930 to 1939 (Polk 1930-1940). Another indication of the level of growth is represented by the increase of single-family housing units in the city, which increased by 3,027 residences between 1928 and 1946. In spite of the economic constraints of the Depression and the shortages of some building materials during World War Two, the city nevertheless added, on average, 168 houses per year to the local housing stock. Since a great deal of other residential construction activity did not require the issuance of a building permit, the actual impact of additional investment is unknown, though it must have been higher. It is also not known what impact the Federal Housing Administration loan programs had on the city in the late-1930s and 1940s. There is evidence that FHA loan activity was taking place in the city at this time, but the actual amount of investment and the numbers of projects for new construction and home remodeling is not known.

The location of new houses built in the 1930s and 1940s are widely distributed throughout the St. Joseph community, built in both "newer" areas like those opened along Lover's Lane, as well as older parts of the community in north St. Joseph, like the Harris Addition and near the stockyards in Kings Hill, among others. One of the only areas where houses from this period are clearly concentrated is the area of Jackson and 29th Street in the Bartlett Brothers Addition and Smith Manor Addition, where Cape Cod and English cottages from the 1930s are mixed in with Minimalist Traditional gable and wing cottages dating from the late-1940s and early-1950s, some developed perhaps under the auspices of the "G. I. Bill" for returning veterans.

The returning veterans of World War Two and the later Korean conflict found St. Joseph to be a different place than a decade before, with an improving economy and new employment opportunities. The significance of the wholesale trade was still present, but waning, and was being replaced by the position of the city as a warehouse and distribution center for the region west of the Missouri River. The livestock market continued strong. The demand by the veteran for automobiles peaked in the first five years of the 1950s, thus insuring the end of the city's streetcar era— first, with the conversion of streetcars to rubber-tired, electrified buses, and then, in 1966, with the

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dismantlement of the entire system. The era of the "Automobile Culture" was firmly in place in St. Joseph.

The post World War Two housing boom was slow to develop in St. Joseph, and unlike many cities, St. Joseph never saw the creation of entirely new neighborhoods populated solely with "G. I. Bill" housing. However, a clearly new pattern of subdivision development and housing activity became evident ca. 1950. Between 1946 and 1960, seventy-six new subdivisions were filed in St. Joseph, suggesting an increase in land speculation comparable with the activity that that taken place in the nineteenth century, particularly in the decades of the 1850s and 1880s. Of these subdivisions, though, all but a handful were filed in areas of the city located outside of the 1889 city limit. Between 1951 and 1961 the city saw the construction of an average of 224 houses each year (St. Joseph Chamber of Commerce 1957, updated 1965:153), even though the population for the same period only increased by one per cent (Metropolitan Planning Commission of Greater St. Joseph 1972:2). The trend had clearly changed from the long-standing pattern of residential development occurring predominately inside the nineteenth century core of the city, to development largely concentrated outside of the city limits in place at the century's start. For the first time in the city's history, the central city core began to see a reduction in population. It should come as no surprise, then, that the City of St. Joseph moved in 1958 to take advantage of the post-War housing boom by making in its largest annexation of land in the city's history, nearly doubling the city's area in the balance.

Not only had the much of the pattern of development changed, but the style and approach to subdivision development changed with it. In some cases, housing development occurred in subdivisions that adhered to the traditional gridiron street plan of the city, but this was mostly confined to areas like Gladstone Park and the subdivisions east of Bartlett Park, which had been platted some years before World War Two and were just then beginning to become marketable for new housing. In most other cases though, and particularly in areas opened for development after World War Two, the plans of the new subdivisions departed radically from the grid in favor of curvilinear street plans with limited connections to the surrounding street pattern. A good example of this approach can be found in the Lover's Lane Acres Subdivision in the city's north end, first platted in 1948 (Plat #12911, July 6, 1948). These subdivisions were exclusively designed with the automobile in mind: the curvilinear street plan was intended to slow traffic movement and to minimize sight lines. The street plan was also commonly disconnected from most of the surrounding street matrix. This approach reduced the impact of through-traffic, thereby reducing or eliminating the need for wider "collector" streets within the development to accommodate traffic generated from outside the subdivision boundaries. Some of the subdivisions platted and begun prior to the annexation of 1958 were designed without the additional expense of sidewalks, which was done generally in reflection that pedestrianism, in the age of the automobile, was as much a thing of the past as the gas street light.

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Finally, a new approach to development was initiated as the land developer and the speculative builder became one in the same person. For the most part in St. Joseph's experience, a land speculator would subdivide land and sell lots to others, who would then develop housing. Only one earlier land developer-builder project has been identified in the city, which was the development of the Charles Nowland subdivision with duplex rental units beginning in 1899 (Dewey Avenue-West Rosine Street Historic District, NRHP 8/01/2002). The new approach differed with the exclusive development of owner-occupied, single-family houses, or, as one real estate agent of the period put it, "(m)ore young people of today apparently are seeking to own their own homes than the group that preceded them" (St. Joseph *News-Press* August 24, 1958). A good example of the developer-builder subdivision can be found in the Hilltop Subdivision located on South 28th Street at U.S. 36, where 86 speculative houses were developed by the firm of Strader & Son beginning in September of 1956 (St. Joseph *News-Press*, September 19, 1956). Similar developer-builder projects were centered in the area of Lover's Lane near its intersection with Northwest Parkway.

The new patterns and approaches to residential development in the post World War Two era brought with it new types of houses and a different approach towards the siting of residences. The City of St. Joseph had adopted a new comprehensive zoning code and subdivision regulations in 1947 based upon national models for the modern automobile age. The new lot standards provided the perfect setting for the various forms of the ranch house and its other contemporaries, which nearly always were designed with their axis set parallel to the street, separated from the street by generous front-yard setbacks. The usable front porch all but disappeared and in effect was commonly replaced by the front-facing garage built integral to the house.

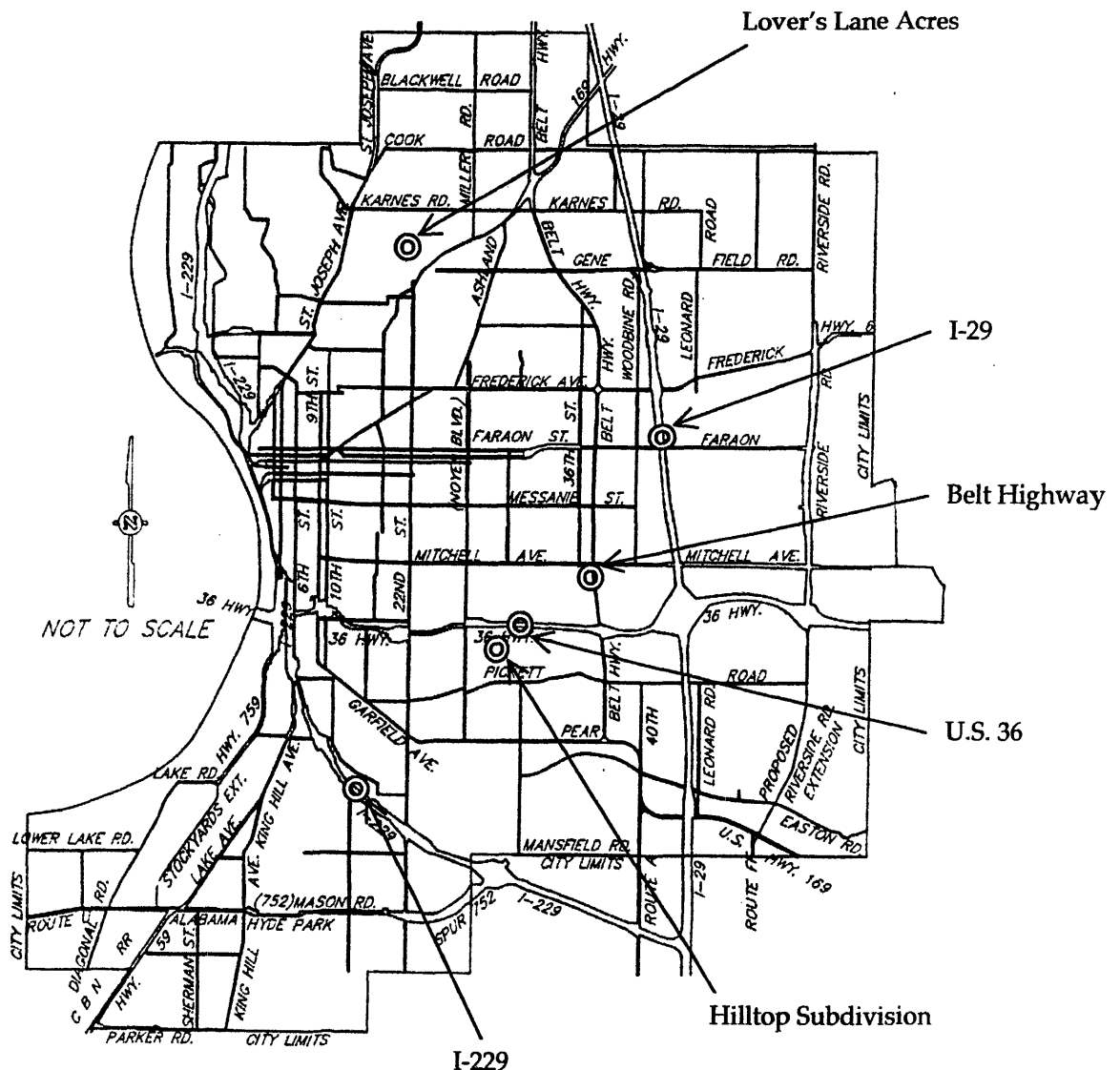
The construction of housing during the 1950s was, of course, not solely limited to the outlying areas included in the annexation of 1958. Older subdivisions like Westminster Place and Fairleigh Place saw the construction of new houses in the mid-1950s, which effectively "built-out" the areas by filling their remaining vacant lots with houses. But it was at this time that the negative stigma of buying a house located "west of 22nd Street" began to be attached to the oldest core of the city, and property appraisals slowly declined in these areas. Some of these oldest neighborhoods of the city were seeing neglect and abandonment of residences on a large scale, as older residents passed away and others relocated to more desirable parts of the city. The City developed an interest in clearing areas of "slums and blighted areas" after the adoption of the federal Housing Act of 1954, which favored, in part, the identification of "urban renewal areas" in cities like St. Joseph, and provided funding for their clearance. The City prepared the first of several applications for Urban Renewal funding beginning in 1957, first targeting the area of King Hill, bound by King Hill Avenue, Cherokee Street, the Stockyards, and Iowa Street (St. Joseph *News-Press*, August 8, 1957). It is not known if the application was funded or if the project was ever completed as designed, but other urban renewal projects and demolitions associated with various public building projects would occur over the next decade.

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The demand for new housing continued strong, rising to 30,345 units by 1966 (Howard Needles Tammen & Bergendoff 1968:61), and to a large degree, the pattern of its development remained unchanged. Over the preceding decade, however a number of significant events took place in St. Joseph that culminated in ca. 1966, effectively ending the historic period for the city's residential development.

The first of these watershed events began in 1956 with the announcement by the Federal Highway Administration of the proposed right of way for Interstate 29, proposed to connect St. Joseph with Interstate 70 at Kansas City. Construction of the interstate was completed to Frederick Avenue in 1961, followed by its completion to the Andrew County line in 1963. This was followed in 1965 with the relocation and redevelopment of U.S. 36 as an "interstate-quality" limited access highway through the city from I-29 to the Missouri River. In 1966, construction was begun on the development of Interstate 229, also known as the "West Belt Highway", completed into the downtown of St. Joseph ending at that time on St. Joseph Boulevard. The construction of I-229 served to launch a massive urban renewal project in the downtown for the construction of interstate access ramps, the development of parking garages, new development sites, and the removal of 91 "sub-standard buildings" (St. Joseph *News-Press*, May 4, 1967). The project area was eventually included an area bound by Antoine Street, Messanie Street, 12th Street and the Missouri River. The human impacts of the transportation and urban renewal projects were expected to require the relocation of 4,804 families. The City's Planning Department forecast that another 3,454 families would be dislocated "if all the proposed urban renewal projects were carried to completion" (St. Joseph *News-Press*, April 30, 1967). Since the average household in 1966 contained 2.7 persons, some 22,296 persons in the city (25 percent of the total population) could have been uprooted from their homes. Thankfully, the extent of federal aid and changes in the projects did not achieve the original forecasted effect, but there were residential areas of the city that were impacted significantly. Portions of Mitchell Park and much of the South St. Joseph Extension areas were cleared for the construction of I-229 and U. S. 36; the development of the I-229 interchange at St. Joseph Avenue did the same. Scores of houses, including some of the city's oldest, were demolished for the widening of St. Joseph Avenue as a four-lane, limited access roadway between I-229 and Middleton Street. The urban renewal program for the downtown area caused many houses to be demolished in the area of South 8th and South 9th between Angelique and Felix Streets, and to the south in portions of Patee Town. Later initiatives in the 1970s and 1980s to clear blighted properties on a lot-by-lot basis had an additional impact, spread widely across the city.

The middle 1960s saw other events take place that would contribute significant changes to the residential environment of the city. The opening of the city's first modern shopping centers on the Belt Highway (former U.S. 71, now U. S. 169) in 1966 quickly and finally changed the focus of retail sales away from the city's downtown. More than 500,000 square feet of retail space contained in three shopping centers opened to the public within the span of a six-month period in 1966, including

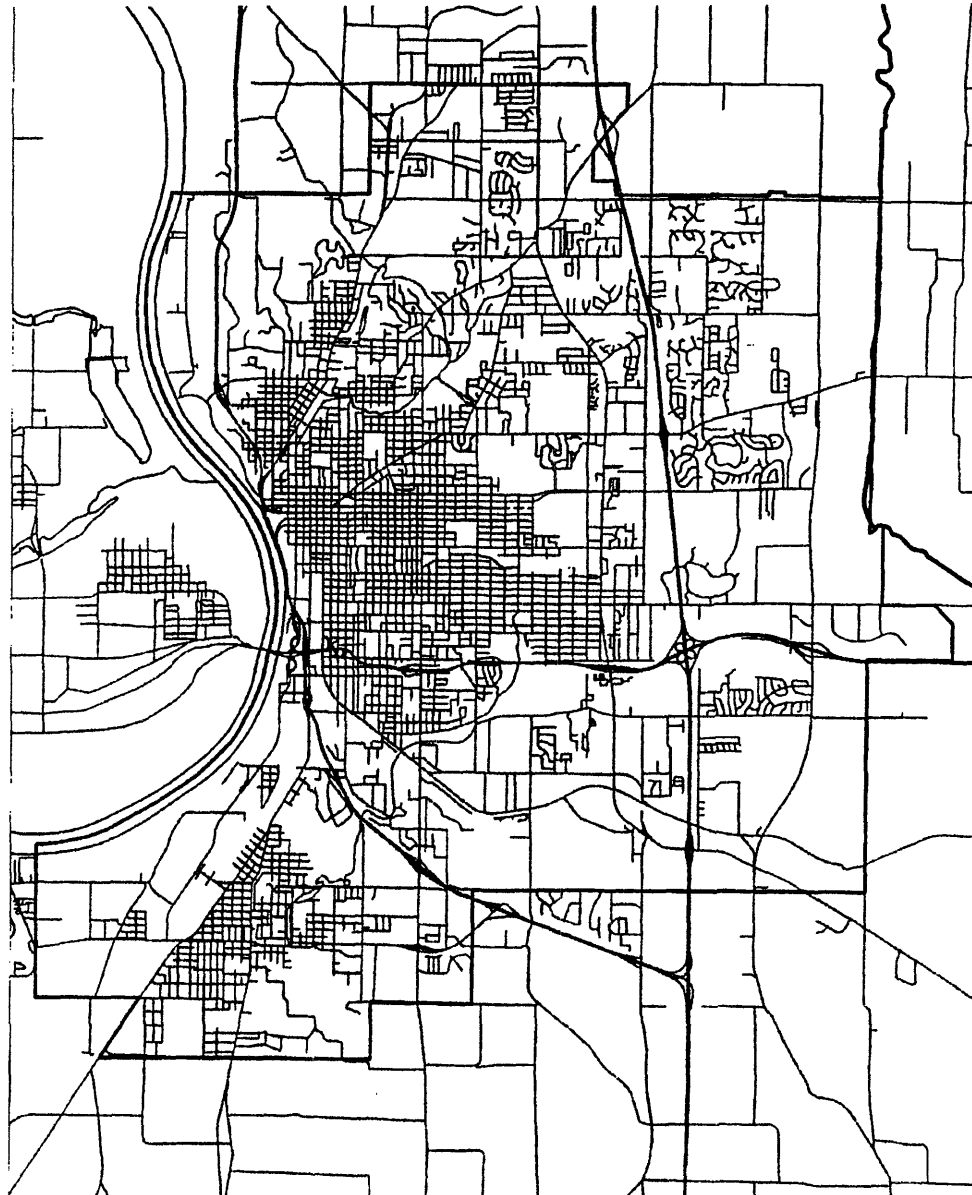
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The subdivision planning standards established in the late-1960s in St. Joseph created a startling difference in street configuration as can be seen in this simple "wire-frame" street map.

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the city's first indoor shopping mall, the East Hills Mall at Frederick and the Belt Highway. Other shopping centers soon followed, resulting in the redevelopment of the Belt Highway into the bustling shopping strip that it is today.

There were other events which had a direct impact on the pattern of residential development in St. Joseph in ca. 1966, such as the closing of one of the two Swift-Premium meatpacking plant in 1965 which signaled the decline of the stockyard industry. The change that had its greatest impact on housing was the adoption of new housing and subdivision regulations by the City of St. Joseph in 1968. The new regulations established minimum lot sizes for each zone, minimum footprints for residences, and deep front and side yard setback requirements that guaranteed lower-density housing in single-family neighborhoods. The subdivision regulations encouraged the design of subdivisions with curvilinear street patterns, wide street widths, limited on-street parking, and permitted the use of true *culs de sac* for the first time. When one examines a contemporary street map of St. Joseph, the neighborhoods established after the adoption of the new ordinance are readily apparent, designed in sharp contrast with the character of subdivisions developed even just a few years before. In short order, the character of the design of the houses that were built in these subdivisions changed as well, as the ranch house gave way to new forms of suburban homes.

The close of the historic period in ca. 1966 left St. Joseph as a mature, but still evolving city, struggling with the effects of a changing economy, the suburbanization of its retail base, and an urban core in decline. Much of the residential development that has occurred in the city in the years since ca. 1966 has been located within the 1958 city limit, but not all. The development of some outlying subdivisions, the development of Missouri Western State College, and the development of an interstate-accessible industrial park combined to motivate the city to make small annexations in 1966, 1968, and 1972. The city limit established in 1972 is unchanged to the present day.

Urban renewal activity in the city peaked in 1972, though the condemnation and clearance of highly deteriorated residences has continued over the years on a piecemeal basis. The net effect of the clearance of blighted properties has caused some historic residential areas to suffer a loss of their sense of time and place, which makes them no longer eligible for consideration for National Register listing. However, also in 1972, the City of St. Joseph began to recognize the importance of its historic resources, and initiated the first in many years of city-funded historic resource surveys. The momentum begun in 1972 has grown over time, and citizens have responded accordingly by returning in increasing numbers to re-invest and live in the city's historic core. The designation of several National Register historic districts beginning in 1979 with the Hall Street Historic District has served to encourage redevelopment activity, as have the establishment of the St. Joseph Landmarks Commission and its local designation of residential preservation districts. The stigma against buying property located to the "west of 22nd Street" has abated to a large degree.

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The intent of this amendment to the Multiple Properties Document for the historic residential resources in St. Joseph is to serve as a tool that may continue the momentum already in place for years to come, and to permit the listing of additional eligible properties and districts throughout the city.

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ASSOCIATED PROPERTY TYPES

Two Associated Property Types have been identified to evaluate the development of St. Joseph's residential resources within the period of their Historic Context spanning 1843 to ca. 1966. The first Property Type, Residential Historic Districts, recognizes that residences sharing a common association of place can possess significance for the historical or architectural trends that developed and changed the area over time. The second Property Type, Individual Historic Resources, recognizes that some residences possess historical significance unto themselves because of their architectural qualities or by association with important individuals, events or trends that shaped St. Joseph in important ways. An explanation of the characteristics of both Associated Property Types follows:

1. RESIDENTIAL HISTORIC DISTRICTS

Description of Residential Historic Districts

When this document was prepared, there were nine residential historic districts previously listed on the National Register of Historic Places; they contain a total of approximately 1,473 buildings. A list of these resources is included in the Appendix to this document. Another eight residential historic districts have been previously determined eligible by the staff of the Historic Preservation Section of the Missouri Department of Natural Resources, based upon previous action under Section 106 Review.

St. Joseph has often been described as a city composed of very distinctive neighborhoods, and it is clear that historic neighborhoods are a significant part of that impression. The historic neighborhoods of the city are diverse both in terms of size and general character, ranging from areas containing perhaps only two dozen structures to expansive areas of several hundred properties. One of the interesting traits of many historic neighborhoods developed in St. Joseph prior to World War Two is the pattern of economic diversity represented by their residences, where lower-income residences of perhaps 500 square feet stand in relatively close proximity to grand houses containing 5,000 square feet. There are a few pre-World War Two neighborhoods that were more exclusively upper-income or exclusively low to moderate income (such as South St. Joseph adjacent to the Stockyards), but they are not the general rule. Neighborhoods developed after World War Two had a tendency to be far less diverse in terms of the income of the original occupants. The historic districts previously listed in St. Joseph contain resources that reflect the patterns of St. Joseph's historical development as put forward in this listing, and the same is true for neighborhoods that have only been determined eligible for listing.

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Historic districts possess an extensive range of potential building types, architectural styles, construction materials, elements of setting and common associations. The following discussion provides a general overview of these traits as they appear in St. Joseph:

OCCUPANCY TYPE.

Most residential historic districts contain a blend of historically single-family, duplex and, to a lesser degree, multi-family occupancy buildings. Residential areas developed prior to the city's first comprehensive zoning code may contain a variety of non-residential uses, including industrial, commercial, educational, and religious buildings. Following the adoption of the new zoning code in 1947, it was rare to find new subdivisions in which any use other than residential was permitted, save for religious buildings.

SCALE.

The single-family resources within residential historic districts range from one to two and one half stories in height, a few with towers or projections that can exceed the equivalent of three stories. Only a limited number of multi-family residences exceed three stories in height.

CONSTRUCTION MATERIALS AND METHODS.

Frame construction. The earliest residences of St. Joseph were built with log construction, but it appears that no examples of this earliest construction method survive to this day. Heavy timber framing replaced logs in the construction of residences during the second quarter of the nineteenth century; the earliest timber framed homes used hand-adzed timbers, but sawn timbers became commonplace by ca. 1850. Balloon framing was introduced in the middle nineteenth century and became the standard for frame houses after the Civil War and throughout the remainder of the historic period. There are a few known examples of houses surviving in the city that employed the ancient European technique combining frame construction with brick nogging for insulation, which was then covered by a form of exterior cladding. The cladding of frame houses of any type employed weatherboard or wider plank or beveled siding in the nineteenth century, but houses originally clad in vertical board and batten siding are known. Wood shingles became a popular form of exterior cladding beginning in the 1880s; patterns of plain or shaped shingles were often used in combination with other materials, especially to accent gable ends or other architectural elements. Stucco veneer was also adopted as a cladding for frame houses in the late-nineteenth century, as was brick veneer. Both would become more commonly used in the twentieth century.

The diversity of exterior materials for frame houses expanded dramatically in the early years of the twentieth century. Beveled weatherboard remained a standard in wood siding, but sawmills also began to produce varietal wood siding such as shiplap, novelty, radius-edged, and other milled

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wood sidings. Wood shingles used as an accent or as an overall exterior cladding continued to be an important material through the end of the 1930s. Following World War Two, forms of exterior plywood siding were introduced. Exterior cladding with materials other than wood became more common after the turn of the twentieth century. Stucco veneer, brick veneer, stone veneer, cast stone veneer, asbestos shingle, sheet metal, asphalt roll siding, and compositional shingle siding, among others, all came into use. The combination of two or more of these materials on a single house was not uncommon, as was the combination of stucco or brick veneer with weatherboard or another form of wood siding.

Other than the various forms of wood siding, brick veneer, stone veneer and asbestos siding were the materials of greatest significance in the cladding of wood frame houses in the twentieth century. Brick veneer became a common treatment after ca. 1890 with the development of gas-fired kilns that allowed the continuous production of inexpensive, hard-fired bricks. Mass production also permitted the manufacture of raked or other textured brick surfaces, exploded "Dearborn" bricks and ceramic glazed brick in a variety of colors, the most common being a tan colored brick often marketed as "Milwaukee Brick". All of these types of brick were popular from the 1910s through the 1950s. The long and thin brick, often called "Roman Brick", came into general use in St. Joseph after World War Two. Brick veneer remained a major form of exterior cladding throughout the balance of the historic period. The use of stone also increased in popularity at the turn of the century, especially as a form of veneer. Limestone and sandstone were by far the preferred stone materials, and their use became increasingly common between ca. 1900 and ca. 1930, whether dressed or quarry-faced and laid as regularly-coursed, random-range, or rubble-work ashlar. Granite, brownstone and redstone were rarely used as an overall form of cladding and were more commonly reserved for use in architectural details, such as porch piers, lintels and sills for doors and windows, etc. Much the same is true of cast stone and terra cotta. From the 1910s through the 1960s, other forms of decorative stone such as slate and yellow quartzite (commonly called "Crab Orchard Stone") were used in stone veneered residences. Man-made asbestos shingle and asbestos plank siding were introduced in St. Joseph immediately after World War One, and they became extremely popular as an exterior cladding in both new construction and modernizations of earlier. Patterns of asbestos siding in evidence before ca. 1960 include the smooth-finished, square-edged shingles and planks; and, the light-textured, wood-grain shingle with either square or serpentine drip edges. The heavily-striated square edged asbestos shingle intended to imitate wooden shake siding was introduced later in the historic period, ca. 1960, and was used almost exclusively on new construction.

Load-bearing Masonry Construction. Construction of houses with load-bearing brick masonry was very common in the nineteenth century in St. Joseph: load-bearing stone masonry was far less common. Local kilns were able to produce a high quality hard-fired brick as early as the 1840s. Less

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expensive "salmon" bricks required that a brick residence be covered with a layer of stucco. The adoption of gas-fired kilns and steam driven molding presses permitted the cost of hard-fired brick to drop radically after the mid-1880s, allowing load-bearing brick masonry to become increasingly desirable for even middle income homes. More expensive brick houses often featured stone, cast stone or terra cotta elements used on sills, column bases, lintels, cornices and etc., although it is surprising to see elements of stone commonly used on very modest dwellings. After the turn of the twentieth century, other forms of load-bearing masonry construction superseded brick and stone, including the use of cast stone (generally in the period of ca. 1905-1925), fire-proof terra cotta block (generally ca. 1920-1935), and concrete or cinder block (after 1925). Block construction was most often faced with another material to improve its appearance, such as stucco, brick, or stone.

OTHER SIGNIFICANT ARCHITECTURAL ELEMENTS

Roofing Materials. Apart from wood shingles in the nineteenth century and wood or compositional shingles in the twentieth century, there were several other significant forms of roofing employed in St. Joseph over its historic period. Terne metal and crimped-edge standing seam roofing were common forms of metal roofing in the nineteenth century; in rarer cases, pressed metal shingles were used on houses built in the latter quarter of the nineteenth century and the first decade of the twentieth century. Slate roofing was an expensive but desirable material used during the last quarter of the nineteenth century, sometimes applied in shapes or in contrasting colors to create decorative patterns. Metal roof cresting and finials were often employed as decorative elements in the same period. The twentieth century saw the introduction of concrete and concrete-asbestos roofing, often with barrel tile ridge caps and "knees" ridge intersections. Terra cotta tiles with various shapes and profiles were introduced in the early twentieth century both in color glazed and "natural" glazed finishes, and these tiles generally fall into three categories: "French" rippled tiles, "English" flat tiles; and "Roman" or "Spanish" pantiles, the barrel-shaped tiles often associated with the Spanish Colonial Revival style. Compositional shingle roofing replaced almost all other forms of roofing after the beginning of the Great Depression.

Decorative Trim Elements. The range and variety of decorative trim elements employed in the residences of St. Joseph seems limitless, but several important trends of types are worthy of special attention. By far, the most common and significant decorative trim elements are those fashioned from wood, whether turned, scrollsawn or a combination of both. The variety of wooden trim elements used in St. Joseph runs the gambit from turned spindle friezes and balustrades to gable valences, bargeboard, cornice and console brackets, decorative panels, turned or chamfered porch posts or columns, incised decorative arch fillers, and so on. Some of this material was fabricated in local millwork shops, although it is also clear that a great deal more was made in other millwork

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centers in the country like Chicago and Grand Rapids, and shipped here for sale as stock items. Decorative sheet metal work in both sheet steel and copper is another important trim element, often used for the construction of cornices and cornice brackets, gutter leaders and similar items. Cast iron is less commonly used in St. Joseph as a decorative element, though there are porch railings, window balconettes, brackets and crestings in evidence on some structures. Cast and wrought iron porch posts came into use in the late-1920s and became a standard treatment for new construction as well as the modernization of older houses in the 1940s and 1950s. Finally, terra cotta as a decorative element made an important contribution to the design of a few residences, though it was costly to use and is only seen on very large, expensive residences. Decorative terra cotta panels, whether unglazed, clear glazed or colored, were employed as accents as well as serving other structural needs when needed. Though the brick manufacturers of St. Joseph had the technology to create architectural terra cotta pieces, most of the material in evidence likely came from established fabricators in Chicago, Milwaukee, Buffalo or New York.

Architectural Glazing. While architectural glazing is not normally considered an element for discussion of exterior architectural elements, the use of forms of architectural glazing in residential applications in St. Joseph is prolific enough to warrant discussion here. Glasswork in all of its forms--stained, painted, fused, etched, engraved, textured, beveled and just plain leaded glasswork--abounds throughout the city, used on residences of nearly all income levels. There were several glass window fabricators at work in St. Joseph during the nineteenth century, and there is little doubt that a good deal of the of the glass panels in evidence in the city were made locally. However, the sheer volume of the decorative glass also suggests that a certain amount must also have come from non-local sources, both as "stock" items from the large decorative glazing studios of Chicago, as well as studio work from some of the premier stained glass makers of New York, perhaps including names like LaFarge. Architectural glazing tends to be placed on the front of homes, in transoms and sidelights surrounding a door (which might be fitted with glazing to match), or as transoms above prominent windows. Another common location for decorative glazing is in a large window located on a middle stair landing, which made the piece visible from the foyer. Larger, more expensive homes were outfitted with architectural glazing in other areas of the house, as transoms or as window sets in parlors and dining rooms. After World War One, the use of decorative glazing decreased in popularity for residences. Glass block, in either structural or non-structural applications, was probably available in St. Joseph by the mid-1920s; however, there are few residential applications of this material known to exist.

Decorative Concrete. The use of decorative concrete was largely a twentieth century phenomena in St. Joseph. The greatest use of concrete-like material in exterior decoration took the form of cast stone, which was a commonly-used and less expensive alternative to stonework. Cast stone columns, capitals and bases, porch railings and balustrades, and decorative plaques were the most common

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elements fabricated in cast stone, generally in the period of ca. 1905 to ca. 1925. In the 1920s and 1930s as Minimalism took hold in residential design, cast stone became rare, and might only appear as accent corner blocks in blind brick panels set into walls or as window lintels or sills. After World War Two, though, decorative concrete reemerged in residential design in the form of decorative cast concrete blocks, which were often pierced to create a decorative design. Cast concrete blocks only had limited impact in St. Joseph, being used in the formation of screen walls in carports, as vents for foundation crawlspaces, or occasionally as balustrades surrounding a patio. Cast concrete blocks fell out of general favor for residential applications in the mid-1960s.

ARCHITECTURAL STYLES

Architectural styles used on residential resource in St. Joseph generally followed national trends and tastes. This does not mean that a style was abandoned completely as soon as a new one gained popularity; instead, "periods" of architectural styles overlapped here much as they did elsewhere in the nation. It is also not unusual to find one or more architectural styles blended together in the same building as part of its original design.

Nineteenth Century Styles.

The earliest residences of St. Joseph were designed in the Greek Revival style, built within the original town plat of 1843 and nearby in the new subdivisions that spread outward from this core. Only a few of these "close in" houses survive today due to the outward growth of commercial and industrial activity into areas formerly developed as neighborhoods. However, there are other examples of Greek Revival houses to be found in areas remote from the original town plat, on lands developed as suburban estates or as farm houses. Whether built "in-town" or originally on a remote farmstead, the enthusiasm for the Greek Revival style in St. Joseph was largely gone ca. 1870.

The Italianate style made an immense impact on the character of residential properties in St. Joseph, and it is perhaps second only to the Queen Anne in the sheer numbers of its residential applications. The earliest Italianate houses appeared in St. Joseph ca. 1850, but it was in the decades immediately after the Civil War when the style had its greatest impact on the city. The style began to wane in the 1890s, but there are known examples of Italianate-styled residences in St. Joseph built as late as the end of the first decade of the twentieth century. Consequently, Italianate houses can be found in nearly every quarter of St. Joseph, whether constructed originally on town lots or in more remote estate settings.

The Gothic Revival style had a relatively small impact on the architecture of St. Joseph, more so in the pre-Civil War era than in the post-War years. Only a dozen or so houses with Gothic styling are

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known to exist, and perhaps half of these blend elements of the Gothic Revival with another style like the Italianate or Queen Anne. The limited enthusiasm for the Gothic Revival waned completely ca. 1890.

A somewhat similar experience was shared by the Second Empire style. Most Second Empire influences were developed in St. Joseph immediately after the Civil War in the narrow two-decade span between ca. 1865 and ca. 1885. There are several examples of very substantial Second Empire houses built for upper-income families that are still extant, but the style had limited appeal for working- or middle-income people, based upon the surviving examples in the city. The Second Empire style was also freely mixed with other architectural styles, predominately the Italianate style.

The Chateausque style in its pure form had little impact in St. Joseph in the 1870s and 1880s, but its elements instead were most often folded into houses designed primarily in the Queen Anne style, and even then, only in the design of some of the city's most substantial mansions. The influence of the Chateausque was lost completely by ca. 1900.

The Romanesque Revival also had limited impact on residential design in St. Joseph. There are only a very few examples of the Romanesque Revival in its "pure" or nearly pure form, and most take the form of very large, very expensive mansions of the city's elite built between ca. 1885 and ca. 1895. Elements of the Romanesque Revival were more often mixed with other styles-- predominately the Chateausque and/or the Queen Anne styles-- in the design of residences.

The Queen Anne style, on the other hand, had a major impact on the design of residences in St. Joseph, and examples of residences decorated with its influences can be found throughout the city, built for people of all income levels. Construction of residences with Queen Anne characteristics began ca. 1885 and continued past the turn of the twentieth century; it was the last of the major nineteenth century styles. Designers created some of the most elegant and flamboyant houses for upper middle- and upper-income clients in the city, sometimes freely combining Queen Anne elements with those of the Chateausque, the Romanesque Revival, and the Shingle styles. Houses for lower-income and middle-income families were sometimes highly decorated with Queen Anne elements due to the availability of mass-produced, inexpensive trim elements produced locally or shipped to local suppliers from major millwork centers like Chicago, Milwaukee and Grand Rapids.

Twentieth Century Styles. The population explosion in St. Joseph that began just before the opening of the twentieth century fueled a building boom that lasted well into the 1920s. As a result, the Queen Anne style remained an extremely important architectural style for houses constructed between 1900 and World War One. By ca. 1905, however, the Colonial Revival and the Craftsman

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styles had begun to capture the attention of speculative house builders and architects alike. The Colonial Revival and the Craftsman styles became the two most important architectural rivals for the tastes of all income levels in St. Joseph before the Craftsman style waned in popularity ca. 1930. The Colonial Revival remained a significant form of architectural detailing through the end of the historic period, and its popularity continues even to the present.

Next to the Craftsman and Colonial Revival, the Tudor Revival style was the most influential in shaping the twentieth century neighborhoods of St. Joseph. Its popularity was shared in both working- and upper-income neighborhoods. The Tudor Revival appeared in St. Joseph ca. 1905, and gained popularity until reaching its zenith in the late 1920s and lasted until World War Two. Jacobean Revival variants of the Tudor style are quite rare, but they are not unknown.

Another important phase of architectural styling was the Minimalist Traditional, a highly diluted form of the Colonial Revival that emerged ca. 1920 to become a major architectural style for the design of housing. The same stripped-down and flattened appearance of the Minimalist Traditional also influenced the design of Tudor Revival houses built in the late-1920s and early-1930s. While the Minimalist Traditional emerged in association with smaller houses like the Cape Cod cottage and the gable and wing cottage, it survived the passage of World War Two and was employed on small houses commonly built in association with the so-called "G. I. Bill." A variation of the Minimal Traditional style continued to be employed in the design of ranch houses and other forms of tract housing built from the 1950s through the early 1960s.

Other significant but numerically less popular architectural styles employed on St. Joseph residences in the twentieth century included the Neo-Classical Revival, the Mediterranean Revival and the Beaux Arts, which generally were built for upper income families. All three of these styles found popularity for residential construction between ca. 1900 and ca. 1925. The Spanish Revival and Mission styles also found admirers, beginning ca. 1910 and continuing through the 1920s. Both styles were adapted for upper-income and middle-income neighborhoods. The French Eclectic style is also represented in the city, though there are comparatively few examples of the style to be found.

There are only rare examples of residences in St. Joseph which truly can be said to be Prairie-influenced, and fewer still houses are recognizable as Art Moderne-styled houses. The houses with Prairie style features were built between ca. 1905 and ca. 1915; houses designed in the Art Moderne appeared in St. Joseph between ca. 1930 and ca. 1940.

Following World War Two, the Colonial Revival and Minimalist Traditional styles remained in vogue, though Modernism in many forms began to grow in appeal. Fewer houses were being constructed with the full range of "academic" Colonial Revival details seen earlier in the century, being replaced instead by houses whose Colonial traits might be confined only to derivative scroll

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pediment entrance surround containing a six-panel door. Other styles were introduced, particularly on the ranch house type, which included the Monterey, Western Ranch, Neo-Craftsman, Neo-Prairie, Japanesque, Swiss Chalet, French Traditional, and International styles, among other, lesser influences. The Neo-Classical Revival style is also represented among houses constructed in the last two decades of the historic period, though its influence was felt more significantly in the 1960s than in the decade before.

No Architectural Style. While St. Joseph has scores of fine examples of residences built in nearly every architectural style imaginable (and fine examples built at most every income level as well), there are houses built in all decades of the historic period that stand in sharp contrast, built with little or no architectural detail. Whether due to a limited budget, conservative tastes, or simple modesty, these less striking houses still may have value in the definition of their streetscape or general area, and should not be discounted.

HOUSE/PLAN TYPES AND FORMS

The architecture of residential buildings is not defined by architectural styles alone, but also by the particular floor plan or type of house that the style is applied to. In some cases, the architectural styling of a residence is almost non-existent, leaving the house form to be its only notable element. There are, quite expectedly, far too many variations of floor plans and types than can possibly be described in this format, especially when one considers the number of architect-designed houses in St. Joseph. Architectural surveys have not included access to most house interiors, and thus, the identification of types and forms is often reliant on the experience of the surveyor in recognizing patterns of massing, roof configuration, porch locations and other features. In a similar vein, many, if not most house types developed after World War Two have been ignored in the historical and architectural surveys completed to date. In spite of these shortcomings, the contribution of traditional plans or types should not be discounted in the evaluation of an area's architectural significance, especially in areas of working-income and middle-income housing.

Nineteenth Century House Plans/Types. Residences built in St. Joseph during the nineteenth century include a diverse range of traditional house plans and house types for single-family, duplex and multi-family occupancy. None of the traditional forms identified up to the present time can be called unique to the city, though the one- and two-story duplexes built throughout the city are of a type rarely seen elsewhere, and perhaps exist nowhere in such concentration. The diversity of all of the forms of traditional house types creates a rich and varied streetscape that forms a notable characteristic of all historic neighborhoods in the city.

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Unlike some cities in Missouri and elsewhere, the development of St. Joseph occurred at a lower density during the nineteenth century, which resulted in the majority of residences being built as free-standing structures. Multiple townhouse units with shared party walls are in evidence, but they are few in number today and were apparently never a common feature of the city's development pattern. Something of the same is true for large-scale apartment blocks or flats of over four living units; once again, there are some examples which do survive, but they are few in number and were never an overly common part of the built environment in nineteenth century St. Joseph.

Some of the larger and more expensive residences built in St. Joseph prior to the Civil War used the four-room center hall plan; the basic three-bay, side hall townhouse plan; the two-story upright gable and wing plan; and, the I-house plan. Middle and lower-income housing was constructed in a range of housing types as common to rural areas as to urban ones, including cottage forms like the double-crib or double-pen, center hall, the hall and parlor, the side hall cottage, or, the one-story gable and wing. All of these were being built in the period from 1843 to ca. 1865; several of these remained important to the end of the century.

Following the Civil War, other new important house types appeared along the streets of St. Joseph. The shotgun cottage and the block and wing cottage were two of the significant new forms for low- and middle-income residents. The characteristic St. Joseph duplex joined the scene in both one-story and two story forms: the one-story duplex normally employed pairs of shotgun or side hall cottage plans; the two-story version was generally developed with reflected side hall townhouse plans. Early multi-family housing was also built, generally with four or more apartment units arranged on either side of a center stair hall.

One of the more standard forms that came into use for upper income families was an asymmetrical variation on the center hall plan, in which rooms of different sizes and configurations were grouped flanking the center stair hall. Similar variations of the townhouse plan occurred during this era, resulting in the stair hall being moved from the front to the center of the house, replaced at the front by a foyer. Both of these plan types evolved circa 1890 into a new house type: the asymmetrical, two-story "Queen Anne" house and its one-story variation, the composite cottage. Apart from its complex hip and gable roofs, this plan is recognizable for its front-projecting wing often featuring a gable end, and primary and secondary entrances located near either end of its L-shaped porch. The Queen Anne house and, to a much greater degree, the composite cottage, became an extremely important element in the building of St. Joseph late-nineteenth and early twentieth century subdivisions, especially in middle class neighborhoods.

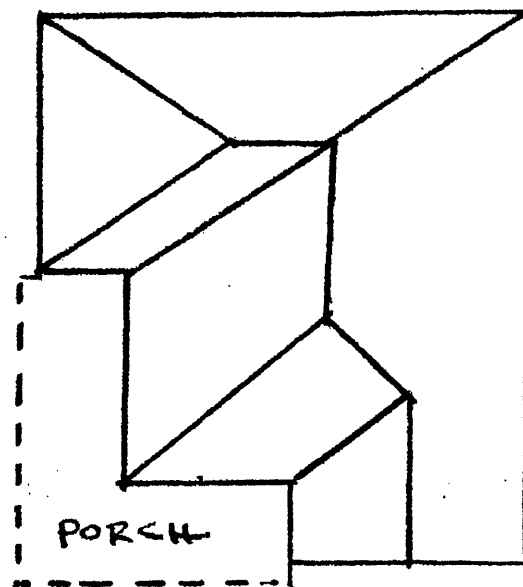
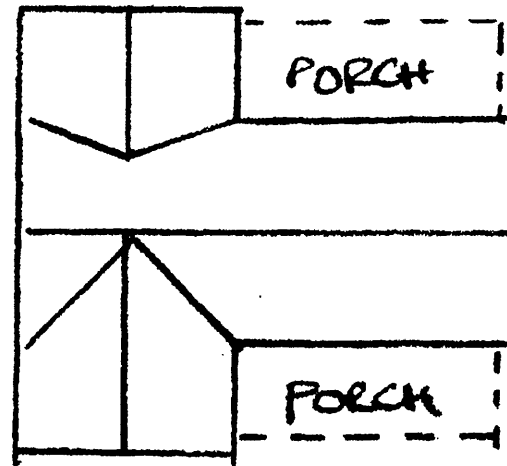
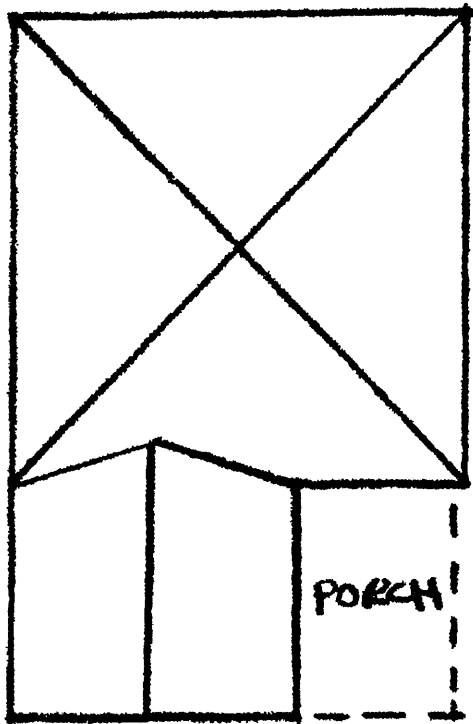
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Shown in roof plan are three of the lesser-known late-19th century house types developed in St. Joseph including (clockwise, from above), the block and wing cottage or house; the gable and wing cottage or house; and, the composite cottage or house, also called the "Queen Anne house". These house types may be known by other names in other areas.

(Note: The plans above are schematic and not drawn to scale. Many variations in roof plans are known for each type.

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Twentieth Century House Plans/Types. The turn of the twentieth century ushered in a wave of new housing types, many of which came into use somewhat suddenly as subdivision developers and architects rushed to keep pace with the demand for housing. Most, if not all of the traditional house types that had been so important in shaping the streetscapes of St. Joseph prior to ca. 1910 were scuttled and replaced with a new vocabulary. The growth of the middle class in this period fueled demand for greater variety, which was met by speculative developers and builders who turned to the expanding sources of stock house plans available through plan services and plan books like those published by William Radford of the Radford Architectural Company and dozens of competitors. The parallel growth in the number of higher income families also fueled a greater demand for the services of architects, who sometimes prepared new and individualistic house plans for their customers. The resulting variety often defies classification as part of any particular plan type.

The bungalow made the greatest impression on working income and middle-income housing during the period of ca. 1905 to 1930, but there were many other non-bungalow house types built over the same period. The composite cottage, the upright gable and wing, and the shotgun (with its many variations) all remained popular forms of working- and middle- income housing. They were joined by "new" house types not seen before, such as the cubical cottage-- a squarish, hip-roofed cottage that can be considered to be the one-story cousin of the four-square house. It was not uncommon to find that these traditional plan types would be modified by their builder with variations in roof configurations, porch configurations, and the addition of new elements (such as bay windows) to offer a distinctly new look to a time-honored plan.

New house plans were also built for middle and upper-income residents during this period as well. The four-square house, whether in its three-bay or five bay form, became popular between ca. 1900 and 1925 and had a major impact on the appearance of some neighborhoods. Notable variations on this basic form provided a one or two-bay wide side wing. Another important form was brought about by the continuing rage for the Colonial Revival in the 1910s and 1920s, which caused the design of some houses to closely resemble the appearance of traditional symmetrical center entrance plans of late-eighteenth and early nineteenth century Georgian and Federal houses. While the outward design of the structure was academic in its accuracy to earlier Colonial examples, the interior arrangement most often did not adhere to the rigid symmetry of the originals, opting instead for the larger rooms and more open-space plans common to twentieth century interiors. Most of these were built in middle and upper-income neighborhoods,

Pre-fabricated housing also appeared in middle class St. Joseph neighborhoods before World War I. Houses manufactured by Sears, Roebuck & Company have been identified; houses manufactured by the Aladdin and Monarch companies may also be found as research into this area continues.

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Apart from single-family housing, the demand in St. Joseph for duplex and multi-family housing units remained strong until World War Two. One and two-story versions of the side hall- and shotgun-plan duplex so prevalent in St. Joseph neighborhoods in the late nineteenth century continued to be built, along with duplex and four-plex flats. Multi-family apartment complexes became more common, some built as two-story townhouse developments and others built as apartment blocks of two stories or more. Another apartment form that appeared was the two-story U-plan apartment court, where flats faced a center grassy court that opened to the street. The demand for duplex and multi-family housing decreased after World War Two, but occasional examples of post-War developments can be found.

During the 1920s, the bungalow remained the most common house type built in middle-income neighborhoods. Towards the end of this decade, though, the modest English cottage and the larger Tudor Revival house began to enjoy greater popularity. The English cottage form, with its complex gable roofs, front-placed exterior chimney, and doorway set in a vestibule beside the chimney, became more common in middle-income neighborhoods. This house form should not be confused with houses detailed with Tudor Revival influence, since not all Tudor Revival houses have the distinctive front-wall chimney and entrance vestibule; similarly, there are examples of English cottage forms entirely detailed with Craftsman elements instead of the Tudor Revival.

As the bungalow waned in popularity in the late 1920s, another distinctive form emerged. The Cape, also called the Cape Cod cottage, was developed to serve the growing appreciation for the Colonial Revival style. Capes were built in both large and small forms to suit the income level of their owner, though their scale almost always appears modest. Variations on this symmetrical, side gable house include the placement of symmetrical or asymmetrical "telescoping" wings, often diminished in roof height somewhat from the central block to afford the impression of their construction as additions. The popularity of the Cape remained strong for many years after World War II.

The final major house type that made its impression on St. Joseph prior to World War Two was the double-pile cottage and its variations. The double-pile cottage has a plan that is generally two-rooms wide, and two-rooms deep under a side gable roof; a significant variation on this basic plan is the gable-L, which features an additional room or an extended room located in a front-facing, projecting gable-front wing. The double-pile cottage is first known to have appeared in St. Joseph in the 1910s, but it was not common until the 1930s. The versions of the double-pile cottage that made were built in the 1930s were more Minimalist in their detailing than earlier examples, often being built with flush eaves and window and door openings with little, if any trim. This house type is most often associated with post-World War II housing constructed under the "G. I. Bill." Unlike many cities, though, housing developed under the G. I. Bill was not built in concentration or in new "stand alone" subdivisions in St. Joseph, but rather as "infill" buildings in previously established areas.

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After World War Two, the ranch house appeared as the major new house type in some St. Joseph neighborhoods. Among the subtypes of the ranch one can find in St. Joseph are the so-called "boxcar" ranch, with its low-pitched hip roof with deep overhangs, and an entrance vestibule instead of a porch; the gable and wing ranch, which was merely a modernized form of the traditional gable and wing type; the so-called "side pocket" ranch, which featured an integral garage or carport to one side under the main house roof; and, the split-level ranch, which was ideally suited to the rolling terrain of St. Joseph. Future research and survey work may cause other house types to be identified that were developed in St. Joseph in the late 1950s and early 1960s.

SETTING

The setting of residential historic districts in St. Joseph is affected in significant ways by the rolling topography of the city's site. The original town plan grid was established on a low terrace overlooking the Missouri River and the bottomland to the south that was subject to periodic flooding. Residential development flowed outward to the north, east and southwest from this original core over the hills and valleys, developed on a gridded street matrix regardless of the type or degree of topographic change. The resulting effect on the land was that streets often had to be cut into the grade of a hill: houses built on lots on the upper side of the slope stand atop land terraces set above the grade of the street, while houses developed on the lower side of the slope stand at ground level with the street. The heights of the various land terraces can be quite significant, and the retaining walls needed to hold the embankments are a distinctive feature of the streetscape. The gridded street plan was extended outward from 1843 until a point well-past World War One when subdivisions with curvilinear streets became more common, though it should be noted that a few smaller subdivisions were platted with curvilinear street patterns beginning immediately before World War One.

While the city's pattern of streets is a grid, it is not a pattern that is a relentlessly rigid one. Hundreds of individual subdivisions and re-subdivisions created many variations in the city's street plan, and the patterns of streets, street widths, block sizes, alleys, lot sizes and lot orientations varies from subdivision to subdivision. In general terms, though, most streets in the city range from 40 to 60 feet in width, and they contain blocks that appear to average roughly 300 feet on a side, bisected by a single alley of 10 to 20 feet in width. There are, of course, wide ranging exceptions to each of these "average" standards, even within the same subdivision. Developers often modified the basic grid in favor of a more varied pattern to balance the challenges posed by topography and their desire to produce the most developable lots for their subdivision tract. Apart from the standard street character, there are also a few remaining streets or portions of streets which were developed with grassy medians (see Dewey Avenue-West Rosine Street Historic District, NRHP 8/01/2002).

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There are variations in the street pattern brought about by special circumstances. Early trails and wagon roads established prior to the expansion of residential subdivisions outside of the original town plan rarely conformed to the later grid and cut at angles or meander across it. Other streets bend or break off at an angle when they met a pre-existing barrier like a stream, a strong gradient, a railroad right of way, or property developed on a large area of land, whether for residential, institutional or industrial purposes.

Not all streets are linear, but the development of curvilinear streets in the design of a subdivision site plan was not common before ca. 1920; however, a few do exist. The earliest of these non-linear street developments may be the Fairleigh Place Addition subdivision located at Frederick Avenue and North 29th Street, designed in 1916 by Kansas City landscape architect W. H. Dunn using concepts promoted in the City Beautiful Movement (Plat Book 3:185). Such "picturesque" subdivisions became increasingly common after World War One and were almost the rule after World War Two, to the extent that almost all sense of the gridded street pattern is lost in residential areas located to the north of the line of Frederick Avenue if extended due west from 24th Street.

There are other factors that have had a role in shaping the unique character of St. Joseph's residential areas, particularly in those areas developed prior to the adoption of development standards and building codes in the mid-1920s. One of these factors was the unusual way in which subdivision lots were sold over time. Most original subdivision plats presented a largely regular pattern of lot sizes with frontages of 40 to 50 feet. Once sales were begun, however, the market held sway and the pattern often changed. Buyers would purchase parts of lots or freely combine one or more lots or fractional lots into a single home site. Not only did buyers change lot sizes, but the orientation of lots to the street would be changed by a developer of a block or half block, usually to fit house frontages in better orientation with the topography of the site.

The landscape characteristics of residential historic districts range from the very simple to the complex, sometimes as a function of the time period during which the structures were developed, and sometimes a function of the economic level of the residents. Residences built in the city's original core area were generally placed at street level, and the restriction on available space often only allowed a single street tree in the front yard, if any front yard was available. Outside of the original core, the character of setting began to take on a more suburban quality due to the availability of greater space for landscaping. Street trees and other front yard plantings became common, but back yards were non-public spaces used for the privy and other services. Higher income residences located on larger lots were afforded the luxury of ornamental garden spaces in the front and side yards, and on occasion, in the rear yard as well.

Most nineteenth century neighborhoods and some twentieth century ones were developed with mid-block alleys for services and access to rear yards. Front driveways were a part of the scene for some

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homes, but it is not uncommon to find lots developed with no front drive connection with the street due to the steep slope of the house site. The use of concrete for driveways was a twentieth century phenomena; in years prior, gravel drives or ones paved with brick or stone pavers were the rule. During the first quarter of the twentieth century, the concrete double-track driveway became a common feature, replaced by the concrete slab driveway there after. *Portes cochère* were a feature of upper-income houses during the nineteenth century, but they became more common as automobiles became more affordable to all. With the automobile, the one- or two-car garage replaced the carriage house, the wood shed and the privy in the rear yards of houses. In contrast with the basic above-ground garage is the embankment garage, which became a feature of the streetscape in St. Joseph between ca. 1905 and 1950. Embankment garages were built along with a new house, or added to the lot of a previously existing house. There are even some embankment garages that were added beneath the foundations of existing houses, as well as examples of embankment garages with doorway connections to the basements of houses.

Streetscapes have both public and private pedestrian elements. Sidewalks developed in the nineteenth century generally range in width from 5' to 11' in width, and were set at the curb (the curb usually was of granite). After the turn of the twentieth century, sidewalks were sometimes set back from the curb behind a grassy neutral strip, sometimes planted with street trees. Sidewalks were almost universally paved with brick laid in varying patterns prior to ca. 1925, though there are a few examples of sidewalks paved with flagstone that still survive. After ca. 1925, concrete sidewalks became the most common form of paving.

Walkways connecting the sidewalk with individual homes also showed some variation. The most common treatment was to connect the sidewalk with the front door by a straight line, stair-stepping up lawn terraces or through retaining walls where present. Nineteenth century walks were often paved with brick, gravel, crushed brick or cinders; in rarer cases flagstone paving and granite or limestone steps were used. In many cases, these early walks have been replaced with concrete walks. Twentieth century walkways still tended to connect the street with the house by a straight line, but the flexibility of concrete allowed greater flexibility of design. Walkways were sometimes flared to a wider connection at the street, sometimes flanked by curved wing walls. Tile street numbers were sometimes set into the walk or the stairs to identify house locations other time street numbers were carved into the stone steps or cast into the concrete walk. After ca. 1910, walkways were occasionally built to connect the entrance with the driveway and not the street, a true statement of the automobile age. After ca. 1945, the "Lazy S" walk became yet another alternative.

Other aspects of the urban/suburban streetscape are of significant note, including subdivision gates and street signs. Residential historic districts can often represent a single subdivision or multiple ones, which were occasionally marked by gateways or street signage as an individualized statement and investment on the part of the developer. Beginning in ca. 1920 and continuing until ca. 1960,

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streets throughout St. Joseph were marked with cast concrete pylons at intersections, lettered with the names and block numbers of the intersecting streets. The concrete pylon street sign remains as one of the most pervasive and recognizable element of the public contribution to the streetscape of the city.

SIGNIFICANCE OF RESIDENTIAL HISTORIC DISTRICTS

The significance of residential historic districts should be evaluated in relation to their contributions to the historical development of St. Joseph within the period of 1843 to ca. 1966. The significance of these structures will most likely be found for evaluation under National Register criterion C in the area of architecture, though some areas may also possess significance under criterion A in the area of community planning and development or criterion A in the area of social history. Neighborhoods that have a large number of residences associated with many important individuals may be eligible for listing under criterion A, possibly in the area of commerce or government. The city's diverse ethnic heritage also holds promise for the evaluation of districts under criterion A in the area of ethnic heritage. A limited number of districts may possess an association with a specific individual, perhaps an important subdivision developer, landowner or institution, which may permit evaluation of the district under criterion B.

The wide range of architectural styles, house plan types, materials, subdivision patterns and other characteristics exhibited by residential historic districts reflect broad patterns of historical experiences on the national, state-wide and local levels that all have contributed to the development of St. Joseph within this period of significance. The majority of districts will be found to possess only local significance. Their experiences demonstrate levels of cultural and technological sophistication, the ebb and flow of the city and regional economies, periods of development and redevelopment, and of changing perceptions of the role of government in shaping the physical appearance and growth of the city. Residential historic districts remain as documents of a significant portion of the history of St. Joseph within the period of 1843 and ca. 1966.

REGISTRATION REQUIREMENTS FOR RESIDENTIAL HISTORIC DISTRICTS

The resources comprising this property type must be associated with the residential development of the City of St. Joseph within the period of 1843 to ca. 1966. A residential historic district proposed for nomination should reflect a portion of the broad patterns of house types and architectural influences recognized as important aspects of this property type.

The identification and definition of a residential historic district should take into account its history of development, its common architectural and historical traits, its context and/or its historical sense of

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identity. Residential historic districts need not be limited in size to the boundaries of one subdivision, since larger areas that share a common sense of place can often be composed of many subdivisions and re-subdivisions. Care should be taken in defining boundaries of districts on the basis of major roadways and topographic features alone, which do not always divide communities. In many cases, a major roadway or a railroad separates a single district into two parts, but research may show that the road served as a historical element that enabled the parts to develop as one community.

Apart from their common associations, residential historic districts should contain integrity of outward character that relates the buildings to their physical setting. These characteristics include integrity of physical context, setting, massing and setback. The physical characteristics of the individual residences themselves must reflect the basic characteristics of plan, massing, and form that define its house type. The same is true of its elements and materials that define its architectural styling.

The development of an appropriate period of significance for a district should take into account all patterns of experiences that have shaped its historic appearance. In many cases, an appropriate period of significance will be defined by only a fraction of the longer period of time covered by this Multiple Property Listing.

However, the long periods of time over which many residential districts developed can span several eras of boom and bust experienced by St. Joseph as a whole or by the district in particular. It is not unusual to find individual properties or groups of properties that bear the resulting evidence of these periods of change. The evidence of these changing periods of fortune is often manifested in alterations made to residences by their owners, generally with the intention of "updating" their home to reflect new tastes in design. The alterations may take the form of small modifications, or the home may be completely changed so that its original character is unrecognizable. Periods of alteration can be as important as the period of original construction in the experience of a district, and perhaps more so in rare cases. The evaluation of the integrity of a district should first determine the period of time over which a district developed to its greatest extent, and then consider whether definable periods of later alteration lend it additional significance. If so, the period of significance for the district should be extended to include the later period or periods of change.

Resources in districts which retain these qualities should be rated as contributing to the significance of the district; those which do not retain these qualities should be considered non-contributing to the significance of the district, as defined by and consistent with National Register criteria.

As was previously noted, districts can contain buildings that represent other property types, such as schools, churches, commercial properties and etc. In most cases, these properties are inherently linked to the developmental history of the district, and should not be considered non-contributing

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solely on the basis of their non-residential character. These properties will contribute to a district's significance if their use and period of significance are symbiotically related to the district itself, and if their architectural qualities still retain a similar level of integrity as those of residences. They will not contribute to the character of the district if they have been built after the period of significance for the district has ended, if they have had no direct association with the district, or if they have been altered after the historic period so as to have lost integrity.

Finally, the end date of the period of significance for this nomination has been set at ca. 1966. In light of the history of residential development within St. Joseph, it makes greater sense to employ this year to close the historic period, as opposed to an arbitrary date established by the "fifty-year criteria" contained in National Register standards. Extending the period of significance to ca. 1966 will permit the Multiple Property Document to remain flexible for many years to come, especially for the evaluation of mid-twentieth century residential developments as they meet basic eligibility requirements. The establishment of this closing date does not mean that districts as a whole developed in the latter half of the 1950s and first half of the 1960s are automatically eligible for listing, unless the significance of the entire district can be justified under exceptional criteria. The same is true for individual buildings within districts. Individual buildings within districts which are "younger" than the "fifty year" criteria for National Register listing should be considered non-contributing until their age meets or exceeds fifty years.

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2. INDIVIDUAL HISTORIC RESIDENCES

Individual historic resources share all of the same qualities of scale, materials, architectural style, plan type, and setting as those found in residential historic districts. The essential difference between the two is that individual historic residences have qualities that distinguish them from surrounding properties, either due to the outstanding architectural qualities of both exterior and interior, their association with a significant event or an important personality, and/or due to their critical association with larger patterns in the history of St. Joseph.

SIGNIFICANCE OF INDIVIDUAL HISTORIC RESIDENCES

Individual historic residences should be evaluated in relation to the context of the historical development of St. Joseph within the period of 1843 to ca. 1966. The significance of these structures will probably be found for evaluation under criterion C in the area of architecture. However, this does not mean that individual historic residences must be outstanding examples of an academic architectural style or the work of a major architect. They can be outstanding examples of designs of regional or local architects or builders or outstanding examples of a particular type or form of building. The significance of individual resources may also be derived from their association with a significant historic person, and thus eligible for evaluation under criterion B. Individual residences may also possess importance for a role as a representative of a trend or broad pattern of cultural history, and thus be eligible under criterion A. These resources, too, demonstrate levels of cultural history, technological sophistication, patterns of economic development and other factors that have contributed in unique ways to the development of St. Joseph.

REGISTRATION REQUIREMENTS FOR INDIVIDUAL HISTORIC RESIDENCES

The resources comprising this property types must be associated with residential development within the period of 1843 to ca. 1966. Residential buildings proposed for individual listing must be outstanding local examples of specific house types and/or architectural influences common to the St. Joseph experience. They must retain a high degree of their original or other significant architectural character on both the exterior and interior of the property, including the integrity of their interior arrangement and detailing.

Individual historic residences to be nominated for their association with significant individuals, events or broader patterns must also retain a substantial degree of their original architectural character, especially from the period when the significant association took place.

Integrity of setting is also a necessary element for properties to be nominated as individual historic residences. These resources may have become separated from their original surrounding context by

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subsequent development, or be integral to districts. If separated from districts, the individual residence must retain sufficient sense of its internal character of setting to maintain its sense of association. If integral to districts, the pursuit of an individual nomination should probably only be considered when the individual resource's sense of historical association or significance is not shared with the buildings which surround it.

Some individually-significant residences may occupy sites that have been adapted over time with the construction of other residential or non-residential buildings. In most cases, the nomination of these properties should be pursued as a district listing specific to the character and boundary of the original site.

Again, because the period of significance for this Multiple Properties Listing extends to a time short of the fifty-year criteria established by the National Register, listing of individual residences built in the latter 1950s and early 1960s should not be pursued until the property reaches the fifty-year mark. However, if the property has exceptional significance under National Register standards, its nomination should not be discouraged.

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GEOGRAPHICAL DATA

This multiple property listing is limited in scope to the incorporated limits of the City of St. Joseph, Buchanan County, Missouri established following its annexation of 1958.

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SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

Preparation of this amendment was begun by an extensive review of existing preservation planning documents for the City of St. Joseph, which include the *Historic Resources Survey Plan for St. Joseph, Missouri*, completed in 1995 by Three Gables Preservation, and its related documents, reports on the developmental history of *Transportation*, *Public Buildings*, and *Ethnic Heritage* in St. Joseph. An extensive review of the original Multiple Property Documentation Form for the *Historic Resources of St. Joseph, Buchanan County, Missouri*, as amended, was carried out with the assistance of Robert Myers, Preservation Planner for the City of St. Joseph. Survey data for 3,782 structures compiled for St. Joseph from 1972 through the year 2003 was revisited and re-evaluated, along with various contextual histories of the areas surveyed. The contents of all nominations for properties currently listed on the National Register of Historic Places within the city were reviewed, and the extant resources listed individually or in districts were re-visited to observe patterns of development, physical attributes of the resources, and the qualities of setting and association that characterize the resource or groups of resources. This information was supplemented by carrying out "windshield surveys" of other areas of the city which had not been surveyed in previous years, largely because of the presence of resources developed after 1929— the date that concluded the historic period of the original multiple properties submission.

The review of these documentary sources and physical resources revealed patterns that shaped development and redevelopment of residential areas throughout the city. Historical research was then carried out to flesh out source materials that could explain the patterns in evidence. Standard histories of the city were consulted, along with census data, maps and studies on the historical residential characteristics of the city over time. Subdivision plats and building permits were examined to reveal development trends on both a larger scale as well as in site-specific locations. Planning documents prepared by and for the City of St. Joseph were consulted for historical data, particularly for information on the city's development since World War Two. Finally, newspaper clipping scrapbooks maintained by the City Clerk's Office between ca. 1950 and 1980 were found to be an additional source of valuable information on city-sponsored initiatives and general economic development information.

The synthesis of physical data on the development of the city, represented by its built environment, was combined with the historical data, established a formidable basis for the evaluation of historic resources in St. Joseph and to prioritize future nominations. The same evaluation clearly identified a revised period of historical significance for the amendment to the Multiple Property Document, as well as the revised Associated Property Types developed in its organization. The Registration Requirements were based upon National Register standards for assessing the integrity of resources, as shaped by the historic resources and the patterns of their development that were identified.

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ADDENDUM 1

National Register Listings

Residential Properties and Residential Historic Districts

St. Joseph, Buchanan County, Missouri

Property name	Date of Listing
Cathedral Hill Historic District	06/15/2000
Century Apartments	07/05/2001
Dewey Avenue—West Rosine Street Historic District	08/01/2002
Eckel, Edmond Jacques, House	01/31/1980
Geiger, Dr. Jacob, House—Maud Wyeth Painter House	03/12/1986
Hall Street Historic District	07/17/1979
Harris Addition Historic District	01/13/2003
James, Jesse, House	09/04/1980
Kelley and Browne Flats	08/03/1989
Kemper Addition Historic District	09/20/2002
Krug Park Place Historic District	08/01/2002
Maple Grove	10/16/1974
Miller, Issac, House	09/17/1980
Miller-Porter-Lacy House	09/09/1982
Museum Hill Historic District	03/08/1991
Nelson--Pettis Farmsteads Historic District	05/11/1995
Patee Town Historic District	08/01/2002
Robidoux Hill Historic District	08/03/1989
Robidoux Row	03/07/1973
Thompson-Brown-Sandusky House	02/10/1983
Virginia Flats	05/21/1992
Vosteen-Hauck House	09/23/1982
Wyeth Flats	10/25/1985