RECONNAISSANCE LEVEL SURVEY

OF

HISTORIC DOWNTOWN WENTZVILLE

WENTZVILLE (SAINT CHARLES COUNTY), MISSOURI

FINAL REPORT

HISTORIC PRESERVATION FUND GRANT PROJECT NO. 29-17-151350-022

Submitted to the

WENTZVILLE DOWNTOWN COMMITTEE

City of Wentzville

1001 Schroeder Creek Blvd.

WENTZVILLE, MISSOURI 63385

Prepared by

KAREN BODE BAXTER AND RUTH KEENOY

Karen Bode Baxter, Preservation Specialist
5811 Delor Street
Saint Louis, Missouri 63109
(314) 353-0593

July 28, 2018

This project has been funded with the assistance of a matching grant-in-aid from the
State of Missouri, Department of Natural Resources, State Historic Preservation Office, P.O. Box 176, Jefferson City, Missouri 65102,
as the authorized representative of the United States Department of the Interior, National Park Service.

The opinions expressed herein are not necessarily those of the State Historic Preservation Office of Missouri.

TABLE OF CONTENTS

I. OBJECTIVES OF THE CURRENT PROJECT

A. RATIONALE BEHIND HISTORIC PRESERVATION PLANNING ACTIVITIES 4

B. SURVEY OBJECTIVES 5

C. GEOGRAPHIC AREA OF THE RECONNAISSANCE SURVEY 7

II. METHODOLOGY

A. SURVEY PERSONNEL 9

B. EXAMINATION OF PROPERTIES AND HISTORICAL RESOURCES 10

III. SURVEY FINDINGS

A. ANALYSIS OF PROPERTY TYPES AND STYLES 16

B. DATING BUILDINGS AND PERIODS OF CONSTRUCTION 30

C. INDIVIDUAL ELIGIBILITY 31

D. HISTORIC DISTRICT POTENTIAL 35

E. HISTORIC OVERVIEW OF SURVEY AREA 44

IV. RECOMMENDATIONS

A. PUBLIC EDUCATION 56

B. FUTURE SURVEYS AND NOMINATIONS TO THE NATIONAL REGISTER 57

C. OTHER SUGGESTED PROJECTS 58

V. SELECTED BIBLIOGRAPHY 59

VI. APPENDICES

1. PHOTOS OF POTENTIALLY INDIVIDUALLY ELIGIBLE RESOURCES 63

2. LIST OF ALL BUILDINGS IN SURVEY AREA 69

3. BUILDINGS BY CONSTRUCTION DATE 78

OBJECTIVES OF THE CURRENT PROJECT

A. RATIONALE BEHIND HISTORIC PRESERVATION PLANNING ACTIVITIES

Since the National Register of Historic Places was authorized in 1966, the historic preservation movement has changed immensely. While the National Register of Historic Places used to be viewed as a simple roster of a few notable buildings, it is now recognized as an important component of community planning, designed to help local city officials identify historic resources so that their preservation can be incorporated into community planning and development activities. Attitudes have evolved to recognize both the importance of outstanding buildings as well as more commonplace designs that were important in the development of the visual landscape that makes each community unique. At one time, the focus was on individual sites usually associated with the earliest development of the community, but now preserving more recent developments, especially the mid-twentieth century resources is recognized as an important component of the historical development of communities. Communities also recognize the importance of identifying entire historic districts with numerous resources, some more notable than others, but each dependent upon the others to provide the historic environment and the sense of place that a lone building cannot provide.

Community after community has recognized both the tangible economic benefits and the less tangible emotional benefits of historic preservation. Neighborhoods ranging from the large houses of the local elite to the row of working class cottages have found that historic preservation activities can encourage revitalization of deteriorated building stock, preserve or even revive neighborhoods, improve pride of place, decrease crime, and maintain or even increase property values. Many commercial districts have experienced similar benefits and have enjoyed the additional economic benefits of historic preservation, promoting their historic buildings and districts to draw new businesses into these districts and bringing new customers and tourists into their businesses. Historic properties in Missouri have available historic tax credits that help recoup up to 25 percent of the cost of making substantial renovations to historic buildings, including private residences. When combined with the 20 percent federal credits, commercial rehabilitation projects can recoup up to 45 percent of that renovation cost, often making it feasible to reinvest in these older buildings.

While a generation ago, historic preservation was most often viewed as the effort of just a few, today it is not only recognized as an important economic development tool, it is one of the newest major growth area in our nation's economy--the restoration and recycling business sector. Renovating old buildings and adapting them to meet modern standards and uses has become an important means of recycling and maintaining our existing building stock, rather than allowing these buildings and their neighborhoods to deteriorate and go to waste. Demolition of local historic buildings is now viewed as a waste of resources as well as a loss for future generations.

No longer do people assume that historic buildings are only found in other places, such as Charleston, Williamsburg, or San Francisco, and local citizens are beginning to recognize that their own community has a unique physical legacy of which they can be equally proud. Increasing numbers prefer to live in older homes and enjoy the unique ambiance for local businesses; they appreciate the unique architectural features and quality craftsmanship found in older buildings; and they recognize the value of maintaining historic neighborhoods and commercial districts. Historic business districts, especially when coupled with surrounding historic neighborhoods, create an ambiance that attracts additional visitors to the community as well as additional revenue to local businesses.

Communities have found that the designation of historic districts can serve as an important tool in their community's arsenal of defense against inroads from suburban sprawl and neighboring blighted areas, to help maintain and enhance property values, and as an incentive to help enhance the quality of life in their community. Recognition as a historic district serves as a marketing tool to attract property owners who appreciate historic buildings and as a signal to potential investors that the area is committed to its continued viability. Historic designation increases the awareness of the architectural qualities and historic value of properties and enhances the pride of local residents and property owners, encouraging better maintenance of the building stock. In turn, this frequently leads to a greater sense of

community pride and involvement by property owners and residents. Historic designation also helps to improve the image of the area with businesses, institutions, and governmental agencies that may be planning activities in the area. Businesses and institutions consider quality of life in making decisions about expansion or location, and historic districts are frequently viewed as an asset in these decisions. Governmental agencies recognize the importance of historic districts and try to consider the impact of proposed activities or changes to the infrastructure (such as road construction, location of governmental services, etc.) on historic resources. This recognition may attract new businesses or services to the area, encourage reinvestment, and help maintain the local job base, as well as help protect the area from institutional apathy or misconceptions that could threaten the continued viability of the historic district.

B. Survey Objectives

The continued economic vitality and ongoing development of Wentzville has created pressure on the city's historic legacy, especially in the area surrounding the town's pre-1960 commercial center and the neighborhoods immediately surrounding this area. There has been ongoing pressure to demolish smaller and antiquated buildings or to simply abandon these older buildings to develop new commercial facilities elsewhere in the community. With continuing pressure for development, Wentzville's leaders realized that preserving their community's physical assets is an important component in maintaining quality of life. It is one of the reasons that they have created the Wentzville Downtown Committee and initiated systematic preservation planning activities, beginning with the historic commercial core of the community. The City of Wentzville and community leaders on the Wentzville Downtown Committee began the process of preservation planning with the current reconnaissance survey of historic resources in the historic core of their community, what was primarily the original areas of commercial development in Wentzville.

As the first ever systematic historic survey in Wentzville, this initial reconnaissance survey creates a baseline for understanding what types of historic resources are present in Wentzville and determines what areas warrant intensive level surveys for potential historic districts within this historic commercial core. It also identifies properties that appear to be potentially eligible for individual listing in the National Register of Historic Places. Prior to this survey only a few sporadic properties that had been documented, most notably the Wentzville Tobacco Factory at 405 S. Elm Street, which was listed in the National Register of Historic Places in 1990, but it has since been demolished, and it was expected that this survey would add significantly to the understanding of Wentzville's historic resources. Through a streetside visual inspection, mapping and photographic documentation of every property within the survey area, in combination with architectural assessments of their historic integrity and a review of available archival research materials and published histories of Wentzville, this reconnaissance survey was designed to:

- provide an overview of the types of historic resources in Wentzville
- identify more concise areas that warrant intensive level surveys for potential historic districts
- create an historic inventory of all the resources within the survey area that will:
  - gather specific historical documentation on each building that appeared individually eligible
  - note physical characteristics of each property
  - assess each resource's potential for individual eligibility to the National Register of Historic Places
  - analyze the potential for historic districts and make recommendations for future surveys of proposed districts within the survey area
  - determine each resource's contribution to any proposed historic district(s)
  - record each property separately on Missouri Historic Inventory Forms and creating a computer database of these forms for local use

Wentzville and its historic downtown are positioned to benefit from historic preservation activities, which will serve to enhance the image of the entire community. Wentzville is located at the intersection of two of the state's major arterial highways: U.S. 70 connects St. Louis with Kansas City while U.S. 61 connects towns along the entire eastern edge of the state. It is often erroneously assumed by the general public to be simply a recent development of

subdivisions and shopping center developments and most people utilizing Interstate 70 or U.S. 61 through this section of St. Charles County are generally unaware of the historic legacy of this community or that its historic commercial core even exists. For most people it is even difficult to visualize what differentiates Wentzville from other metropolitan area suburbs in St. Charles and St. Louis Counties. Already, the emerging recognition of the historic architecture and unique character of Wentzville's historical development has begun to focus attention on its historic business district. This is the historic heart of a community which is growing into one of the St. Louis region's largest suburbs. The recognition of the historic architecture and character of Wentzville focuses attention on the unique historic assets in this community, especially its historic business district, which in turn help distinguish it from surrounding suburban developments and the generic shopping centers and subdivisions found in every suburb.

For a number of reasons, the City of Wentzville selected the historic commercial area as its first objective in providing a systematic survey and historic district designations for their community. This is historic core of the community. Listing in the National Register, may have a positive impact on the community's image and may benefit any potential development in the historic commercial area. Since only two properties within the survey area had previously been surveyed (the Robert B. Dula House at 408 E. Main Street and the Lincoln School at 909 E. Pearce Street), this new survey also provides an important addition to Missouri's historic inventory at the State Historic Preservation Office, enhancing the understanding of the potential historic resources to be found in this part of St. Charles County. This survey has already encouraged local historic preservation efforts and the downtown business community's revitalization efforts besides furthering the city's efforts to initiate preservation planning, while ultimately leading to historic district designation.

This project forms the first step in preparing later nominations to the National Register of any historic districts and of any individual buildings within the historic commercial district as well as encouraging future surveys in historic residential areas of the community. By providing a careful evaluation of this historic core of the community, it will also help the city and their landmarks committee (the Wentzville Downtown Committee) further encourage preservation planning of the entire community. By identifying which properties within the survey area are considered key structures for potential nomination and preservation, as well as each structure's contribution to potential districts, the inventory logs important property data, describes architectural features, notes significant building histories, and assesses each structure's architectural and historical merits as well as contribution to potential districts. By recording information on properties of questionable historic integrity, it is hoped that the inventory will encourage historic rehabilitation projects which will enhance the appearance of these properties and potentially strengthen a future historic district designation. By logging information on properties that have no buildings or only recently constructed resources, the survey provides a complete inventory of the area for future planning activities, helping to identify the extent of historic district boundaries and providing a base line of information about the current status of properties, creating a photographic inventory that can be used for decades and updated by the city to keep track of their community's changing building stock. The project has already started to help the Wentzville Downtown Committee and the City of Wentzville in its efforts to increase the community's appreciation of its history as well as enhance local efforts to preserve the physical legacy of their past for the future.

As expected by the Downtown Committee, the survey results identified at least one and maybe more historic commercial districts as well as several individual buildings as potentially eligible to the National Register of Historic Places, and they hope to follow this reconnaissance survey with the next stage of systematic documentation by completing an intensive survey of the commercial district(s). But that was only the obvious objective of this initial reconnaissance survey—since this initial reconnaissance survey does not incorporate all of the historic buildings in Wentzville, it is also the hope of numerous citizens and community leaders that the recommendations and assessment from this project will encourage future surveys of additional areas of the city, especially historic residential areas outside the boundaries of the current survey project. This reconnaissance survey project is also expected to help the Downtown Committee in its efforts to increase the community's appreciation of its history as well as enhance local efforts to preserve the physical legacy of their past for the future.

Although it is not always the case, historic downtown Wentzville will likely benefit economically from preservation activities and the designation as an historic district. The recognition of the historic significance of the area should encourage business and property owners in their efforts to maintain the quality of the building stock. Wentzville already has many of the assets that most communities actively pursue: community pride, good employment opportunities, transportation connections, quality building stock, well maintained infrastructure, concerned and committed public officials, and quality of life, and the preservation of its historic commercial district will enhance

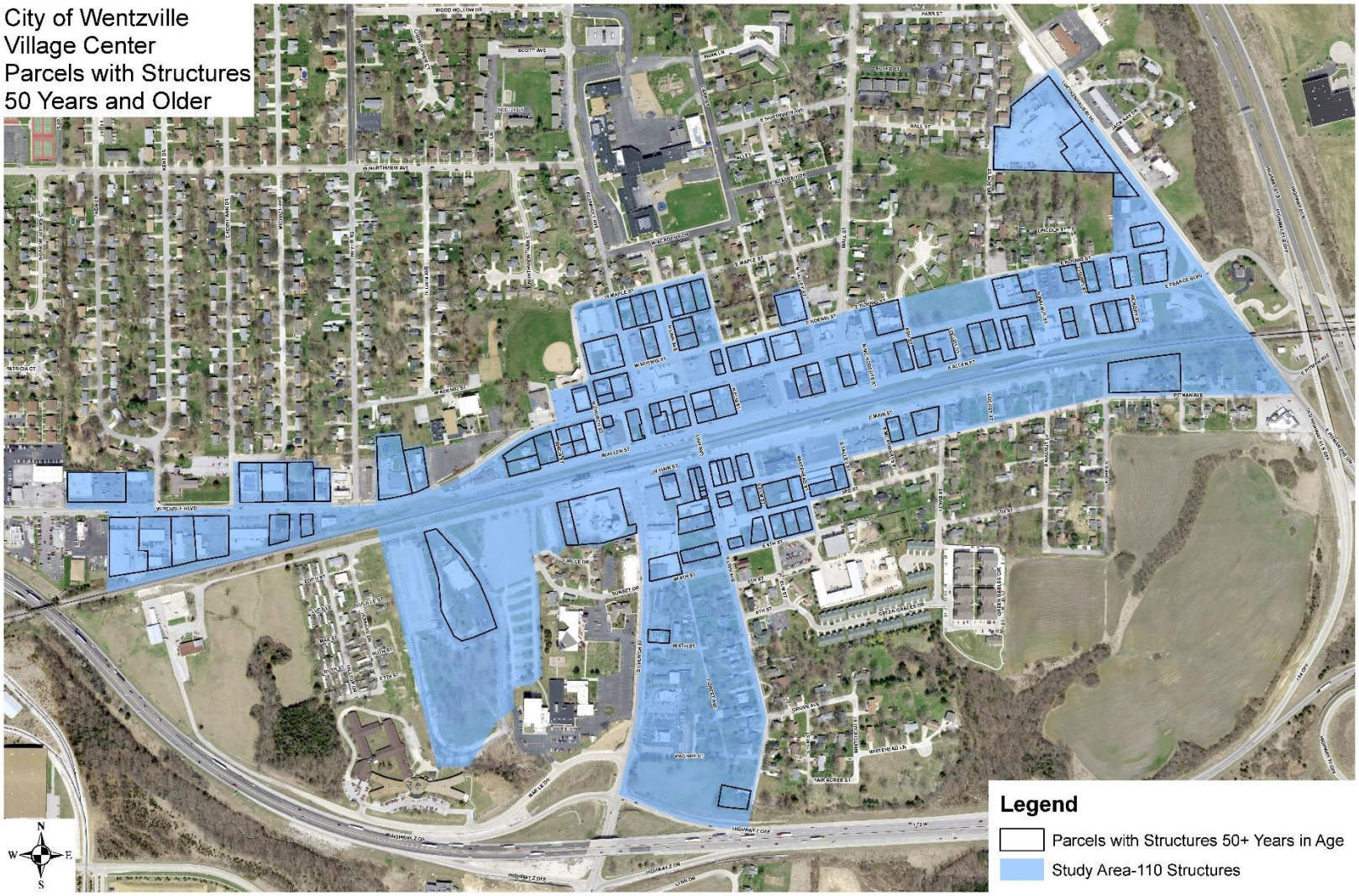
these assets. In addition, the historic tax credits currently available in Missouri could provide their historic property owners with a very attractive incentive to encourage major upgrades and improvements to the older building stock. The Missouri Historic Tax Credit program has already enhanced property values drastically in other historic districts in the metropolitan area and led to a construction boom that has visually and physically transformed many historic buildings and revitalized entire districts. While not every improvement project will qualify for this program, those that do are often the buildings in the most need of maintenance or a major redevelopment, which serves to improve the whole district and to encourage other improvement projects. Historic preservation activities, especially an historic district designation, should help publicize the merits of the buildings and the commercial area, improve property values and, in turn, increase the attraction of the district to current and future businesses, customers and residents.

C. Geographic Area of the Reconnaissance Survey

Wentzville was originally an agricultural community, providing the retail businesses, professionals and other services for the surrounding farms in western St. Charles County with both residential and commercial development focused around the railroad tracks that run east to west through the community. The commercial district straddled the tracks, with Main Street paralleling the south side of the tracks and Allen Street paralleling the north side. Linn Avenue bisected the commercial developments on these two streets, connecting the community north to south. The advent of the federal highway system and the arrival of the paved U. S. Highway 40 in Wentzville in the 1920s, it was routed on Pearce Boulevard (formerly North Second Street) one block to the north of this established agricultural center and west of the intersecting U.S. Highway 61 at the east end of town. This spurred commercial development along Pearce Boulevard associated with this automotive traffic and encouraged residential growth, especially north of the commercial business district. In the 1960s, with the construction of Interstate Highway 70 seven blocks south of downtown Wentzville, business development began to spread out in the community, moving the focus away from the established commercial business district and positioned Wentzville to attract General Motors Corporation (which built its largest auto assembly plant in town in 1980, employing 6,000) and by 2010 the population had mushroomed to 29,070, with an expectation that by 2020 it will exceed 40,000. Much of the recent development in Wentzville focused around the Interstate 70, U.S. 61 and the Wentzville Parkway, ringing around the historic downtown business district.

The 135-acre survey area focuses on this historic core of the community, in an area roughly bounded by East Koenig on the north and Wagner on the south, extending from Luetkenhaus on the east to Kent on the west. The current survey focuses upon the original area of commercial development in Wentzville, on the streets paralleling the railroad tracks, including the old U.S. Highway 40. The survey area extends east to its intersection with U.S. Highway 61 (at Luetkenhaus), which served as the entrance to Wentzville through the 1960s, and it extends west to where the historic commercial development ends shortly west of where Pearce and Allen merge and Main Street ends as well as incorporates the area between Church and Linn south to Interstate 70 at Wagner. The survey area encompasses 214 properties. These boundaries were chosen because they incorporate the core of the community's business district prior to 1960, the area historically associated with Wentzville's first century of development since its founding in 1855 but it also includes residential properties around the periphery of the business district.

MAP 1: AERIAL MAP OF SURVEY AREA



METHODOLOGY

A. SURVEY PERSONNEL

Once notified that Wentzville would receive an Historic Preservation Fund grant in 2017, the City solicited proposals from professionals who met the Secretary of the Interior's requirements and who were listed on the State's consultant list as qualified in history or architectural history. After careful consideration, the City of Wentzville selected Karen Bode Baxter to serve as the consultant on this project. She meets the Secretary of the Interior's Professional Qualifications for both historian and architectural historian, an asset for this current project. She has more than 38 years of experience with historic surveys and National Register of Historic Places nominations and her firm has successfully prepared more than 100 National Register nominations, including 21 district nominations in Missouri, Iowa, and Oklahoma. She has recently completed surveys for the City of St. Charles as well as two north St. Louis County suburbs, Pasadena Hills and Ferguson. Besides having extensive experience working with volunteers and community leaders focusing on the preservation and revitalization of their historic commercial districts, Baxter has worked extensively with property owners, especially in the St. Louis metropolitan area, in their efforts to complete historic rehabilitation projects, both on smaller historic houses and commercial buildings as well as large scale commercial projects, providing technical advice on rehabilitation techniques, working with them to get the properties listed in the National Register, and assisting them with applications for historic tax credits.

Baxter organized and carried out the reconnaissance survey project's activities that resulted in the completion of the historic inventory and this report. She was responsible for coordinating her staff in completing various components of the project, organizing the survey activities, interpreting the research materials gathered on the community and on each property, evaluating the eligibility of the properties, and preparing the inventory documents. It was her responsibility to ensure that all work followed the *Secretary of the Interior's Standards and Guidelines* as well as the Missouri State Historic Preservation Office's survey instructions and professional survey standards when completing the project's activities. On February 27, 2018 she made a presentation at a public meeting with approximately 30 participants, including the Wentzville Downtown Committee, city officials, and local residents to outline the scope of the project and solicit cooperation. At that meeting, she addressed the concerns about the benefits and ramifications of completing historic inventories and National Register nominations. She will conduct another public meeting at the end of this project on July 24, 2018 to present the survey results and recommendations.

To complete the survey in the short time frame provided by the grant funding, Baxter had three other professional historians assist her with this project, combining their varied experience and knowledge to produce the inventory of resources and to develop the assessments and final report's historic context.

- Ruth Keenoy completed historical research and developed the historic context that is a major portion of this survey's final report. She meets the Secretary of the Interior's Professional Qualifications as an historian with 22 years of experience with historic surveys and National Register nominations, including partnering with Baxter on several surveys and nominations as well as Multiple Property Documentation Form submissions, including their recent survey, MPDF and nomination projects for Ferguson.

- Tim Maloney, an historian and lawyer, has worked for Baxter on surveys, nominations and historic tax credit applications since 1998 and he was tasked with identifying the locations of archival and historic research materials in the region's various archives and libraries, especially the search for maps and city directories that could aid in dating the buildings.

- Julie LaMouria had prepared National Register nominations and completed historic surveys in Missouri for five years after completing her M.A. in History from Southeast Missouri State University before she took a hiatus to focus on growing her family. She was encouraged by Baxter to once again participate in an historic survey and she undertook the visual inspections of each building to identify its physical features, entered the basic building data into the ACCESS database, analyzed St. Charles County Assessor data about each property. She also helped Baxter compile historic information and evaluate historic integrity for individual

buildings in the survey area as well as assisted with proofreading, database management and collation of statistics for this survey.

In addition, photographer Sheila Findall, with more than 15 years of experience with National Register and historic survey projects, photographed each of the buildings and worked with LaMouria to complete the on-site building surveys. She also took on the task of labelling the building and streetscape photography and helped map the proposed historic districts and potentially individually eligible buildings.

Baxter was then responsible for compiling and reviewing all of this information and the photographs, evaluating historic maps and assessor's records to determine the probable date of construction of each building and its historic integrity, making corrections to the basic inventory forms to comply with the formatting requirements and completing each inventory form, including the narrative descriptions and histories as well as the assessments about the potential eligibility for listing in the National Register. She was also responsible for the compilation of this final report, utilizing and editing the historic context developed by Keenoy.

Dan Lang, Wentzville's Director of Economic Development, coordinated with Baxter on the survey grant activities and schedule. He scheduled the public meetings and had notifications of the public meetings mailed to each of the property owners in the survey area and coordinated assistance with city staff for Baxter and her team, especially for the maps utilized to complete the photographic and building survey. Wentzville's GIS Coordinator, Jason Robertson provided invaluable service in preparing the historic survey base map, updating the GIS map to correct addressing inconsistencies, revised building outlines, and recorded the recommended historic district survey boundaries and individually eligible buildings. City staff also provided the names and contact information for each of the property owners, researched city records to help date public buildings in the survey area and were responsible for the duplication and distribution of the project report and inventory forms to the public. Other local volunteers, committee members city staff, historical society members and librarians were critical to this process. While they are not all identified individually in this report, their assistance was vital to the success of this project.

Allison Archambo, with the State Historic Preservation Office reviewed the draft inventory forms, assessments of individual eligibility and survey base map as well as made recommendations for the proposed historic district survey, providing valuable insight into the analysis about eligibility as well as great editorial commentary on the draft inventory forms.

B. Examination of Properties and Historical Resources

The research design for this project was based on standard cultural resources survey methods and the consultant's 38 years of experience in historic preservation and surveys in the field. The survey conformed to procedures outlined in *National Register Bulletin 24: Guidelines for Local Surveys: A Basis for Preservation Planning,* the State Historic Preservation Office's "Minimum Guidelines for Professional Surveys of Historic Properties," and the Secretary of the Interior's Standards and Guidelines. Evaluations utilized the criteria established in *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. The Missouri Architectural/Historic Inventory forms were completed utilizing the ACCESS database developed originally for Baxter by Sara Bularzik, then updated by Lynn Josse to accommodate changes to the inventory forms instituted by the State in 2010 and revised by Julie LaMouria in 2018 to accommodate additional changes by the SHPO since 2010. The database compilation followed guidelines set by the state for this reconnaissance survey project. Photographs were assembled for each property as well as for use in the final report. Some of these digital images will also be used at the public meeting at the end of this project.

This reconnaissance survey of the historic commercial core of Wentzville consisted of six major components:

- **Archival and field research** to use in evaluating each property's relationship to the historical development of the community, to identify representative property types, and the integrity of the individual buildings as well as the district as a whole
- **Photographic documentation** of each of these properties in the survey area with digital photography
- **Evaluation of each property** to identify buildings with architectural merit and/or historical significance and to assess each property's potential for individual eligibility to the National Register

- **IDENTIFICATION OF POTENTIAL HISTORIC DISTRICT(S)** with boundaries identified and each structure evaluated for its contribution to the potential district(s)
- **RECORDATION OF EACH HISTORIC STRUCTURE** within the reconnaissance level survey area utilizing the appropriate Missouri Architectural/Historic Inventory forms with pertinent line items completed, including the narrative description and assessment of eligibility
- **COMPLETION OF THIS FINAL REPORT** to review the research design, describe the survey's methodology, summarize the project's findings and make recommendations for future intensive survey area(s) for potential historic districts to the National Register of Historic Places. It provides an historic context for the evaluation of the resources, a description and analysis of property types, requirements for registration of properties as well as other materials, ranging from lists of sites to various maps which were incorporated into the report to aid in planning and use of the survey documents

The first phase of the survey encompassed a field survey supplemented by archival research for information about each of the 214 properties within the survey area to identify architectural characteristics, date the resources and analyze historic integrity. Beginning with photography of each property (and of all buildings and structures on the property that could be viewed from a public right-of-way), these on-site, exterior inspections of each resource gathered detailed information about the architectural features and materials on each building and made notations about alterations, replacement materials and additions to these resources.

Initial research focused on locating archival resources that could help date these buildings and identify changes to the buildings beyond the St. Charles County Assessor's estimated dates of construction, which can be in error since they are based upon questionnaires to property owners in the mid-twentieth century (long after the oldest buildings were constructed) and more recent building permits and property changes (which could be for major renovations not the original construction date of the building). But, for many buildings in the survey area, the St. Charles County Assessor's date was often the only estimated date of construction available since the most notable research finding was the dirth of other resource material to date the buildings.

Only one fire insurance map could be located (1927) which was helpful in determining if the building currently standing on the property was the one present in 1927, and if it had changed in dimension (either by adding additional floor levels or wings to the building) since that time, but the lack of additional fire insurance maps over a span of years meant it was not possible to utilize this resource to determine an approximate time frame for the construction of buildings in Wentzville. There was one county plat map in 1905[1] that included very basic building outlines but it was only useful in noting some sort of building on a property. Neither the 1905 or 1927 map covered the entire survey area, only mapping the central core of the community's business district radiating a few blocks from the intersection of Main and Linn. Much of the commercial development in Wentzville occurred after the publication of these two maps, either spurred by the arrival of State Highway 2 in 1925 (designated U. S. Highway 40 the next year) or it had to be rebuilt because of a series of devastating fires that swept through the business district until the city constructed its first water tower in 1935.

Historic photographs with the Wentzville Community Historical Society or published in local histories (especially the just published pictorial essay by Deborah Bowman and Larry Marshall, *Images of America: Wentzville*) turned out to be the best sources of information to help date older buildings beyond the 1905 and 1927 maps. Even published advertisements and news articles rarely helped date a building since they seldom included addresses, although a few incorporated photographs of their buildings. The Google Maps street views, especially comparing their earlier photographic surveys of Wentzville (2008, 2013, 2018), were helpful in identifying recent alterations and new construction, capturing in one instance the removal of the stepped parapet in progress on the corner building at 200 S. Linn.

Where other communities have periodic city directories listing buildings by address, there were only two city directory listings found for Wentzville (even after searching through neighboring communities' city directories to see if Wentzville was published as a supplement to the St. Charles County, St. Charles City, or O'Fallon city directories). In Walker's *St. Charles Directory for 1891-1892* provided an alphabetical listing of Wentzville residents and

[1] For future reference, it should be noted that in utilizing this 1905 plat map to try to date buildings, it was discovered that the blocks on the north side of Allen Street are shifted one block west of their actual position.

businesses, but no addresses were associated with this listing. Then, Hackman's *St. Charles City Directory* for 1906 had a short alphabetical listing of residents in Cuiver Township (where Wentzville is located) listed only by the rural route number. The City of Wentzville did not retain its old building permit files (if they ever existed) but their current files may be helpful in researching specific buildings constructed after 1960. So far, old water connection permits have not been located either, but would only be helpful in dating new buildings constructed after the water tower was built in 1935.

Even in the rare instances where an address was listed in a news article or advertisement, they were often not very helpful since both the names of streets and address numbering changed over time. For example, Main was originally South Main, while Allen was original North Main. Pearce was originally Second. Address numbering changed several times as well. Then, some buildings were readdressed onto Pearce (since it is the major commercial corridor today) that historically faced Allen or Koenig.

Using the Secretary of the Interior's Standards of Identification, Baxter assessed the information gathered from on-site inspections and photography as well as the research in the assessor's files, historic photos and historic maps which she coupled with an analysis of the building materials and stylistic features to determine the approximate dates of construction and to identify alterations. Then, these assessments formed the basis for preparing narrative descriptions of each building as well as determining its level of architectural significance. As a reconnaissance survey, this dating is approximate, but it appears that only a detailed examination of the property deed records for each building or an exhaustive review of the historic newspapers might provide further information on the dates of construction, but that was not within the scope of this reconnaissance survey project Beyond dating the buildings and their alterations, the most useful resources for this reconnaissance survey for identifying buildings that had historical significance in the community's development were Deborah Bowman and Larry Marshall's pictorial essay, *Images of America: Wentzville* and the two-volume scrapbook, *History of Wentzville and Surrounding Townships* by George Matlock.

Archival work by Baxter and her associates concentrated on identifying the location of historical information about Wentzville for the use of future survey and nomination projects, but they also collected pertinent information about the development of the community and individual buildings in the survey area to summarize on the survey forms and to use in compiling a summary historic context for this final report. Published studies of Wentzville, files of local newspapers, maps, past historical surveys, scrapbooks about local history, and photograph collections were cataloged and included in the bibliography at the end of this report.

Most of this information was found locally, either at the Kathryn Linneman Library (the branch library for St. Charles County that archives the historical information about the entire county), with the collections of the Wentzville Community Historical Society or with the St. Charles County Historical Society or was found on-line. The St. Charles County Historical Society has an extensive vertical file collection of Wentzville mostly of newspaper clippings that will be helpful with future surveys and nominations and one of their files, "Wentzville MO Sites Towns W15," is forms from a survey of historic buildings they completed circa 1970 although these do not include photographs and had very little information beyond listing buildings by their historic name (as commonly known at that time), although some noted building addresses and important historical facts. The archival collections at the Missouri History Museum (St. Louis), the Western History Collection, State Historical Society of Missouri (Columbia) and the Mercantile Library were examined hoping to find additional historical resources about Wentzville but without much success. However, the collections of the State Historical Society of Missouri was found to be the best source for accessing files of the old Wentzville newspapers, *St. Charles News* (originally published in Wentzville) and *Wentzville Union*.

Each of the properties within the boundaries of the survey area was documented in an Access database that is formatted to generate a Missouri Architectural/Historic Inventory form for each property, to include: dating the buildings on each property, logging basic architectural characteristics and alterations, noting important historical information located about properties that might be individually eligible for listing in the National Register of Historic Places and compiling a narrative description of the building and the property. In addition to the information entered on the forms, each property file contains at least one digital and black and white photographic print of the property. The bibliography on a specific inventory form listed resources utilized to complete the current evaluations.

Each Missouri Historic Inventory Form includes the following information for each individual property within the study area:

- **HISTORIC NAME** of the property if it is known based upon the reconnaissance survey research (usually that would be the first homeowner or first business)
- **PRESENT NAME** of the business if identified by during the field survey
- **CURRENT STREET ADDRESS** and any alternative addresses uncovered during the research
- **HISTORIC AND CURRENT USE** of the property (i.e., single dwelling, specialty store, etc.)
- **DATE OF CONSTRUCTION** (or estimated date if the exact year is unknown) and **OTHER SIGNIFICANT DATES** in the building's history (such as major renovations or additions)
- National Register status and **DETERMINATION OF ELIGIBILITY** both individually and within a potential district's boundaries (including evaluation status as **CONTRIBUTING OR NONCONTRIBUTING RESOURCES** for those properties within proposed districts)
- National Register's **CLASSIFICATION** of the property, including its **CATEGORIZATION** (as a building, site, structure or object), **PROPERTY TYPE** (such as auto service garage, bungalow, etc.) or **ARCHITECTURAL STYLE**
- **DESCRIPTION** of the original and current physical characteristics of the property
- **FACTORS AFFECTING THE HISTORIC APPEARANCE** of the resource and its potential eligibility to the National Register
- **EVALUATION OF THE SIGNIFICANCE** of each property identified as potentially individually eligible or within the boundaries of a possible district, listing areas of significance (applicable National Register Criteria), with a summary statement of why the building or potential district is considered significant enough to be listed in the National Register
- Identification of any **AREAS NEEDING ADDITIONAL HISTORICAL RESEARCH** to clarify information known about the specific property
- **DOCUMENTATION** utilized in dating the building and evaluating its architectural integrity and historical significance

After completing the initial field work and photography and reviewing the published historical information on the area, Baxter completed her initial eligibility assessments in conjunction with compiling the historic inventory forms on each property. The research collected about each property was evaluated by Baxter and LaMouria to assess the historical significance of individual properties and to prepare a brief historical overview of each property that appeared to be individually eligible for National Register listing. Since the reconnaissance survey research was limited, it is possible that more in depth research could identify additional historically significant properties and in general those identified as individually eligible in this current survey are those that had obvious architectural significance, were highlighted in local historic publications and also retained their historic integrity. Every structure was evaluated for eligibility for individual listing on the National Register and each property was also evaluated to determine whether it could be included within the boundaries of any potential historic districts as well as its contribution to such a district. Early in the project it became apparent that there might be the potential for at least one commercial historic district focused around the intersection of Main and Linn, but it also looked like there might be another separate district, or a larger historic district, that would encompass properties associated with the development of U.S. Highway 40 along Pearce Blvd. in the four blocks centered on Linn. As potential historic districts were identified, information pertinent to a potential historic district listing was summarized on each applicable property's inventory form.

Baxter used these evaluations as the basis of this final narrative report with its recommendations for future intensive surveys for potential historic district(s) on the National Register of Historic Places. The final report reviews the research design, the survey methodology, summarize the results of the field survey. The report provides a brief history of the survey area and its environment, analyzes the property types found within the survey area and makes recommendations for future potential intensive surveys for historic district(s) designation. A list of the properties identified as potentially individually eligible for the National Register of Historic Places is incorporated into this final narrative report along with a summary evaluation of potential historic districts that describes the property types and historical information about each suggested district. Included in the report is a selected bibliography to aid in future research, surveys and nominations. It also makes recommendations for future projects for the Wentzville Downtown Committee, particularly identifying potential intensive survey projects based upon the findings of the current survey. Maps accompanying this final report also identify all properties and note all properties that are identified as potentially eligible for individual listing and delineate potential districts with each property marked as contributing or noncontributing to the potential district(s).

Master copies of both the paper inventory forms, a printed copy of the selected photographs of each property and a digital copy of the photographs and the Access database became the property of the City of Wentzville so that the database can be expanded to incorporate future surveys in the community. In addition, the base map of the survey area and the final report were provided to the City of Wentzville in both digital and printed form. A copy of the inventory forms and photographs in digital and hard copy format was also provided to the Missouri State Historic Preservation Office to include in their statewide historic inventory, along with a copy of the final report and survey map, as well as other documents as required by the grant contract. To assure that citizens in the future can easily access the inventory forms, the City of Wentzville plans to provide a digital copy of the inventory forms and photographs to the local public library, the St. Charles County Library archives as well as making it accessible through City Hall.

MAP 2: RECONNAISSANCE SURVEY BASE MAP SHOWING BUILDING OUTLINES

(Note: A separate, large scale map of the survey area with the final recommendations for district surveys and individual eligibility will be provided with the final survey report)

SURVEY FINDINGS

A. ANALYSIS OF PROPERTY TYPES AND STYLES

Historic Downtown Wentzville needs to be carefully evaluated for eligibility to the National Register of Historic Places. Beyond the community's desire to maintain the quality of life and caliber of the building stock, it is hoped that utilizing historic preservation planning tools will help with their economic development efforts in the historic central business district. While the community recognized that they had a number of historic resources, and even a potential historic district, it had little understanding of the factors that define eligibility to the National Register either for individual buildings or for incorporation into an historic district. This reconnaissance survey was designed to serve as a first step in developing this understanding and identifying the types of resources that are likely to be found in Wentzville in addition to better defining boundaries for potential historic district intensive surveys.

This required the assessment of each resource (whether a principal building or outbuilding) for three separate eligibility tests for listing in the National Register of Historic Places:

- individual eligibility based upon the architectural significance and integrity of the resource's historic design
- individual eligibility based upon the history of the resource and its significance in the development of the community
- the relationship and contribution of the resource within the collective context of the community and the adjacent neighborhood or business district (since that will be the basis of any historic district nomination) and the historic themes and visual qualities which helped define the entire neighborhood or business district as both unique and significant in the history of Wentzville

The criteria utilized in these analyses conformed to the standards established in *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation.* Each analysis formed a separate step in the process of determining both the potential for a historic district (and the status of each resource within the potential district) and the individual eligibility of each resource. This analysis also utilized a combination of the information gathered during the survey:

- visual evidence of the historic integrity of each resource
- physical evaluation of the construction and current condition of each building
- historical research on the development of Wentzville
- evaluation of the visual qualities and physical associations between the properties

While the determinations of architectural significance relied heavily on the visual and physical evaluation of the individual buildings, the archival research (especially the historic photographs, historic plat and fire insurance map) proved especially useful in determining the actual construction dates and whether or not alterations had occurred. The visual inspections were a critical component in determining whether or not the resource retained its historic integrity and character defining features, a critical component in determining whether a building could be individually eligible to the National Register or a contributing building in any historic district.

Visual evidence also provided the first clues about the historical significance of a resource, although the archival research and examination of Wentzville's history served as the primary means of determining the history of a particular resource and its relationship with the historical development of the community. Each of these resources had to be carefully evaluated, making comparisons between individual buildings, the neighborhood/district, and the community as a whole to determine both the contribution of individual buildings within a potential historic district and the significance of the district as a whole.

PROPERTY TYPES

The survey identified 214 separate properties, with 321 different resources, which represent a variety of historic property types. These include:

- 199 primary buildings:
  - 95 single family residences (1 of which served as the town's telephone exchange)
  - 5 multi-family residences
  - 1 institutional housing (senior living facility)
  - 1 hotel
  - 1 storage units
  - 1 church building
  - 1 school building (Lincoln School, now incorporated into a larger commercial building)
  - 2 social centers (Masonic Lodge and Wentzville Community Club)
  - 4 government buildings (city hall, post office, EMS station, water control)
  - 3 industrial/manufacturing complexes
  - 3 agricultural processing complexes (2 MFA properties and the Wentzville Creamery)
  - 82 commercial buildings

- 1 object (caboose)

- 3 structures
  - 1 water tower
  - 2 lots developed as parking lots

- 11 sites in the form of:
  - 10 open lots
  - 1 memorial park

As a reconnaissance survey, 107 secondary buildings and structures on the properties with the 199 primary buildings were also documented on the primary buildings' individual inventory forms, but those forms do not incorporate enumeration by type of outbuilding or structure. Ten of these are associated with the two MFA properties (grain silos and storage buildings), four are the storage buildings at Wentzville Millwork, and five are the outbuildings on the Wentzville Community Club property (carport, restrooms, concession stand and storage buildings). The remainder are storage buildings at the back of the lots on commercial properties and outbuildings on residential properties (detached garages, small storage sheds, gazebos, and small barns).

Of the 82 commercial buildings identified in the survey area, most were categorized more specifically as the following vernacular property types most of which are named for the purpose built function of the building or the basic shell of the building:

- 16 one-part commercial blocks
- 6 two-part commercial blocks
- 5 commercial storefronts
- 1 big box store
- 11 strip commercial/shopping centers
- 10 automotive dealerships/service garages
- 2 gasoline stations
- 5 offices (business/professional/medical)
- 1 bank (with drive-in banking lanes)
- 1 drive-in diner
- 2 roadside stands
- 8 metal prefab buildings
- 3 warehouse/storage buildings
- 3 manufacturing/industrial facilities

This listing is striking for the number of vernacular property types associated with commercial business development in the latter half of the twentieth century, most notably the big box store, strip shopping centers, drive-in diner, freestanding office buildings and metal prefab buildings. In addition, there are several properties closely associated with the increasing popularity of the automobile, not only automotive dealership and service garage buildings, but also dedicated gasoline stations, a bank with drive-in banking lanes, as well as the drive-in diner and roadside stands).

STYLISTIC INFLUENCES

The survey area is distinguished by a mixture of mid-to-late-nineteenth and early to mid-twentieth century stylistic designs or influences with a number of late twentieth century and early twenty-first century commercial buildings intermixed, especially along the arterial streets connecting to the highways (Pearce, Church, and Luetkenhaus). The buildings in the reconnaissance survey area are general modest, vernacular interpretations of popular styles or simply best described by their building form (for example, gable front or two-part commercial block) or property type (such as the drive-in diner) rather than a specific architectural style. That is especially true for the earliest buildings which are vernacular interpretations of building plans and designs with few definitive stylistic details. In fact, the vast majority of the buildings in the survey area are best described by a vernacular property type rather than a style, with the term taken from the plan shapes which are usually taken from their roof configuration or taken from the purpose built function of a commercial building (see list of commercial types above for those terms). For residential vernacular property types, and some of the simple commercial buildings, the following descriptive names were utilized, most of which were described in Virginia and Lee McAlester's *A Field Guide to American Houses* or in Richard Longstreth's *The Buildings of Main Street*:

- Bungalow
- Cross Gabled
- Double House
- End Gable
- Four Square
- Gable Front and Wing
- Hall and Parlor
- I-House
- Mass Plan, Side Gable
- Metal Prefab Building
- One-Part Commercial Block
- Pyramidal
- Side Gable
- Two-Part Commercial Block

In fact, of the 199 primary buildings, less than a third, only 73 have specific styles attributed them, ranging from styles popular in the mid-to-late nineteenth century to those popular in mid-twentieth century designs. Until the mid-twentieth century, commercial building designs in Wentzville focused on the functional elements of the building and utilized very few stylistic embellishments. Conversely, the earlier identified styles are found only on residential designs, generally the larger houses but most house designs range from more modest cottages to less elaborate examples of some styles, providing a wide variety of designs, no two of which are identical.

The oldest building in the survey area, the Robert C. Dula House is a Greek Revival House built around 1860, but the other nineteenth century buildings that can be identified by style are some variation of Late Victorian residential designs, although one doubled as a commercial building (the Schierbaum Building at 1 E. Allen). The earliest twentieth century designs were variants of Colonial Revival house designs, but Craftsman houses also became popular in the early twentieth century. The use of these styles subsided by the 1930s as Modern residential styles gained in popularity, first as Minimal Traditional houses and then in the 1950s Ranch houses began to dominate housing construction in the survey area. In fact, the commercial buildings identified as Ranch style, most are along Pearce Blvd. and may have originally been residential buildings that were converted to commercial use at a later date or were specifically designed to fit into the suburban residential character that was beginning to dominate Wentzville's development in the latter half of the twentieth century.

The more avant-garde styles of the twentieth century were utilized on commercial buildings rather than private residences, styles like the Spanish Colonial Revival style automotive building at 109 W. Pearce, the Art Deco, which is seen on the in the zigzag elements of a small roadside stand at 706 E. Pearce and the Contemporary design to the EMS Station at 402 E. Pearce. With the exception of two buildings, the Wentzville First Assembly of God church at 111 W. Allen and the U.S. Post Office at 201 E. Allen, which are both Modern designs, all the buildings identified as Modern or Streamline Modern in the survey area are the commercial buildings located along Pearce that were built between 1937 and 1970, which coincides with the commercial development of Pearce as U.S. Highway 40.

The identification of specific styles and their characteristic features is based upon the consultant's knowledge of building styles and the following studies: Virginia and Lee McAlester's *A Field Guide to American Houses*, John J.-G. Blumenson's *Identifying American Architecture*, and Richard Longstreth's *The Buildings of Main Street*. Below is the tabulation of the major styles and the dates of their appearance in the survey area. In the table below, they are listed by the data categories used for architectural classification in National Register nominations.

TABLE 1: BUILDING STYLISTIC INFLUENCES
(R)=Residential or (C)=Commercial

MID-19TH CENTURY:	1	(R)	Greek Revival		(1860)
LATE VICTORIAN:	1	(R)	Late Victorian		(ca. 1900)
	4	(R)	Folk Victorian		(1897-1910)
	1	(C)	Folk Victorian		(1885)
	1	(R)	Queen Anne		(1917)
LATE 19TH AND 20TH CENTURY REVIVALS:	1	(R)	Neo-Classical Revival		(1947) [orig. 1870]
			Colonial Revival:		
	5	(R)		*Colonial Revival:*	(1900-1938)
	9	(R)		*Cape Cod*	(1931-1935)
	2	(R)		*Dutch Colonial Revival*	(1921-1930)
	1	(C)	Spanish Colonial Revival		(1932)
LATE 19TH/EARLY 20TH CENTURY AMERICAN MOVEMENTS:	10	(R)	Craftsman		(1910-1929)
MODERN MOVEMENT:	9	(C)	Modern		(1937-1970)
	1	(C)	Art Deco		(ca. 1950)
	3	(C)	Streamline Modern		(1940-1947)
	1	(C)	Contemporary		(ca. 1960)
	7	(R)	Minimal Traditional		(1930-1950)
	9	(R)	Ranch		(1940-1985)
	7	(C)	Ranch		(1950-1989)

The following discussion by each of these styles provides a better understanding of their character defining features in general as well as the range of those features found on buildings in Wentzville. In general, Wentzville buildings were always less elaborate designs, no matter the style. Since it developed first as a small farm-to-market community and evolved into a commuter suburb, most of its housing stock (at least from what was found in this initial survey area) was built for working and middle class families, not wealthier individuals who could have afforded the more embellished designs.

Mid-Nineteenth Century:

Greek Revival

In the new republic, especially in the years following the War of 1812, architectural styles rejected the traditions of England as a reflection of the independent United States and for much of the mid-century, the most popular architectural style was evocative of Greek democracy, which remained popular until the Civil War. There were other Romantic styles that gained some popularity as alternatives to the Greek Revival style, such as the Gothic Revival and Italianate designs, but there were not any examples of those latter two styles found in the survey area in Wentzville. However, there was one example of Greek Revival found, the Robert C. Dula House at 408 E. Main, which is actually in the midst of a local campaign to stabilize and preserve the house which has temporarily removed the iconic colonnaded porch for repairs (as seen in the photo below).

Greek Revival dominated residential designs in the young nation from 1825 through 1860, and it was even called the National Style as a result. It flourished in regions that were under rapid development as the settlers moved west across Tennessee, Kentucky and the Old Northwest Territory as well as following the southern planters spreading to new areas of Alabama, Mississippi and Louisiana. Not surprisingly, large numbers of Greek Revival houses can be found all across the eastern United States and even into Missouri before the Civil War. The style is adapted from the classic Greek temple front, which focuses on a symmetrical façade with a side gabled roof and an entry porch that is supported by prominent square or rounded columns. The Dula House is part of a subtype known for having an entry porch that is less than full height but it was a prominent feature as a semi-circular porch with a series of Doric columns resting on tall plinth blocks spanned by turned baluster railings. It even had a rooftop balustrade. While it has the characteristic symmetrical façade with vertically aligned windows on the façade, most Greek Revival houses had six pane glazing (six over six sash windows) and the Dula House currently has one-over-one sash windows. It also lacks some of the other details often found on Greek Revival designs, such as the wide band of trim at the roofline that formed an entablature-like cornice line or the more elaborate entry treatments with sidelights, although it does have pilasters flanking the door.

Greek Revival

408 East Main Street

Late Victorian Styles:

Following the Civil War, stylistic movements associated with the Late Victorian era grew in popularity, but the survey area in Wentzville, most house designs utilized the stylistic elements of the Late Victorian era without falling into one of the high style classifications, what McAlester calls Folk Victorian, like the Schierbaum Building at 1 E. Allen which served both as their residence and a commercial business (and post office). One house at 111 W. Allen could only be identified by the broader category of Late Victorian. Only one house at 517 S. Linn could be identified with one of the specific Late Victorian styles, the Queen Anne style. Named for the long reign of Britain's Queen Victoria, most of the Victorian styles were popular in American architecture from 1860 to 1900, but in Wentzville this basic style remained popular into the first decades of the twentieth century (see example photos below).

Because rapid industrialization and the growth of railroads led to drastic changes in house design and construction, the balloon frame and wire nails replaced heavy timbers, which in turn allowed house shapes to become more elaborate and less box-like since it simplified construction of corners, wall extensions, and roof overhangs. Industrialization led to the mass production of housing components, doors, windows, siding, roofing, and even the decorative detailing like brackets, porch supports and window hoods. As a result, Victorian era houses are most noted for their extravagant use of complex shapes and elaborate detailing, such a seen on 603 S. Linn. While the more elaborate examples of any of these styles would be those homes built for the wealthier residents, Wentzville was a small farm community at this time and as a result, the detailing was less elaborate. Generally, the Late Victorian buildings were a mixture of frame buildings, resting on stone foundations and brick houses. Often it was the complex roof forms, such as the house at 111 W. Allen below, that readily identified the building as a Late Victorian building in this neighborhood.

While many of these Late Victorian houses probably originally had metal or wood shingled roofs, now these are replaced with modern asphalt shingles. Most windows in these homes were wood sashed windows originally, in a variety of sizes (and some with transoms). While some are one-over-one sashes, the more popular choice, especially for the Italianate and Folk Victorian houses (as well as secondary elevations), was the two-over-two sashes. In some cases, it was the round arched windows and asymmetrical design that distinguishes the building as Late Victorian.

Those houses that could be specifically identified as Folk Victorian designs utilized a variety of vernacular house forms, whether one or two stories, and most often could be identified by the applied porches with spindlework detailing, delicate turned porch posts, lace-like spandrels, and jig-saw cut trim to dress up the building. While usually less elaborate than the Victorian styles they are attempting to mimic, the details are inspired by Queen Anne or Italianate styles. Most of the detailing is located on the porch, cornice line, or gable ends. Several examples exist in the survey area, although many appear to be missing pieces of the decorative detailing, especially the shaped shingles in the gable ends or the spandrels or spindlework friezes on the porches and in some cases it appears that the spindlework friezes or cutwork brackets are re-creations added in recent years. Porch railings have generally been replaced with taller railings (to meet current building code requirements), although some tried to keep the spindlework baluster design or retained the turned porch posts. The cottage at 603 S. Linn retains portions of its original spindlework porch posts and detailing, as well as the complex roof form identifying it as Folk Victorian. While many of these Folk Victorian residences were frame houses, which offered the opportunity to utilize a variety of millwork on the exterior walls, in Wentzville some were brick houses, which depended more often on the complex rooflines and asymmetrical plans along with elaborate porch details or gable end details, like the shingles and Palladian window in the front gable end of the Schierbaum Building at 1 E. Allen, which unfortunately has lost its original second floor cutwork porch railing.

Since most of these houses were built for workmen, not wealthy residents, there is only one example of a more elaborate Late Victorian style, identified as a Queen Anne design at 517 S. Linn. Queen Anne houses are generally noted for their steeply pitched, complex and irregularly shaped roofs usually a hipped roof with a front-facing gable, textured wall treatments usually in the form of contrasting sections of clapboard and shaped shingles (often fishscale or diamond patterns)—all designed to avoid a smooth-walled appearance but in Wentzville they settled for lap siding. Queen Anne houses also feature partial or full width porches that extend around onto at least one side wall, as does this house at 517 S. Linn. While most iconic Queen Anne residences elsewhere feature a tall corner tower, that is not always the case and is not found on this example, just the characteristic hipped roof with cross gabled bays. As is characteristic elsewhere, this example of a Queen Anne design features lace-like ornamentation on the porch and under the wall overhangs and spindlework detailing as a frieze below the porch ceiling as well as delicate turned porch supports.

Late Victorian

111 West Allen Street

Folk Victorian

1 East Allen Street

603 South Linn Street

Queen Anne

517 South Linn Street

Late Nineteenth and Early Twentieth Century Revival Styles

At the end of the nineteenth century, the trend toward copying earlier period styles grew in popularity. These styles drew heavily upon ancient and Renaissance era classical styles and other Medieval European designs, as well as styles popular in Colonial America, but unlike the preceding Victorian era, these increasingly popular period revival houses stressed relatively pure copies of these traditions as opposed to the stylistic mixtures that dominated the Victorian era. This movement began with European-trained architects who designed landmark period houses for their wealthy clients, usually in the Italian Renaissance, Chateauesque, Beaux Arts, Tudor, Neo-Classical or Colonial Revival styles but their popularity gained momentum, especially after the 1893 Columbian Exposition in Chicago which stressed correct historical interpretations of European styles. These styles remained the dominant styles through the 1930s in communities across the United States. As was true across the nation, in Wentzville, the most popular of these styles would generally be the variants of the Colonial Revival style, which remained the dominant style of domestic building nationwide during the first half of the twentieth century, but in the survey area there are no examples of the other Revival styles, except for one Neo-Classical house and one Spanish Colonial Revival style commercial building at 115 W. Pearce.

Neo-Classicism

Neoclassicism is one of the revival styles, in this case based on ancient Greek and Roman architecture. Interest in classical architectural models dates from the World's Columbian Exposition in Chicago in 1893 where the planners of the fair mandated a classical theme that resulted in a series of monumental colonnaded buildings around the central court which was widely photographed and attended. While the style is most commonly associated with public, institutional, and commercial buildings, the smaller pavilions at the fair were more domestic in scale, inspiring many residential designs around the nation, especially for a community's more affluent residents. With its dominant, full height portico supported by classical Corinthian or Ionic columns, these imposing buildings were generally more ornate than their colonial era, Classical Revival or Greek Revival prototypes, in part because of the mass production techniques of the industrial revolution that could provide prefabricated columns and decorative details in plaster or composite materials, eliminating the need for highly skilled stone masons. The portico is the most distinguishing feature of this style, but the doorways were usually equally as elaborate with decorative surrounds of fluted pilasters or sidelights topped by a pediment. Windows often had a much more pronounced lintel or decorative window hood that drew upon classical details such as a broken pediment or keystone flat lintel. The formality and monumental presence of this style was extremely popular throughout the country during the first half of the twentieth century, but not nearly as popular in residential designs as the closely related Colonial Revival homes of the same period, precisely because it was only appropriate for the most imposing residences. Thus far, only one example has been found in Wentzville, and it is a large 1870 home at 511 W. Pearce that had a wing added in 1947 along with the Neo-Classical portico along with its multipaned sashed windows and shutters.

511 West Pearce Blvd.

Colonial Revival

As the name implies, Colonial Revival style buildings drew upon the colonial American designs, which in turn were brought by the initial settlers on the Atlantic seaboard from their homes in Europe. The Georgian and Adams styles formed the basis for this revival with post-medieval English and Dutch Colonial influences evident as well. While the Philadelphia Centennial of 1876 sparked an interest in our colonial architectural heritage, McKim, Meade, White and Bigelow are credited with popularizing the revival of colonial designs after 1877 when they took a widely publicized tour through New England to study original Georgian and Adams buildings. The increasingly popular Colonial Revival designs were not usually historically accurate copies, rather they used the details on colonial examples as inspiration. Colonial Revival houses continued to be extremely popular for more than a half-century, with an evolving series of forms. Several examples were found in the survey area in Wentzville, generally starting around 1900 and extending into the 1930s. A few could be identified by subtypes such as the Dutch Colonial Revival houses with their distinctive gambrel roofs and the modest Cape Cod (1-1.5 story, side gabled roof) cottages that became popular with builders by the 1930s but most were designs with simple Colonial Revival details. In this area of Wentzville, the accentuated front entry is the most distinctive Colonial Revival feature, either an entry door crowned with a decorative entablature supported by flanking pilasters or a porch roof supported slender Doric columns. While the examples identified in Wentzville so far are simpler, elsewhere Colonial Revival houses have entry detailing that varies widely but is always drawn from some form of classical ornamentation with a pediment, entablature (often with a rectangular transom), or fanlight over the entry door. Windows themselves are usually doublehung sashes, usually multipaned in the top or both sashes (six over six being the most common configuration) and sometimes made with a taller lower sash (resulting in a six over nine configuration). Although not found in the colonial precedents, bay windows are associated with the Colonial Revival style and some of the examples in Wentzville have bay windows. In many of the examples of Colonial Revival residential designs in this neighborhood, however, the windows were simple one over one sashed windows, usually replacement windows that probably replaced the characteristic multipaned sashed windows. Some retain the shutters often found on Colonial Revival designs. Besides the use of classical column forms and pedimented entries, Colonial Revival buildings could have other classically inspired details: Palladian style windows, cornice box returns that emulate broken pediments in the gable ends, pilasters and smaller pediments on dormers, modillions or dentils in frieze-like boxed cornices at the roofline, oval or ocular windows, and decorative urns on top of pediments or to accentuate the turned balusters on porches. As a contrast to these embellishments, Colonial Revival designs have simple wall finishes, unlike the preceding Victorian era designs, and most of the Wentzville examples are frame buildings and are more restrained, and less likely to be heavily embellished, in keeping with the middle class character of the community.

The examples in Wentzville are all early twentieth century designs. In the earliest examples of this style in Wentzville have a more symmetrical façade on a simple house form that is embellished with a colonnaded porch, such as the simple pyramidal house 2 East Maple. Two of the designs are a subtype known as Dutch Colonial Revival, distinguished by the use of a gambrel roof form, such as the one 521 S. Linn, which has an entablature and pilaster entry surround, bay windows, and clustered columns on the corner porch. Only one building, a 1938 senior living complex at 909 Pitman features more elaborate Colonial Revival details, including the frieze-like boxed cornices returns, an ocular window, the pilaster strips flanking entries, and multipaned windows with shutters. Smaller, side gabled, Cape Cod designs, which were primarily one or one and one-half stories tall (usually with front dormers) became increasingly popular with builders, especially as the Great Depression put economic pressure on builders, but the Cape Cod could still provide a classically detailed alternative for a modest house design. Most Cape Cod houses are basically symmetrical with an entry stoop leading up to the entry door and most have simple pilasters and an entablature or pediment (as seen in the house at 813 S. Linn).

Spanish Colonial Revival

Unlike other variants of Colonial Revival design which drew on precedents in eastern seaboard colonial houses, the Spanish Colonial Revival drew upon the designs common in the American Southwest when it was part of the Spanish Empire. It became a popular alternative, used in Missouri primarily for residential buildings, but it was also adapted to the commercial buildings being built from 1915-1940, often for those that were automotive dealerships and retail businesses which tended to design with more distinctive facades to create an iconic image for their business. That was certainly the case for the one example in Wentzville, the Swatner Motor Company (which sold Fords and John Deere equipment) at 109 W. Pearce which utilized a light brick, which references the adobe finishes in Spanish Colonial buildings, a curvilinear parapet and an enriched, round arched, classical door surround that are common features in Spanish Colonial Revival designs.

Colonial Revival

2 East Maple Street

909 East Pitman Avenue

Cape Cod

813 South Linn Street

Dutch Colonial Revival

521 South Linn Street

Spanish Colonial Revival

109 West Pearce Blvd.

Late Nineteenth and Early Twentieth Century American Movements

Craftsman

Unlike the Colonial Revival styles or even the styles popular during the Victorian era, the Craftsman style designs have no direct historical precedents and could be argued to be truly American in origin. Craftsman houses were inspired by the work of Greene and Greene, two California brothers who practiced in Pasadena in the late nineteenth and early twentieth century. By 1903, they were designing simple Craftsman style bungalows which quickly grew into commissions for exceptional landmark examples, often termed "ultimate bungalows." There were several influences on this style, especially the English Arts and Crafts movement, Oriental wooden architecture, as well as the Greenes' early training in manual arts and the coincidental rise of what would be termed Mission or Arts and Crafts furnishings, with its simple, functional lines that emphasized straight lines and less refined products and materials. Their residences as well as similar residences by other architects were given extensive publicity in both architectural magazines and the women's magazines of that era and the style was popularized in a large number of pattern books and by companies offering complete pre-cut packages of lumber and detailing that could be assembled by local labor. They became popular in the first decade of the twentieth century and examples were especially popular in this community prior to 1930.

Craftsman houses are generally gabled roofed and usually have exposed rafters often with rafter tails extending beyond the edge of the roof with notched or shaped ends to create a repetitious pattern along the sides of the roof. The gable ends usually have false beams or triangular knee braces. While other roofing materials might have been used, asphalt shingles was most likely the original roofing material. They generally have doublehung sashed windows with muntin patterns in the upper sash only, which could be a multipaned grid but these windows are more likely to be divided into three or four vertical lights on the upper sashes. Massive, tapered squared posts or battered piers supported the corners of the porches and some had masonry half-wall height railings. In Wentzville these vary widely, but most are frame houses with full width porches with distinctive Craftsman detailing: wide eaves with exposed rafter ends, knee braces, and various shaped dormers as well as a wide variety of porch supports usually based upon some boxed shape (sometimes tapered) rather than columns or turned posts like earlier styles. In the survey area, most of these designs were one and one-half story bungalows, generally side gabled. The house at 205 East Allen Street is one of the larger Craftsman houses in Wentzville, having many of the stylistic details seen on most of the Wentzville examples: wide eaves, knee braces, tapered square porch columns resting on stone piers and vertical lights in the upper sashes.

205 East Allen Street

Mid-Century Modern Movement

By 1920, modern architecture began to impact architectural designs. Proponents of modern architecture argued for rationalism and utility in design—spaces that suit their functions, designed defined by their structural systems, utilizing contemporary products. Design theory discouraged the arbitrary use of symmetry or extraneous ornament. The basic design theory would be readily applied to small commercial buildings as a way of identifying businesses as new and sophisticated. That was certainly the case in Wentzville, where various Modern designs can be seen along

Pearce Blvd. where the popularity of the style coincided (1930s-1960s) with its development as the commercial corridor for U.S. Highway 40. There are 14 examples of Modern designs (sometimes referred to as Mid-Century Modern) utilized only on non-residential buildings in this area of Wentzville, and only 4 of those had enough distinctive detailing to be identified by the subtypes of Streamline Modern or Contemporary design. In Wentzville, these are generally simple one story, freestanding, commercial buildings, usually built with a lighter colored brick or sandstone and flat roofs, although the bank building at 5 West Pearce is clad with a contrast of cream colored brick and black lava rock and the commercial building at 206 W. Pearce is finished with a tan, glazed terra cotta block and two small office buildings at 18 W. Pearce and 510 W. Pearce have red brick walls (as did the Water Control Building at 802 E. Pearce) until it was refaced in 2007 with vinyl siding and a stone veneer). The Modern style was also selected for the new Wentzville Assembly of God church at 111 W. Allen with its unadorned buff colored brick walls and for the new U.S. Post Office at 201 E. Allen, one of the most distinctive Modern designs in Wentzville. The use of modern building materials, such as aluminum framed windows which had narrow frames became a popular choice for Modern commercial buildings and some examples used flat canopies or roof projections to frame the façade, as is seen in the U.S. Post Office and the small office at 18 W. Pearce. (see photos below)

Modern

201 East Allen Street

18 West Pearce Blvd.

Streamline Modern

One popular subtype of the Modern style became known as Streamline Modern. It was heavily influenced by the streamlined industrial design of ships, automobiles, airplanes and even appliances—thus the common name, Streamline Modern is noted for its smooth walls, flat roofs and horizontal banding, often with rounded corners to continue the streamline appearance onto the adjacent elevations, as is the case in the Schramm Chevrolet Company building at 115 E. Pearce. In Wentzville it is also seen in simple brick detailing, such as the horizontal banding found on the commercial storefront building at 4 E. Pearce.

115 East Pearce Blvd.

4 East Pearce Blvd.

Contemporary

Another distinctive subtype of Modern design is known as Contemporary, and it is most often seen on architect designed houses built between 1950 and 1970. There are two variants, and in Wentzville, the one example is actually the EMS Station at 402 E. Pearce. It is an example of the gabled form of the Contemporary style, which is a modern influence of Prairie School designs with its wide eaves and horizontal lines. Like other Contemporary designs, it utilizes contrasting sections of wall cladding, in this case sandstone and brick to create geometric patterns on the building, along with flat horizontal elements (like the canopy and large picture window), but lacks the traditional details seen in residential design.

402 East Pearce Blvd.

Especially encouraged by the depression of the 1930s, builders began to simplify designs to cut costs of construction especially in residential construction and a much simplified design eventually evolved into new Mid-Century Modern house styles taking elements of existing popular styles, especially the Tudor Revival and Cape Cod forms to come up with a compromise known as Minimal Traditional that incorporated modern amenities and eliminated decorative details. From this style, and drawing upon the lessons of the Prairie School architects with their emphasis on horizontal, low profile designs, after World War II, the popularity of the Ranch style skyrocketed with large subdivisions built in Ferguson. Mid-Century Modern was often the first time that modern materials were standard in the actual construction of houses in this part of Missouri, such as: asphalt shingles, asbestos tile siding, steel casement or aluminum framed windows, large plate glass "picture" windows, glass block windows, brick veneering techniques onto a frame substrate, poured concrete foundations or basement walls. It is also often the first time that garages were generally incorporated into the house, rather than as a separate ancillary building—especially a garage prominently positioned on the front façade with sidewalks usually extending from the driveway, nearly if not completely parallel to the façade, rather than from the street since visitors now are more likely to arrive by car. The automobile had come of age and homeowners proudly and conveniently located the storage for this necessary personal transportation. Other aspects of the Mid-Century Modern home designs that are less visible from the street also saw changes: plaster would give way to drywall, heating was no longer fueled by coal and was more likely to be gas or electric powered and radiators were replaced with forced air systems, moldings and trim were simplified, bathrooms and kitchens had Vitrolite or ceramic tile walls for easy cleaning. As Americans adjusted to mass production where they might have the exact same automobile or apparel as their neighbor, and because it cut both cost and time of production, Mid-Century Modern homes began the construction of large subdivisions where the house designs varied little, creating a repetitious appearance and a sense of commonality block after block that became the standard for successful and popular neighborhood development.

Wentzville homeowners, like those elsewhere were generally conservative and eschewed the more radical new designs especially for the exteriors of their homes, but the principals would be applied more readily to space planning on the interiors and in the use of materials and to simplifying the facades. In Wentzville, that resulted in the use of two of the styles identified as Mid-Century Modern: first the Minimal Traditional style from 1930 to 1950 and then the Ranch style which began gain in popularity in the 1940s and continued to be used for house designs in Wentzville until 1990. Both were styles that usually had lower pitched roofs and shorter rooflines given the lower ceilings on the interiors. These styles could be easily used by builders developing large subdivision tracts, which were needed as Wentzville's

population began to skyrocket with the arrival of the paved highways and interstate system. Both Minimal Traditional and Ranch styles were found on scattered residences built to infill lots in the older section of town, the study area for the current survey. Interestingly enough, the Ranch style was also found on a number of small office buildings, possibly because they are houses that were later converted to commercial use, but they could also have been built originally in the Ranch style to harmonize with the developing suburban character of the community.

Minimal Traditional

Primarily popular during the 1930s and through the early 1950s, Minimal Traditional houses took existing popular styles, especially the Tudor Revival and Cape Cod forms to come up with a compromise that incorporated modern amenities and eliminated decorative details. Minimal Traditional houses have little eave overhang, often with overlapping or cross gables that merge together on the façade, a simple entry stoop to the simple paneled door, and a lower pitched roof and horizontal profile (often only one story or at the most one and one-half story in height) with the foundation kept low to the ground. Windows might be multi-paned or simple one over one doublehung sashed windows. In Wentzville, these Minimal Traditional houses were generally frame with clapboard siding although the larger example did have some stone veneer accents. These are asymmetrical designs and this is often accentuated by off-centered, often solitary dormers and by the façade windows, with one being a large picture window (sometimes flanked by narrow sashes similar to the Chicago style window). Not only is there minimal decorative detailing on the exterior, the windows and doors often have very minimal face trim if any. Extremely popular in developing suburbs throughout this region of Missouri, there are seven examples of the Minimal Traditional design in the survey area, with a stretch of four houses in the 1000 block of East Pitman, an area on the eastern edge of Wentzville that was not developed until U.S. Highway 40 entered Wentzville just a couple of blocks to the east. Often mistakenly called Ranch houses, the Minimal Traditional designs are not as low and horizontal in design, are more likely to have some minor Colonial Revival features (multipaned windows and shutters or even pilasters and an entablature surround on the entry door), and they have no eave overhang, one of the characteristics of Ranch designs.

306 West Pearce Blvd.

1005 East Pitman Avenue

Ranch

Also originating in the mid-1930s from the work of several California architects, it was widely adopted in the 1940s, becoming the dominant house style throughout the nation in the post-war years, retaining its popularity into the late 1960s nationwide, but still popular in Wentzville until 1990. These rambling houses were possible because of the automobile—houses no longer needed to be compactly positioned near the business district and housing could sprawl on larger lots, often in former farm fields. The Ranch house emphasizes this sprawling form by maximizing its façade width (helped by the built-in garage at one end). Somewhat influenced by Spanish Colonial buildings and by Prairie School designs, it is asymmetrical with a very low pitched roof (either hipped or gabled), with an eave overhang, sometimes a very wide overhang. Some have a cross gable and the eaves can either have exposed rafters or be boxed. These frame buildings often have lap siding (sometimes wood but also possibly original aluminum siding), usually with a wider board or asbestos tile siding, but some Ranch houses are brick. Windows on Ranch houses are often grouped in horizontal bands with large picture windows. Windows might be multipaned, but are more likely to be sashes, sliding, or casement windows with single glass or horizontally stacked lights. The entry doors may be accessed by simple stoops or they may be recessed under the roof overhang, but in either case, there is seldom more than a

single step or two up from the sidewalk to the door. Decorative iron or wooden porch posts support shed roofs where there are slender porches. Like Minimal Traditional designs, Ranch houses usually have little if any trim around windows or doors, but some Ranch designs utilized geometric shapes, often stair-stepped to embellish the front doors or garage doors. Patios built at grade were a common feature, in direct contrast with the outdoor living areas of nineteenth and early twentieth century buildings which had large front and side porches. If there are chimneys, they are carefully tucked on end walls or on the interior, with a broad, low horizontal profile.

In Wentzville, the Ranch houses tend to be simpler in design, although there are a few examples, mostly used now as commercial businesses that were larger or more distinctive, such as Baumstark Roofing's offices at 507 W. Pearce. Most of the Ranch houses in Wentzville usually have some form of siding, rather than a brick veneer, and in many cases the original siding (which might have been wider) has been replaced with a vinyl siding. In some cases, there is a brick or stone veneer as a band across the façade wall below the window sills. Few had entry porches, just simple doorways with a shallow stoop or step under the eave overhang. Most had distinctly "modern" windows, often horizontal panes grouped together to form a picture window or horizontal muntins dividing the sashed windows. There are fifteen Ranch house designs in the survey area, ranging from wider rambling ranches to simple Ranch houses with their attached garages.

507 West Pearce Blvd.

104 West Sixth Street

B. DATING BUILDINGS AND PERIODS OF CONSTRUCTION

As explained in Section II: Methodology, in Wentzville there are limited resources for precisely dating individual buildings. Between the 1905 and 1927 fire insurance map, the analysis of the historic photos and the building's stylistic features and materials, and the county assessor's date estimates, the dating of buildings seems fairly accurate although some properties need further research to more accurately assess the construction dates of those resources. As an example, the dates of construction of the individual structures and buildings on the MFA properties could probably be verified in their office records. The deed records for some houses might provide a more accurate date that the county assessor's date estimate. residences. Even so, the date estimates given on the inventory forms, when compiled, provide some interesting insights into the development of Wentzville (See the listing of the buildings/structures by construction date (Appendix 2) at the end of this report). While the available written histories of the community focus on the nineteenth century and early twentieth century development of the community, prior to the arrival of the paved U.S. Highway 40 in 1925, in actuality, much of the historical development of this part of Wentzville is tied to the decades in the middle of the twentieth century. Of the 214 properties surveyed:

- Only ***9 were built prior to 1900*** in part because of the devastating fires that meant the small town had to be rebuilt but also due to the small population in the community.
- Between ***1900 and 1925, 37*** of the existing buildings were completed with only scattered residential buildings and no commercial developments along Pearce Blvd.
- Despite the Great Depression, ***28*** more buildings, including a number of commercial buildings on Pearce, near Linn would be built ***in the 1930s***, a testament to the growth of the community, in part spurred by the construction of U.S. Highway 40.

- Even more surprising, ***21 buildings were built "during the war years"*** of 1940-1945 when building materials were often hard to get because of wartime production needs. Most of these were the buildings along Pearce.
- ***By the end of the 1950s, another 35*** buildings had been finished, many of them new homes for the growing population after World War II.
- Another ***32 would be completed during the 1960s***, a mixture of residences and other buildings and structures, but notably many of these were resources to serve the entire community (a new post office, a new city hall, a second water tower, a church, a new Community Club building, and some of the distinctive commercial buildings, like the MFA offices and Pete's Drive-In)
- ***Since 1970, 38 additional buildings*** have been completed in the survey area, some residences on previously undeveloped lots, but also new commercial buildings along Pearce Blvd. and Church Street.

C. INDIVIDUAL ELIGIBILITY

Only 16 resources, just 7 percent of all of the principal resources were identified as potentially eligible for individual listing in the National Register of Historic Places since most buildings in Wentzville are vernacular interpretations of popular styles rather than the work of notable architects and only a few had enough historical evidence to conclude they could be significant enough in the community's historic development to be individually eligible for listing. These 16 resources include 5 private residences as well as 8 commercial buildings, a social club, a post office, and a water tower (See photos in Appendix 1). These are:

- Schierbaum Building (1 East Allen), an 1885 two-story, Folk Victorian building that served as the residence for the John F. Schierbaum family as well as the post office for many years as the post office as well as the headquarters of Schierbaum's business (blacksmith and wagons and later automobiles)

- U.S. Post Office (201 East Allen), a 1960, Mid-Century Modern community post office

- House (205 East Allen), an impressive 1910 Craftsman house which also served as the local telephone exchange

- Robert Cyrus Dula House and Barn (408 East Main), the ca. 1860 Greek Revival house that was the home of a Robert Dula, who built his career as a national leader in the tobacco industry from his start in Wentzville. It later became the home of Judge John C. Brown, a mayor and community leader in Wentzville. The property also includes the last standing tobacco barn in the community.

- Pete's Drive-In (1009 East Pearce), the 1966 drive-in diner that has marked the east entrance to the community along old Hwy 40 for more than 50 years

- Wentzville Creamery and Ice Company (100 East Pitman), the 1914, false front, wood commercial building that provided ice for the community and affectionately remembered for its Frozen Gold ice cream

- Pohl and King Monument Company (1015 East Pitman), a 1938, two story commercial building and storage building that appears to have been purpose built for this monument business, located on the east end of the business district where it connects with Hwy 61.

- Water Tower #4 (101 N. Walnut), completed in 1962 as a second water tower to serve the growing community, allowing the areas to the north and east to be developed and it still serves as a local landmark near the east end of Pearce Blvd. marking the entrance into the business community

- National Petroleum Company (210 S. Linn), the ca. 1930 service garage and offices which supplied the Texaco oil and gasoline to many of the community's early service stations and nearby farms

- Charles E. Musick/Charlie and Alma Lee Musick Richards House (503 S. Linn), a 1916 Craftsman house long recognized as one of the most important house designs in Wentzville

- House (517 S. Linn), the 1917 Queen Anne house which appears to be one of the few if not the only example of this style in Wentzville

- House (521 S. Linn), 1921 house, a rare and distinctive local example of Dutch Colonial Revival

- MFA Cooperative Association #20 (201 W. Main), ca. 1927 storage buildings for the farmer's cooperative that parallel the tracks forming the historic and visual west end of the business district on Main Street

- MFA Cooperative Association #20 (210 W. Main), the 1959 offices and storage facilities for the farmer's cooperative

- Wentzville Community Club (500 W. Main), the 1962 clubhouse and its entire property (which is also identified as a potential historic district) that became such a major part of the social life of the community, organizing major festivals and events and raising funds for the city's first water tower

- Swatner Automotive Company (109 W. Pearce), the 1932, Spanish Colonial Revival automotive dealership (Ford and John Deere)

The National Register of Historic Places has established 4 different criteria for eligibility:

- Properties significant due to their association with events (Criterion A)

- Properties associated with persons important in the history of the community, state, or nation (Criterion B)

- Properties significant for their design or construction methods (Criterion C)

- Properties which have the ability to yield important information about prehistory or history (Criterion D)

Usually in commercial or residential districts, Criteria A, or C form the basis for determining eligibility of both the district and individual properties—this was the case in Wentzville and is often the case in evaluating individual resources, it is possible that some resources could be eligible under more than one criterion. While 7 are potentially individually eligible under Criterion C for their architectural merits, 9 appear significant under Criterion A: Commerce for their role in the commercial development of Wentzville (such as the MFA Cooperation Association #20 and the Swatner Automotive Company). At least one, The Robert C. Dula House, appears to be eligible under Exploration and Settlement as one of the oldest residences in the community, built as the town was being platted. The Water Tower #4 played a significant role in the development of the community, as did the history of water service locally, and it appears eligible under Community Planning and Development while the Wentzville Community Club is extremely significant in the social development of the community and appears eligible under Criterion A: Social. Some of these properties may also be significant under other areas of significance, such as Criterion A: Agriculture (such as the two MFA properties, or the tobacco barn on the Dula property).

These evaluations of individual eligibility were based upon the National Register's guidelines. To be considered individually eligible for the National Register of Historic Places under Criterion A, properties must be associated with events that have made a contribution to the broad patterns of either local, state or national history. The term "event" as defined by the National Register of Historic Places not only applies to specific past occurrences but also to historic trends or patterns of events that made a significant contribution to the development of the community, the state, or the nation. Mere association with historic events or trends is not enough to qualify for eligibility to the National Register

of Historic Places under Criterion A. The property's specific association must: (1) be significant and also (2) retain its historic integrity, the essential physical features that made up its character or appearance during the period of its association with the event or historic pattern.

On all of the buildings identified in this survey as potentially individually eligible for listing in the National Register, their exteriors appear to retain enough historic integrity to be individually eligible, but interior integrity has not been evaluated since interior inspections was not part of this survey, and it is an important component of any individual building's successful nomination to the National Register. Some buildings that were significant in the development of the community are not individually eligible because of their alterations, although in some of those cases, the buildings still retain enough integrity to contribute to one of the proposed historic districts. For example, the distinctive Streamline Modern design for Schramm Chevrolet at 115 E. Pearce has had alterations to the distinctive curved display windows and parapet and, even though it would have been individually eligible (both under Criterion C: Architecture and Criterion A: Commerce), these recent alterations have affected the historic integrity and as such it is only a contributing building in the proposed district. Others that might have been individually eligible because of their significance in the development of the neighborhood have had enough alterations that they are not eligible individually and are currently not even contributing to a proposed historic district, such as:

- the small roadside stand built in 1945 to serve the automobile traffic on Hwy 40 that is currently being used by Subway (602-606 W. Pearce),
- the 1962 Wentzville Water Control Building next to the Water Tower at 802 E. Pearce which has had the entire brick building clad with vinyl siding and a stone veneer in 2007 and,
- most notably, Lincoln School, the local African-American school that has been incorporated with large additions into an auto tire business.

It is possible that some buildings may be eligible for their associations with significant persons in Wentzville (Criterion B), such as the home and business of John F. Schierbaum or Robert C. Dula, but further research is required to make that determination. Besides retaining the distinctive architectural features from the period associated with the significance of a property, establishing a case for Criterion B requires that the property be associated with a significant person in Wentzville's history, someone who made distinctive contributions to the community's history (such as one of the early leaders, like John Fritz Schierbaum), not just every leading businessman's residence. Also, just because someone went on to become a significant businessman after moving out of Wentzville, like Dula, it might be argued he did not make significance contributions to Wentzville's development or to the development of the tobacco industry during his tenure in Wentzville. In addition, a building must be evaluated to determine whether it is the best representation of that person's significance during the period in which that significance occurred. For example, birthplaces usually are not eligible because the person did not do anything significant as a baby or child. This requirement would require the identification of all associated properties (such as business enterprises and other residences throughout the period that they were significant), entailing survey and evaluation of resources outside the project area and even out of state (as in the case of Robert C. Dula) to verify eligibility under Criterion B of the local property as the best resource to identify with his significance. As a reconnaissance survey, the research into the community's development was not extensive and as such potential Criterion B significance was not identified on any individual properties but it is likely that any properties that have Criterion B significance in this area of Wentzville would also be eligible under Criteria A or C (in other words, the historic or architectural significance).

Evaluating the resources in this survey area in Wentzville for the potential to be nominated individually to the National Register of Historic Places based upon their architectural significance (Criterion C) first required a basic analysis of the architectural characteristics of residential construction in Wentzville and their significance in the community's development. According to the National Register of Historic Places' registration guidelines, properties could be considered eligible for listing under Criterion C, the category that "applies to properties significant for their physical design or construction, including such elements as architecture, landscape architecture, engineering, and artwork," and such significance need only relate to the local community's architectural heritage, not national or state levels of significance. To be eligible under Criterion C, a property must meet at least one of the following requirements:

- ♦ Embody distinctive characteristics of a type, period, or method of construction
- ♦ Represent the work of a master

- Possess high artistic value
- Represent a significant and distinguishable entity whose components may lack individual distinction

In addition, to be eligible under Criterion C (Architecture), the resource needs to retain its historic and architectural integrity, not just on the exterior, but also on the interior as well. Because most buildings in Wentzville have had some major exterior alterations, whether to the windows, storefronts, porch railings or other key elements of the exterior design, few of them seemed to meet that standard of integrity for Criterion C even without assessing the interior of the buildings. Of the 16 resources determined to be potentially individually eligible, only 7 appear to be eligible under Criterion C (Architecture), pending the evaluation of their interiors. These 7 were identified as eligible under Criterion C in part because of the striking distinction between these properties and the rest of the architecture in the community. While these 7 resources have distinctive design features and are good examples of their styles, none of their designers have been identified. In fact, no designers for the buildings in historic Wentzville have been identified yet and as a result none of the buildings could be associated with the "work of a master," meaning a locally significant (at least) architect or builder. With further research, a few buildings might be identified as individually eligible for their association with a particular builder/architect, but the analysis of the architectural designs based upon the visual inspection of the buildings seems to indicate that few notable architects will be identified with any of these buildings.

Two of the resources that were identified as individually eligible and significant under Criterion C (Architecture) were not residences, both are iconic designs, the Mid-Century Modern U.S. Post Office and a rare example of an early drive-in diner, Pete's Drive-In. Since the survey area incorporated most of the historic commercial buildings in Wentzville, that simplified the comparative assessment of which commercial designs are architecturally significant.

Although 5 of the residential buildings have been identified as individually eligible under Criterion C, most of the other residential buildings examined in this survey area lack the obvious distinction in their architectural designs to support individual nomination to the National Register of Historic Places. The great variety of other architectural designs in the survey area could not be easily distinguished as unique or superior and were not identified as individually eligible for that reason. Also, there may also be other examples of these styles elsewhere in the community, making it even more difficult to justify individual eligibility for any one of these houses. Determining whether the examples of residential styles found within the survey area are significant in Wentzville's overall architectural development was hindered by the scope of survey, which did not include the entire community or even entire neighborhoods, and generally focused on principal historic commercial streets. As such, the representation of styles in the survey area provides insight into many of the stylistic influences that are found in Wentzville but is not a comprehensive list for the entire community and it is hoped that in the future surveys will focus on a comprehensive examination of the residential neighborhoods built prior to 1970 to provide an understanding of the historic architectural styles found throughout the community. With that comprehensive residential survey, it may turn out that more of the houses in the survey area are important examples of local architectural design traditions and therefore individually eligible for listing in the National Register (or even become part of a residential historic district).

Evaluation of Character Defining Features

Beyond being simply representative of a distinctive type, method or period of construction, a building must retain enough of the characteristics that made it distinctive to be considered individually eligible for the National Register. Distinctive features in the Wentzville survey area usually included:

- the shape and details at the roof line
- overall massing of the building as it appears from the street
- the window patterns (especially the size of framing members and the number of panes)
- treatment of the entries and porches
- major decorative elements (such as the detailing on the parapets, or porches or front door patterns)
- the wall materials (such as wood siding or decorative masonry patterns)

Many of the buildings in the survey area have had recent alterations that affect their architectural integrity. The architectural integrity of buildings is increasingly threatened by major renovations, done either in the name of energy efficiency and low maintenance (blocking up or replacement windows and siding), or to convert a building to a new commercial use that is dissimilar to its historic use. The features most often changed were windows (changing the pattern, size or material from the originals both in residences and storefront display windows), siding on houses (that eliminates the trim boards around windows and doors or changes the size of the reveal) and parapet treatments (adding mansard awnings or banding the top with metal) on commercial buildings. In Wentzville, there is growing trend to re-face commercial buildings, changing out the original wall material (usually brick) for a new stone or painting patterns on the brick that are not part of its original design. In contrast, individually eligible buildings retain the vast majority of their distinctive features. In downtown Wentzville, there is also a trend to reorient the façade of a building, what was once addressed on Allen would now be addressed on the more important arterial street of Pearce, converting the back entry into the front façade and while it does not alter the historic façade, it changes the context for what is the most prominent face of the building, demoting the original, historic façade.

If only minor changes had been made to the historic facade, the view most evident to the public and the identifying feature of most buildings' architectural design, the building could still retain enough of its architectural integrity to be eligible for the National Register of Historic Places. As a rule of thumb, buildings can often be considered eligible for the National Register if the original owner or the builder, or those associated with it during its period of significance, would recognize the building today. The definition of "minor changes" to the exterior facade varies from building to building because the assessment must be made in the context of the features that made the building distinctive. In general, one or two minor modifications, such as replacing windows with similarly proportioned windows, or removing minimal porch elements (such as steps or brackets), or even an addition that does not change the overall massing would not necessarily impede the eligibility of a building as long as its distinctive and dominant features were intact.

But the cumulative effect of multiple changes could have a major impact on the overall architectural integrity and alterations that change the scale, proportion, and major distinctive details of the exterior can seriously impact the architectural integrity of the original design, making these properties ineligible for listing in the National Register of Historic Places. In Wentzville, to varying degrees, alterations have been made to many of the buildings, including: vinyl siding and stone veneers covering the original masonry or replacing wood clapboards (and in some cases covering the adjacent window trim), new windows without the multi-panes or patterning of the originals and additions that drastically changed the scale and proportion of the original design. Such changes impeded the eligibility of several of the buildings in the survey area, even some that are otherwise significant to the history of the area. This is an indication of the importance that the visual appearance and architectural integrity have in determining a building's ultimate eligibility to the National Register of Historic Places.

Individual eligibility under Criterion C: Architecture requires a higher level of architectural integrity since the building is being listed for those very design elements, than do buildings being nominated under Criterion A for their historical significance. Also when compared to resources within historic districts, individual eligibility requires the resource to retain a higher degree of historic integrity. In other words, few alterations should have been made to the exterior since the period of significance. The period of significance for individually eligible buildings is tied to the time period in which the building was significant. Historic integrity is identified as design features and changes that occurred during the period of significance. Thus a change to the building's design during the period of significance would be an important part of its historic integrity, while changes made after the period of significance detract from its historic integrity. For individual eligibility, the property should retain significant interior features as well but interior assessments were outside the scope of the current survey and the identification of individual eligibility did not incorporate interior evaluations, which could affect these determinations of eligibility.

D. HISTORIC DISTRICT POTENTIAL

Evaluation of district eligibility for listing in the National Register of Historic Places following the same guidelines as those applied to individual buildings, but instead of looking at the individual resources within the district, the evaluation is about the district as a whole. To be listed on the National Register of Historic Places, a district must represent a significant and distinguishable entity although many of a district's individual components may lack individual distinction for their physical design or construction or in their associations with significant events in the

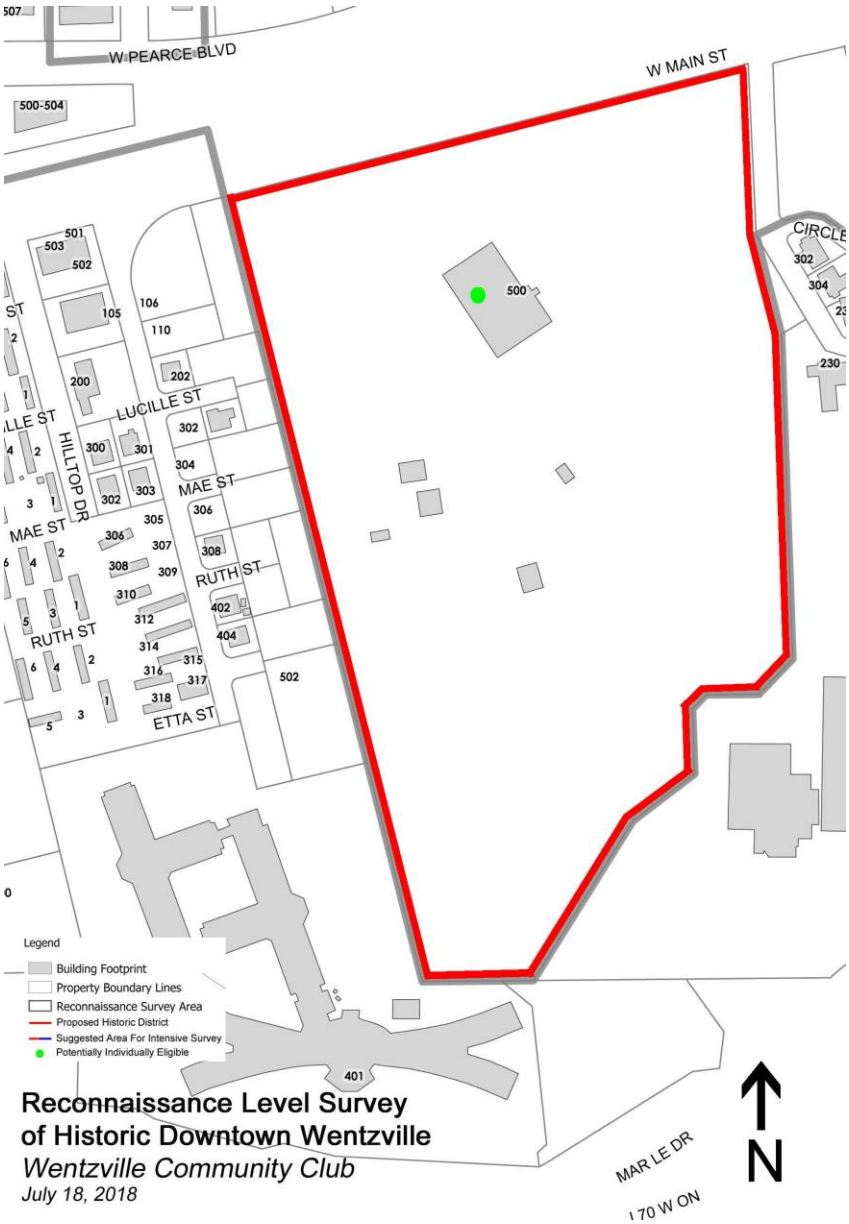
area's history. Rather, a district derives its importance from being a unified entity—it is the interrelationship of its resources that conveys a visual sense of an overall historic environment. As such, the district can comprise features that lack individual distinction and are not considered individually eligible outside the context of a district nomination, in addition to some individually distinctive features as focal points. Districts often include individually eligible buildings as well as other significant buildings that serve as major visual landmarks in the district. Most properties in districts, however, are not considered individually distinctive, partly because they are less notable for their architectural designs or were less significant commercial businesses in the community's development, but they still contribute to the overall character of the proposed district. Some buildings have lost some minor visual integrity or lack significant architectural merit, but most "contribute" to the overall historic environment in the district by increasing its visual impact. The district has to be identified as significant under one or more of the four Criterion identified by the National Register and it must retain its historic integrity, those essential physical features that made up its character or appearance during the period of its association with those events or historic patterns that identify it as significant.

In Wentzville, it quickly became apparent that the historic core of the community, the area in the reconnaissance survey, was primarily significant in the commercial development of the community (Criterion A: Commerce). While there were a number of residential buildings included within the survey boundaries, they were on the periphery or intermixed with the commercial buildings and do not connect visually to the commercial areas that radiate out from the intersections of Linn with Main, Allen and and Pearce. In addition, it seems that just beyond the boundaries of the survey area that there are other residential buildings that share their developmental history with those within the survey area—in other words, the residential areas are distinct from most of the commercial areas and need to be evaluated separately and as complete units before determining whether or not they are eligible for listing in historic districts--future surveys will be needed to identify and evaluate any residential districts. As a result, there are three proposed districts identified in the survey area: one comprising the entire property of the Wentzville Community Club and two districts associated with the commercial development of Wentzville.

WENTZVILLE COMMUNITY CLUB (AS AN HISTORIC DISTRICT)

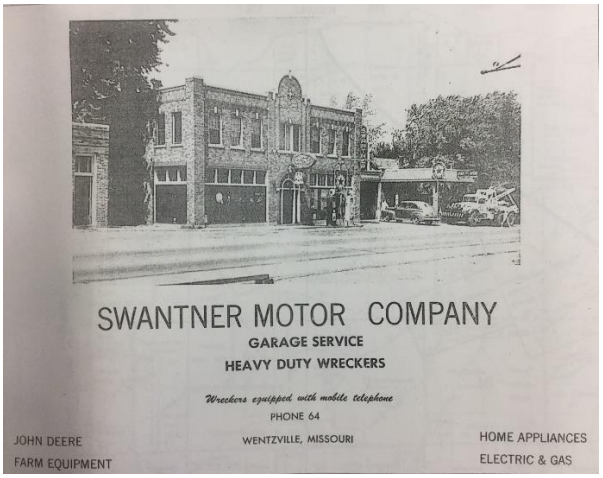
The **Wentzville Community Club** at 500 West Main is an extremely important organization in the historical development of the community. It had worked for 2 years to raise money to fund the construction of the city's first

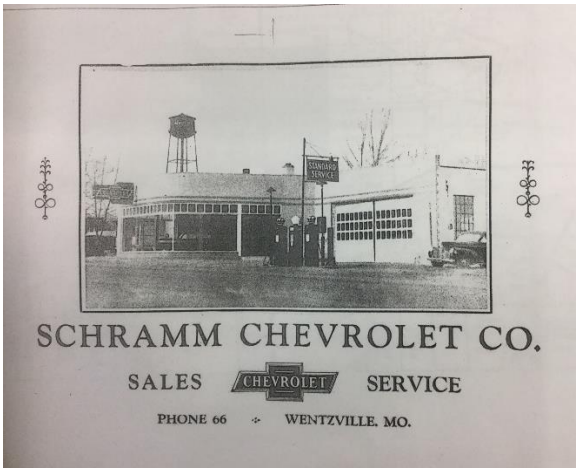
waterworks and water tower in 1935, organizing annual parades and events that became an important part of the social life in the community. In 1937, the Wentzville Community Club completed the construction of a pavilion, roller rink and meeting hall that served the community for the next generation and in 1962 they built a new roller rink which has evolved into the current club building facing West Main Street. Over the years at least 5 smaller buildings and pavilions have been added to the property for food concessions, restrooms, and equipment storage, but further research needs to be done to date all of the current buildings and structures as well as the landscaping features before a definitive determination can be made that this large park is eligible for listing in the National Register of Historic Places as an historic district, but if most of the buildings and the landscaping elements of the park are related to the historical development of the club, this could be eligible for listing in the National Register under Criterion A: Social for its role in the social development of the community.



PEARCE BOULEVARD/OLD HIGHWAY 40 HISTORIC DISTRICT

The **Pearce Boulevard/ Old Highway 40 Historic District** is a compact section on the north and south side of Pearce Boulevard straddling Linn Ave., generally stretching two blocks each direction from the intersection with Linn Avenue, the street that connects the heart of the historic community north to south. With the routing of Highway 40 along Pearce Boulevard in 1924, the development of commercial businesses in Wentzville shifted to the previously undeveloped Pearce Boulevard from the older commercial district one block south of Pearce that straddled the railroad tracks along Allen and Main Streets. From 1924 to the late 1960s, Pearce Boulevard was the focus commercial activity in Wentzville, catering to the automotive traffic and resulting in numerous buildings built for automotive businesses or serving those new, more mobile customers. While much of the historic commercial development was concentrated within the proposed historic district boundaries, historic commercial development was widely spaced and scattered along Pearce to the east end of Wentzville at what is now Luetkenhaus Boulevard (old Highway 61) and west past where Pearce merges with Allen Street, although the area outside the proposed district has had newer buildings interspersed alongside the older more scattered commercial buildings.

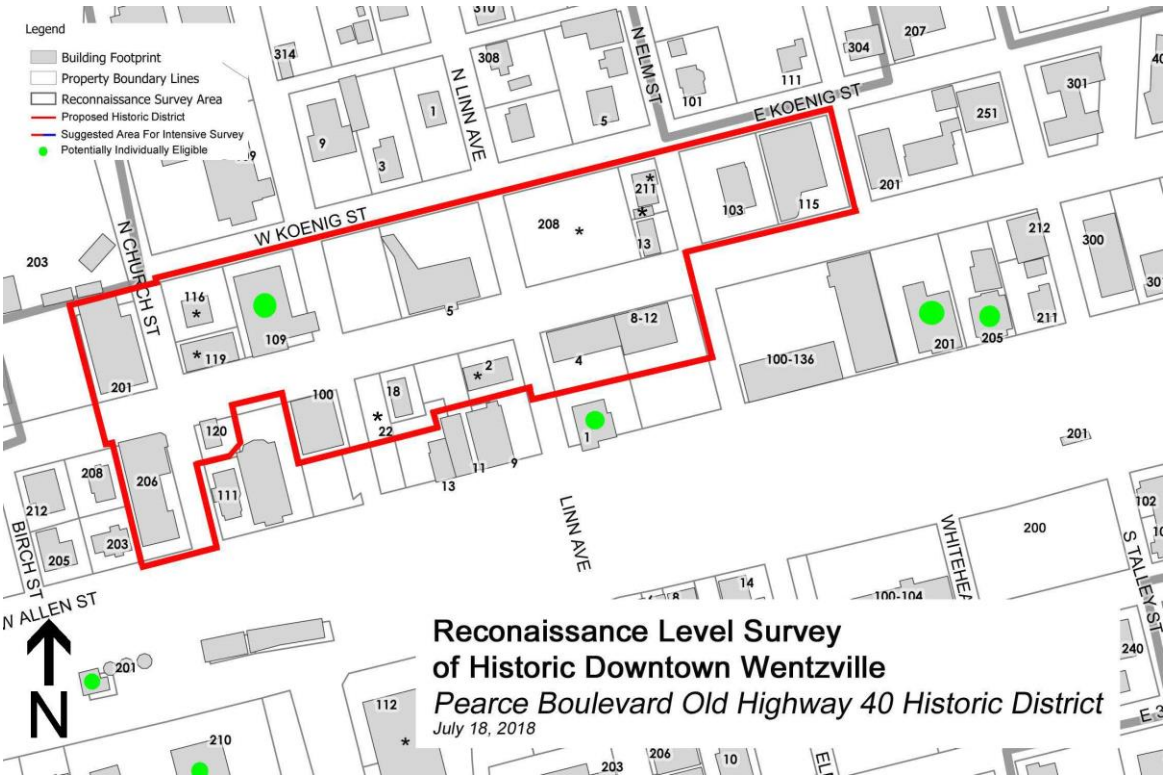




The buildings in the proposed district marketed to automotive traffic, such as Schramm Chevrolet and Swantner Motor Company and most are modest examples of Mid-Century Modern or Streamline Modern commercial buildings, more often only one story tall given the focus on the automobile traffic. Most of the buildings are a buff colored brick, a more "modern" color than the red brick that dominates the original section of the downtown to the south.

These new businesses usually included some parking areas for customers. Many have street facing overhead doors since were actually built to service automobiles or they were built to provide service to the automobile based customer,

such as the bank building with its drive-in banking lanes at 5 W. Pearce. They maintain architectural features commonly associated with commercial structures of the time, including large metal display windows. The district would include 18 properties, 6 of which appear to be noncontributing: 2 houses (that do not historically contribute to the commercial development of the district); 3 commercial buildings (that have alterations that obscure the historic façade designs although those appear to be reversible) and 1 parking lot (that with further research could be found that it was constructed during the period of significance which would make it a contributing resource).



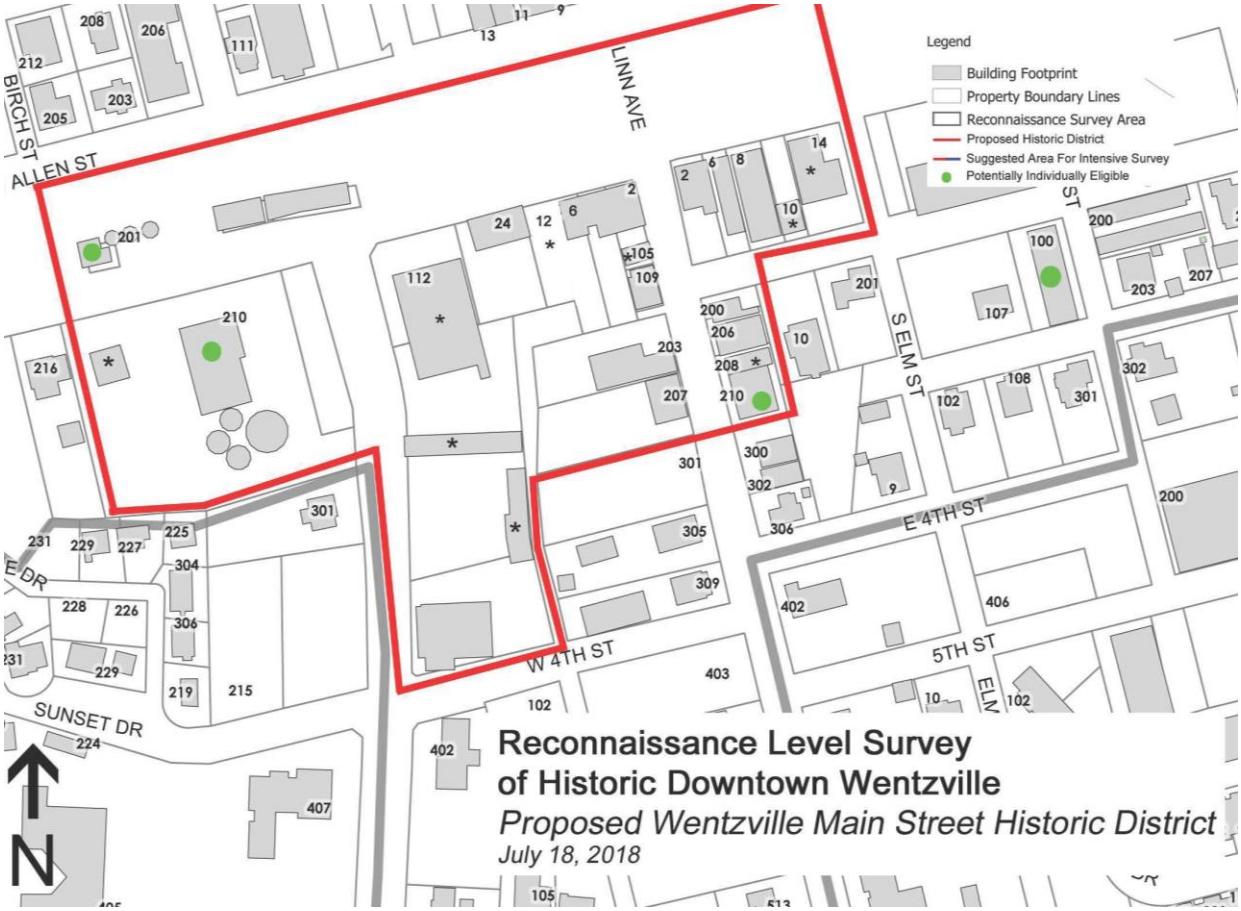
WENTZVILLE MAIN STREET HISTORIC DISTRICT

The **Wentzville Main Street Historic District** incorporates that area that first developed as the commercial district in the town when it was originally platted in the 1850s as the Wabash Railroad was being routed through St. Charles County. By the 1870s, two and three-story commercial buildings lined the north facing street, catering to railroad

traffic or utilizing the rail car for the delivery of supplies. As early as the 1880s, elevators were distributing imported grain from the south side of the railroad tracks, north of Main Street, in the same vicinity where the MFA elevators are located.

Main Street remained a busy center of local commerce throughout the early 20th century, even as fires destroyed several of the buildings and many of the frame structures were replaced with brick buildings. By the 1920s, the proposed district contained a lumber yard, school, church, bank, drug store, and mercantile businesses, along with other commercial entities. In 1924, Highway 40 was routed through Wentzville along what is now Pearce Boulevard, drawing new automobile related businesses to that new commercial corridor two blocks north of Main Street and away from the railroad tracks. Even so, some new automobile oriented businesses, such as the National Petroleum Company located in the Main Street Historic District was established at 210 South Linn at this time, which distributed gasoline to the service stations in and around Wentzville. Most of the buildings within the proposed district sit on the sidewalk, featuring large display windows to cater to foot traffic. Many of the buildings on Main Street have recessed, central entrances, while some of the auto related buildings on South Linn also feature overhead garage doors.

The Wentzville Main Street Historic District reflects the turn of the 20th century commercial building design, as well as representing Wentzville's original commercial center and it appears it would have a period of significance that spans 100 years, from 1860 to 1960. There are 20 properties in the historic district, and 6 of the primary buildings would be noncontributing to the historic district. One of these is an open lot, that may have historically been an open lot, and the rear building on the Wentzville Millwork property may actually be the old offices of the lumber yard which was on this property at least by 1905 according to the plat map printed that year. With additional research these two might actually be identified as contributing to the historic character of the proposed historic district. There are actually 31 separate resources because the MFA Cooperative Association #20 has 10 buildings and structures on its two properties and the old lumber yard, now Wentzville Millwork, has 4 buildings and storage sheds on its property, which require additional research to determine which ones were built during the period of significance of the historic district.



Because of the important role of both of these commercial districts had in the historical development of Wentzville, it appears both of the proposed commercial districts would be eligible under Criterion A: Commerce. Because of its distinctive Mid-Century Modern architectural character and the design of buildings in the proposed Pearce Boulevard/Old Highway 40 Historic District, the district would also be eligible under Criterion C.

Historic districts can also contain resources that do not contribute to the significance of the district, either because they have been so altered that they no longer have historic integrity or they do not fit within the period of significance for the district, but the district as a whole cannot have lost its overall historic integrity as a result. In the case of these three proposed historic districts, it appears that about 30 percent of their primary buildings are considered noncontributing to the historic character of the proposed district. Most are noncontributing to the historic district because of alterations to the exterior that appear to have significantly changed the visual character or massing of the original design. Beyond the boundaries of the proposed Pearce Boulevard/Old Highway 40 Historic District, development pressures, but also alterations have meant the older buildings have lost too much of their historic integrity. Beyond the boundaries of the proposed Wentzville Main Street Historic District, residential development dominates, providing a sharp contrast to the commercial character of the proposed district.

Normally, districts which approach having 25-30 percent of their primary buildings counted as noncontributing have lost too much historic integrity to be listed in the National Register. It is especially critical that future alterations to historic buildings consider retaining character defining historic features of these buildings that will result in the loss of historic integrity to any individual building and that demolition or new construction requests within proposed districts be carefully considered because their potential impact on the viability of the entire district. It is very possible that could mean that there is no longer a viable option of listing either of these two areas as an historic district, which would impact not just that one property's value, but the value of all of the properties in the district. The Wentzville Downtown Committee is encouraged to work with any owners considering renovations to try to ensure that renovations are complementary to the historic design and integrity. Then, improvements will maintain their status as contributing buildings in the historic district and as assets to the community. The Downtown Committee is also

encouraged to review the inventory forms and reasons why properties are currently identified as noncontributing since it is possible that with public education and specific encouragement, some property owners might remove details that hide historic materials, which could mean that some properties now identified as noncontributing could be re-evaluated as contributing.

It appears that both districts currently possess the needed concentration, linkages, continuity of features and significance to meet the requirements established by the National Register of Historic Places for eligibility as a historic district, utilizing the boundaries suggested on the attached maps. The maps help to better visualize which buildings contribute to the potential district by delineating the proposed boundary for the district and marking with an asterisk (*) those that would be considered noncontributing properties within the proposed historic district's boundaries. Appendix 1: List of All Buildings in Survey Area lists each building by address and for those within the boundaries of a proposed district it identifies its contributing or non-contributing status in the district.

The full survey map which accompanies this report, the inventory forms and the table assumed district eligibility for three proposed districts but the boundaries for the proposed historic districts cannot be precisely defined until an intensive survey of the proposed districts is completed, and it might be best to consider completing the intensive survey of both of the proposed historic districts at the same time, potentially including the properties that are between the proposed districts (see the suggested survey boundary on the full survey map). This intensive survey of a slightly larger area with its more exhaustive research and building analysis might find that a single, larger district could be nominated to the National Register incorporating both of the current proposed districts. As a single historic district nomination of the historic Wentzville commercial district it could provide an interesting juxtaposition between the early development of the community that was tied to the railroad and the later growth of the community resulting from the arrival of the highways and automobile, spanning a hundred years of both the commercial and transportation developments of the community.

This larger area proposed for the intensive survey would include properties in the block include an early strip shopping center which needs closer inspection to determine if it still retains its original architectural integrity, and it includes properties that actually face Allen Street but extend to Pearce, one of which is the post office that is an important part of the historic downtown and it includes a house used as the telephone exchange for the community for many years. Most of the commercial buildings on Allen between the proposed Pearce Boulevard/Old Highway 40 Historic District and the Wentzville Main Street Historic District appear to have significant issues with historic integrity but by the time the intensive survey is underway, some of that might change and the survey itself might reveal that some of the alterations occurred within the period of significance defined for the district. East of the proposed east of the proposed Wentzville Main Street Historic District, a larger survey could include the industrial property that has had some alterations with metal panels covering windows, but research might determine its historical significance to the community and whether or not it has actually lost its historic integrity.

E. Historic Overview of Survey Area

Wentzville is located in northwestern St. Charles County, Missouri, near the intersection of Interstate 70, Interstate 64 and State Highway 61. The city's growth has always been dependent on transportation. In the nineteenth century, Wentzville was established as an incentive for railroad access in St. Charles County when platted in 1855 by William M. Allen. Throughout the nineteenth century, Wentzville served as an important shipping point for the region's agricultural products. After the North Missouri Railroad Company was absorbed by the Wabash in 1879, Wentzville added passenger service, which prompted the addition of hotels and commercial establishments near the train's tracks. Despite its nineteenth-century agricultural importance, however, Wentzville grew very little until after the development of modern highways during the early twentieth century. By the 1950s, Wentzville had been dubbed "Crossroads of the Nation," easily accessible to/from Missouri's busiest highway system.[2] Wentzville's most rapid period of growth came after 1980, when General Motors announced construction of an assembly plant north of downtown.[3] What followed were three decades of unprecedented growth, resulting in Wentzville's identification as Missouri's fastest growing city in 2000-2008.[4]

Early Settlement and the Railroad Era, 1855 - 1900

Wentzville was an agricultural-based community established in 1855 by William M. Allen, a local farmer who served as a Missouri State Representative (1846) and Senator (1850).[5] Mr. Allen led the effort in western St. Charles County to obtain an extension of the North Missouri Railroad through his farming community. His plan was well received and the railroad company constructed a line along which Allen platted seven blocks known as Wentzville, named for Erasmus L. Wentz, chief engineer of the North Missouri Railroad.[6] William Allen (1812-1892) moved to St. Charles County from Henry County, Virginia in 1828.[7] He married Mary Shelton (1811-1861) in 1833 and the couple had six children – Rachel, Elizabeth, Joseph, William, Mary and Tabitha.[8] The Allens constructed a dwelling in Wentzville in 1856 following Mr. Allen's appointment as Wentzville's first railroad station agent (**Figure 1)**.[9] By the end of the nineteenth century, the house was occupied by Milton A. (1852-1929) and Ella W. (1862-1928) Gannaway, who (based on census records) rented the dwelling.[10] The Gannaways are best remembered for entertaining in-laws, "Mr. and Mrs. Richard King of the famed King Ranch in Texas."[11] By the 1960s, the Allen House was owned by Hugh L. Robertson. Mr. Robertson owned the Southern Air Restaurant, constructed in 1941 at the intersection of U.S. Highways 40 and 61. Robertson demolished the Allen House (adjacent to Southern Air) in 1962 to construct a Shell service station and parking lot for the restaurant. [12]

---

[2] Deborah Bowman and Larry Marshall, *Images of America: Wentzville* (Charleston, SC: Arcadia Publishing, 2018), 7.
[3] Robert Hannon, *St. Louis: Its Neighborhoods and Neighbors, Landmarks and Milestones* (St. Louis: St. Louis Regional Commerce and Growth Associations, 1986), 215.
[4] City of Wentzville, "Demographics," Available at: http://www.wentzvillemo.org/departments/economic_development/demographics.php (Access date: 26 June 2018).
[5] Missouri Secretary of State, Records and Archives, "Missouri History: Missouri State Legislators 1820 – 2000," Available at: https://www.sos.mo.gov/archives/history/historicallistings/molega.asp (Access date: 18 June 2018).
[6] Bowman and Marshall, 7; Hannon, 215; Justia U.S. Supreme Court, "North Missouri Railroad Company v. McGuire," Available at: https://supreme.justia.com/cases/federal/us/87/46/ (Access date: 19 June 2018).
[7] William S. Bryan and Robert Rose, *A History of Pioneer Families of Missouri* (St. Louis: Bryan, Brand & Co., 1876), 126; United States (U.S.) Census, 1850.
[8] Ancestry.com (U.S. Census, 1850; Missouri Marriages; Find A Grave). Available at: https://www.ancestry.com/ (Access date: 18 June 2018).
[9] Bowman and Marshall, 7.
[10] Ancestry.com (U.S. Census; Missouri Death Certificate Database).
[11] Betty Fagan, "Old Gannaway Home Nears its End; Part of the City's History Since 1856," *The Wentzville Union* (15 November 1962: 1).
[12] Fagan, 1; Ralph Dummit, "Wentzville Area Sings the Blues for Colorful Restaurant," *St. Louis Post-Dispatch* (4 February 1996), 1C.

Figure 1. William M. Allen House, demolished in 1962 (Source: Fagan, *The Wentzville Union*, 15 Nov. 1962, p. 1).

Only one house from Wentzville's era of initial development remains standing today at 408 E. Main Street (**Figure 2**). Believed to have been constructed c. 1860, the dwelling is best remembered for its owner during the 1870s, Robert B. Dula.[13] Robert Byron Dula (1848 – 1926) moved to St. Charles County in 1867 after accepting a position as a school teacher in Flint Hill. In 1872, he began to spend summers working for his future father-in-law, Joel E. Carr (1832-1895). Dula married Josephine Carr (1856 – 1929) in 1874 and the couple resided at 408 E. Main Street.[14] In 1879, Dula became a partner in the family's tobacco business, Dula and Carr Tobacco Company. The business had multiple tobacco processing buildings in Wentzville, including "Factory No. 2" behind Dula's house on E. Main Street, which is extant.[15] In 1885, Dula sold his business in Wentzville to the St. Charles Tobacco Company and moved to St. Louis, where he worked as general superintendent for Drummond Tobacco Company.[16] In 1904, the Dulas moved to New York City and Dula spent the remainder of his life working as vice-president of the American Tobacco Company.[17]

[13] Bowman and Marshall, 27.
[14] "Well-Known St. Louisans," *St. Louis Post-Dispatch* (8 April 1895), 4; Ancestry.com (Census Data 1870 and 1880, Death Certificates, Marriage Records).
[15] "Well-Known St. Louisans, 1895;" Bob Brail, "When Tobacco Was King in St. Charles County," Available at: http://justawalkdowntheroad.blogspot.com/2017/08/when-tobaccowas-king-in-st.html (Access date 19 June 2018); The Cradle of Tobacco Kings," *St. Louis Post-Dispatch* (22 July 1938), 1.
[16] "Well-Known St. Louisans, 1895;" Brail.
[17] "Mrs. Dula Succumbs to Long Illness," *The Wentzville Union* (22 November 1929), 1.

Figure 2. The Robert B. Dula House at 408 E. Main Street is believed to have been constructed c. 1860. The property retains a brick "tobacco factory" constructed in the 1870s (Photographer: Sheila Findell, 2018).

Wentzville was an important tobacco center for the state of Missouri during the 1860s-1870s. In 1860, St. Charles County exported more than 145 tons of tobacco. By the early 1870s, Missouri was among the nation's top three tobacco-producing states. Dula and Carr was a significant tobacco company as was that owned by George Myers, who opened a factory in Wentzville in 1860. In 1873, Myers joined John Liggett of St. Louis, establishing the Myers and Liggett Tobacco Company. Myers and Liggett eventually became the nation's fourth largest tobacco producer (currently Liggett Group, Inc., headquartered in Durham, North Carolina).[18] Another large tobacco company that started in Wentzville was Drummond (for which Dula worked after his move to St. Louis). James T. and John N. Drummond (like Myers) were natives of Flint Hill. Wentzville supported eight tobacco processing factories in 1860, which employed 134 men. The tobacco industry remained a prominent component of the town's employment and manufacturing interests through the 1880s. Tobacco farming began to decline in 1880 as the crop became less profitable due to the end of slavery, price cutting and advertising campaigns that eliminated smaller companies, and declines in production due to pests and soil depletion.[19]

Wentzville's viability achieved through its agricultural industry and railroad prominence led to its incorporation in 1872. By that time, the original town of seven blocks had more than doubled in size, extending along both sides of the railroad's tracks. Areas were platted for residential and commercial expansion north and south of the tracks (**Figures 3 and 4**). By 1875, Wentzville supported the aforementioned eight tobacco factories, "two schools, a Methodist church, seven stores, two hotels, a carpenter shop, and a flour mill."[20]

[18] Brail, (Access date 19 June 2018); Duke University Libraries, Liggett and Myers Tobacco Company Records, Available at: https://library.duke.edu/rubenstein/findingaids/liggettmyers/ (Access date: 19 June 2018).
[19] Ibid.
[20] Hannon, 215.

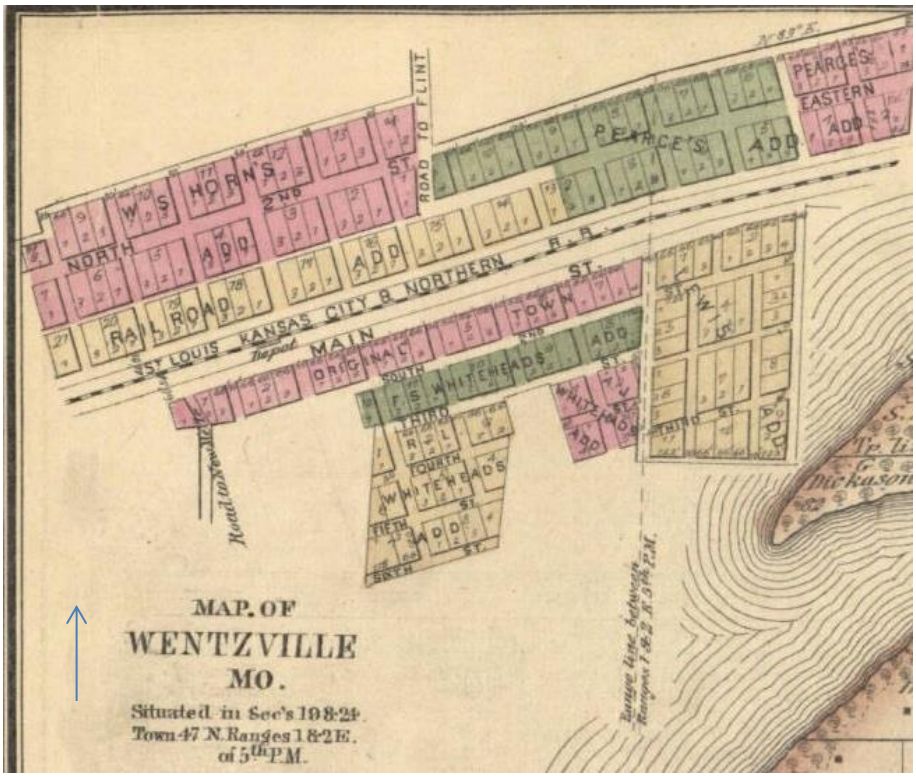


Figure 3. 1875 Atlas detail map of Wentzville – original town blocks line the south side of the tracks. Map is not to scale (Brink, p. 21).

Figure 4. A postcard of Wentzville dated as 1880 illustrates expansion south of the railroad tracks (Bowman and Marshall, p. 11).

In 1872, the North Missouri Railroad Company was purchased by an investor who renamed the line as the St. Louis, Kansas City and Northern Railroad Company.[21] Ownership changed again in 1879, when the Wabash Railroad Company took over the old North Missouri lines. The Wabash supported not only the former freight service but also provided passenger trains to/from Wentzville. The new train service was sufficient to stabilize –but failed to elevate –Wentzville's population. A declining tobacco industry had clearly impacted the town with loss of 15.5 percent of Wentzville's population between 1880 and 1890.[22] Earliest available census data for Wentzville dates to 1880, when the city's population was estimated as 541 residents. Not until 1940 did census numbers rise above 600, when 752 residents were living in Wentzville. Though the railroad stimulated Wentzville's tobacco production, it did little to shift the town's population numbers upward. When Wentzville incorporated in 1903, the city's population had not grown since 1880 with only 519 citizens recorded in 1900 and 539 residents in 1910 (**Table 1**).[23] Ultimately it was the automobile – not the railroad – that made the greatest impact on Wentzville.

Table 1. Wentzville Population Estimates, 1880 - 2017

Year	Total Population Estimate	Percent Increase (Decrease)
1880	541	--
1890	457	(15.5)
1900	519	13.6
1910	539	3.9
1920	514	(4.6)
1930	596	16.0
1940	752	26.2
1950	1,227	63.2
1960	2,742	123.5
1970	3,223	17.5
1980	3,193	(0.9)
1990	5,088	59.3
2000	6,896	35.5
2010	29,070	321.5
2018	40,241	38.4

(Source: U.S. Census Data – Wentzville, MO)

[21] L. U. Reavis, *The Railway and River Systems of the City of St. Louis*, (St. Louis: Woodward, Tiernan & Hale, 1879), 212-214.
[22] Bowman and Marshall, 21.
[23] United States Census.

A Sleepy Railroad Town Becomes Missouri's Fastest Growing City, 1900-2010

In 1900, Wentzville appeared much the same as it had in the nineteenth century. Gone were the city's tobacco factories but the railroad continued to play an important role in shipping agricultural goods and providing transportation. Growth was still slow but evident with new housing, industrial/commercial buildings, schools and churches constructed after 1875 (**Figure 5**). The horseless carriage soon arrived and in 1914, George Freese purchased and converted a clothing store on W. Allen (formerly Main) Street to a Ford dealership (not extant, **Figure 6**).[24] Another early business supporting auto sales was Schierbaum's, a blacksmith/implements business established in the 1880s. Schierbaum's began to take catalog orders for Buicks at about the same time that Freese opened his dealership (**Figure 7**). The business was owned by John Fritz Schierbaum (1851 - 1924), a blacksmith who emigrated from Germany in 1871 and settled in St. Charles County where he met and married Anna Mary Heitgerd (1854 – 1919).[25] Schierbaum's business establishment no longer stands but the family home at 1 East Allen Street is extant and currently used for commercial purposes (**Figure 8**).[26]

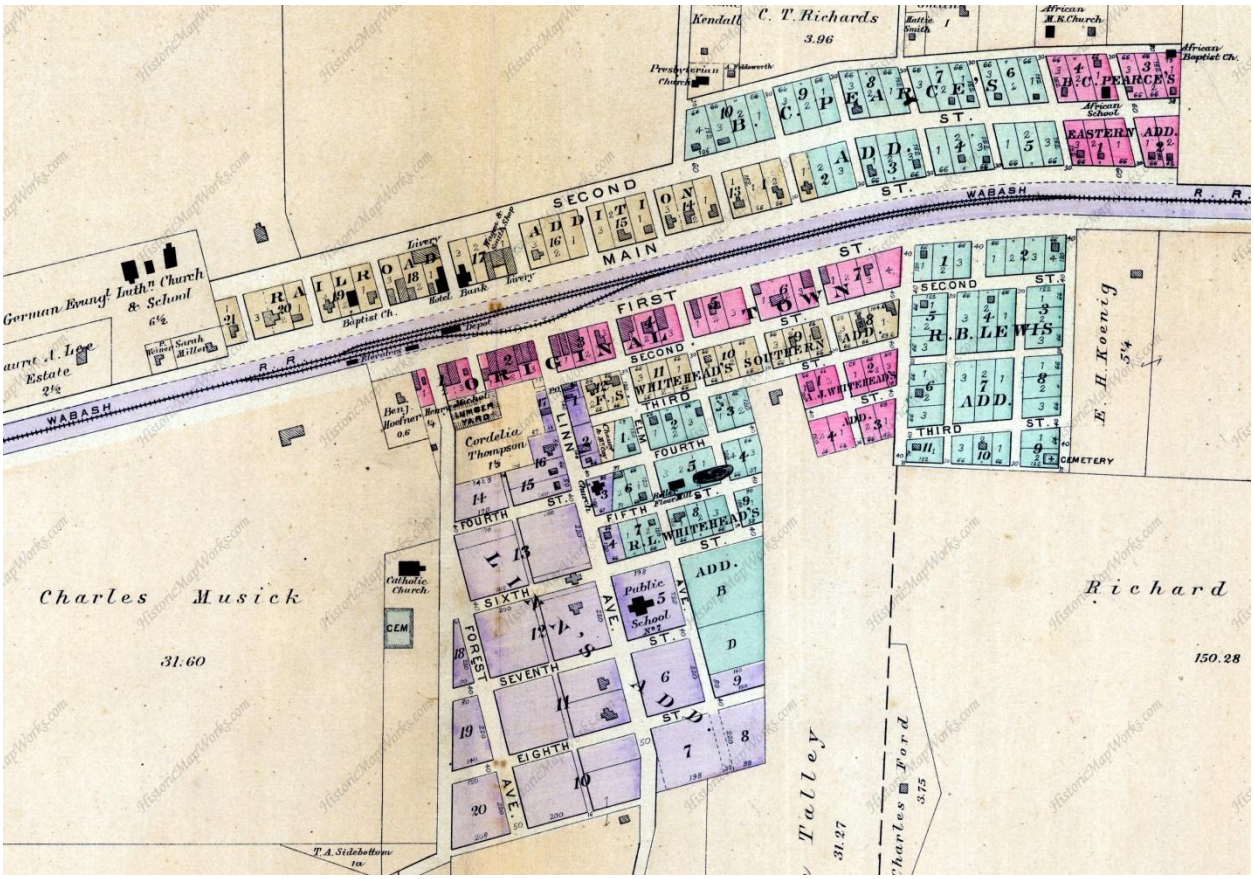


Figure 5. Wentzville, 1905 (Source: *Plat Book of St. Charles Missouri, 1905,* p. 15).

[24] Bowman and Marshall, 15; Freese Family History, Available at: http://heritage.freese.net/family/Freese/GenId.htm (Access date: 20 June 2018); Ralph Dummit, "Was Freese's Fire Loss Junk or Rare Treasure?" *St. Louis Post-Dispatch* (1 June 1973), 4B.
[25] United States Census, 1880, 1910, 1920.
[26] Bowman and Marshall, 37.

Figure 6. The first automobile dealership in Wentzville, pictured here, was established by George Freese in 1914 on present day Allen Street. This photo is dated as 1919 (Source: Freese Family History-online).

THE EXPERIENCED

FARMER

Nails and Automobiles

You can go to your dealer and give him an order for a keg of nails with reasonable assurance that you will get a fairly, if not entirely satisfactory product.

But you would not order an Automobile in just that way, providing you are a man that can buy one, and it is our belief that most farmers are better able to afford this modern necessity them many city men.

When you buy an Auto, Spreader or what ever it might be you expect to invest considerable money, and you should dig into its vitals and see that you are getting dollar for dollar Value.

Your peace of mind and the safety of your crops depend upon the strength and durabiity-- it is not necessary to take chances thus. Remember when better Automobiles are built for the money BUICK will build them, and the same voice will so speak of SPREADERS. John DEERE the only spreader with the Beater on the Axle that every one sits up and takes notice: and all imitate but never equaled, see them at Schierbaums and get some information that may help you past some of your trouble.

Buick

You may be an old man and have had many troubles, but--- most of them never happened, and again we say Buick cars and Deere Farm Tools will give you less trouble, you know it, then why buy the cheaper, your own conscience tells you better.

SCHIERBAUM "HAS IT."

Figure 7. Schierbaum's sold automobiles by catalog in the 1910s. The business started in the 1880s as a blacksmith's shop that sold wagons and farm implements (Source: *The Wentzville Union*, 30 January 1914).

Figure 8. 1 E. Allen Street was originally the home of the Schierbaum Family (Photo: Sheila Findell, 2018).

Wentzville's access to state and federal highways did much to boost twentieth-century growth. In 1925, Missouri's "longest improved road," State Highway No. 2 opened to great fanfare in Wentzville, which hosted "elaborate ceremonies" for the new highway.[27] A year later the highway was adopted as part of U.S. Federal Highway 40, later designated as Interstate-64, which currently terminates its westernmost point at U.S. Highway 61 in Wentzville.[28] U.S. Highway 61 is a north/south alignment originally designated as State Highway 9, established in 1922.[29] Following designation of state and federal highways in the early 1920s, Wentzville's population finally began climb upward. Improvements for a "new" Highway 40, announced in the 1930s, spurred a new business district along the new Highway 40 alignment (currently Pearce Boulevard), one block north of the old Highway 40 (Allen Street).[30] One example of the businesses constructed along the new alignment is 109 W. Pearce Boulevard, constructed in 1932 as Swantner Motor Company, owned by Robert James Swantner (1905 – 1991). The business grew sufficiently to open multiple locations, including a 1956 dealership, garage and gasoline station (managed by Robert Swantner, Jr.) at the intersection of "Old Highway 40 and Blumhoff Avenue" (**Figure 9**)[31]

[27] "Longest Improved Road in Missouri is Opened," *Allen County Journal* (5 March 1925), 4.
[28] Missouri Department of Transportation, "Missouri's Interstate System: Yesterday, Today and Tomorrow," Available at: http://www.modot.org/interstate/MissourisInterstateHistory.htm (Access date: 22 June 2018).
[29] Missouri Department of Transportation, Highway Map Archive, Available at: http://www.modot.org/historicmaps/ (Access date: 22 June 2018).
[30] Gerry Matlock, comp., "History of Wentzville and Surrounding Townships," Scrapbook of newspaper clippings (1930-1960), 159, 176.
[31] "Swantner to Open New Garage, Gas Station," *The Wentzville Union* (11 May 1956), 1.

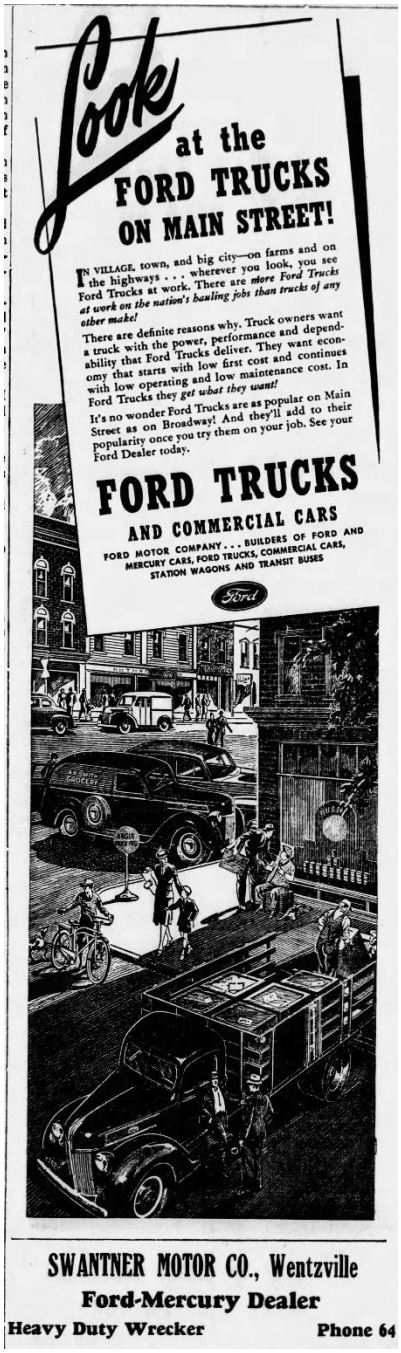


Figure 9. Advertisement for Swantner Motor Company, which opened dealerships in Wentzville along Highway 40 (Source: *The Wentzville Union.* 18 April 1941, p. 3)

The city's most influential business booster during the early twentieth-century was Wentzville's Community Club, established in 1933 to "combat the effects of the Great Depression" by bringing together business leaders to enhance the community as a whole.[32] One of the club's most successful endeavors began in 1935 when organizers planned a "homecoming" to encourage former residents to return to Wentzville for a celebration of the city's past accomplishments. The festival was a great success, attracting an estimated 11,000 persons to Wentzville. Funds raised by the event were used to help pay for the city's first public waterworks. The Community Club was equally

[32] Bowman and Marshall, 95.

successfully in attracting new industry and raising money for public schools.[33] Wentzville's Community Club still exists, currently located at 500 W. Main Street (**Figure 10**).[34]

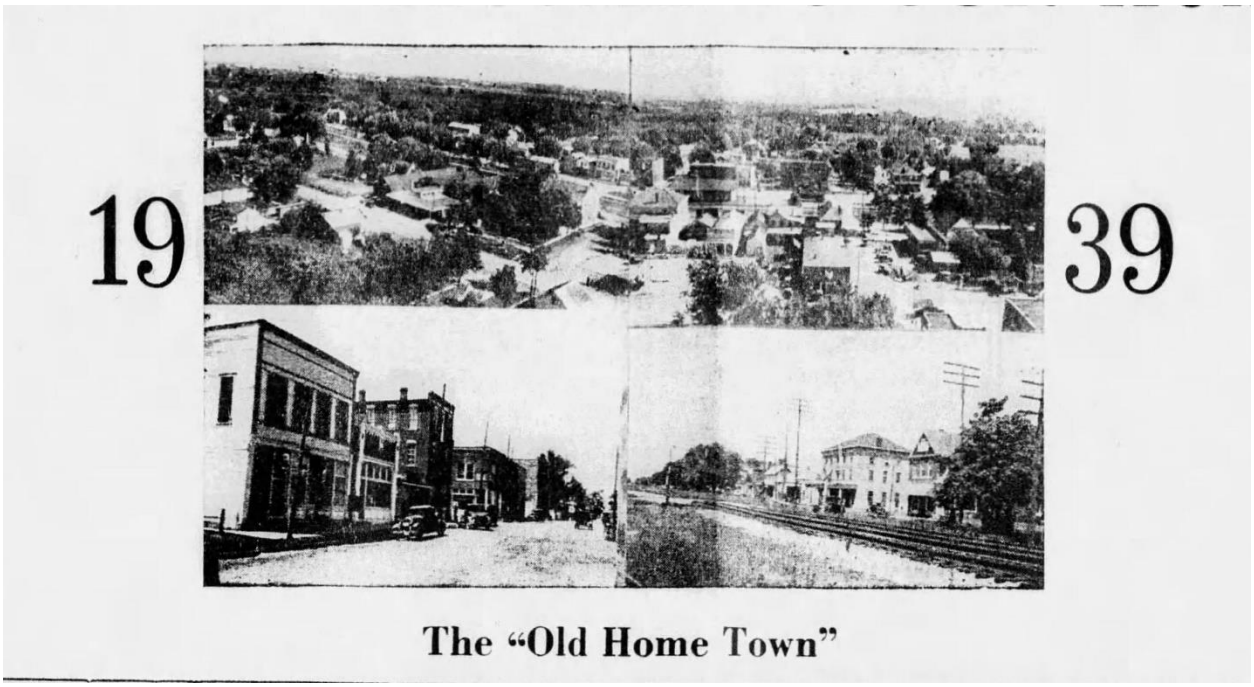


Figure 10. Advertisement by Wentzville's Commercial Club in 1939 for the city's annual Homecoming event ("Homecoming News," *The Wentzville Union,* 1 September 1939: 1).

Wentzville's first waterworks was a costly undertaking for the city's less than 700 residents who approved the project's $45,000 bond in 1934.[35] By 1935, the waterworks project was finally underway, funded by the bonds and a Public Works Administration (PWA) grant.[36] The city's small population was frequently unable to support civic improvements that most communities embraced much earlier. Another example is Wentzville's fire department, organized as a volunteer division in 1928. Initially the department was housed in a garage downtown until 1934, when city hall provided room for the station. In 1942, Wentzville purchased a fire truck but not until 12 years later, in 1954, did the city raise sufficient money to construct a dedicated fire station.[37] Voters approved the new fire station and expansion of the city's limits by passing another bond issue in 1955. They did not, however, support a proposal to update the waterworks system built in the 1930s.[38] This latter improvement finally occurred in 1966, when Wentzville's voters approved construction of a new water treatment plant.[39]

As indicated in **Table 1**, Wentzville's largest leaps in population occurred in the mid-to late twentieth century, prompting most of the city's major improvements. Some of this population increase occurred due to employment in nearby wartime industries during World War II (like the Wentzville Arms munitions factory), which was partly responsible for the 63 percent increase in population by 1950 (and the construction of 21 new buildings in the reconnaissance survey area). In 1960, by which time Interstate 70 was under construction, Wentzville's population

[33] Carol Bales, "Homecomings – A Backward Glance," *The Wentzville Union* (30 August 1957), 1.
[34] Matlock, 187, 197-198; Brian Flinchpaugh, "Wabash Days Opens Friday in Wentzville," *St. Louis Post-Dispatch* (*St. Charles Suburban Journal*), 20 August 2012.
[35] John H. Boos, "Editorial Musings – The Dawn of a New Wentzville," *The Wentzville Union* (6 September 1935), 1.
[36] "History of Wentzville Waterworks Project," *The Wentzville Union* (23 August 1935), 1-2.
[37] Wentzville Fire Protection District, "Our History," Available at: http://wentzvillefire.org/our-history/ (Access date: 18 June 2018).
[38] "Voters OK City Limits Expansion, Approve Fire House Issue, Vote 'No' on Water Plan," *The Wentzville Union* (2 December 1955), 1.
[39] "Bid of $106,760 Approved by City, Water Treatment," *The Wentzville Union* (4 August 1966), 8.

was 2,742, a 123.5 percent jump since 1950 when the city reported 1,227 residents. Interstate 70 spurred the city's growth even more, particularly for businesses near the new alignment. One example is the aforementioned Southern Air Restaurant near William M. Allen's old home site. In 1963, Robertson enlarged the restaurant by adding a wing that included banquet rooms, two dining rooms, a stage (for entertainment), gift shop and office. This was in addition to the previous year's updates that included a new kitchen and renovated cocktail lounge. By the time the 1963 improvements were finished, the restaurant's seating capacity was 570.[40] In 1967, the business was purchased from Robertson by Edward E. Fries, followed by another ownership transfer in 1988 to rock legend, Chuck Berry (**Figure 11**). The restaurant closed a year later following a sexual harassment class action lawsuit filed against Berry and never reopened.[41] Eventually the Southern Air Restaurant was remodeled for educational use. The building is currently part of Lindenwood University's Wentzville campus.[42]

Wentzville's most pronounced decade of growth occurred between 2000 (6,896 residents) and 2010 (20,070 residents), an increase of more than 320 percent.[43] The boom was prompted by the arrival of General Motors (GM) in 1980, which constructed a $500 million assembly plant north of the city (**Figure 12**). St. Charles County voters overwhelmingly approved a $7.5 million bond to secure the plant and begin preparing for 20,000 new residents.[44] The city annexed land and constructed new housing, roads, schools, retail establishments and infrastructure.[45] Two years post GM's announcement, the plant anticipated hiring 6,250 people during its first year of operation, 80 percent of whom were expected to live in Wentzville.[46] The city's future as a major industrial center proved successful and in 2005, General Motors invested an additional $30 million to upgrade its plant and secured Wentzville's foreseeable future as an industrial center.[47] Wentzville continues its progressive path as one of Missouri's fastest growing communities with a most recent population estimate (2018) of 40,241 citizens.[48]

---

[40] "Wing being added at Southern Air," *The Wentzville Union* (15 August 1963), 4.
[41] Dummit, 1996, 8C.
[42] John Sonderegger, "Controversy over city-mailed fliers illustrates power struggle in Wentzville," *St. Louis Post-Dispatch* (16 December 2002), SC2.
[43] United States Census; Jessica Bock, "Wentzville Sees 200 Percent Growth," *St. Louis Post-Dispatch* (28 June 2007), M-1.
[44] Phyllis Brasch, "Construction Begins in Wentzville on $500 Million Gm Assembly Plant," *St. Louis Post-Dispatch* (30 June 1980), 4A.
[45] Hannon, 216.
[46] "GM Plant Helps Fill Wentzville's Coffers," *St. Louis Post-Dispatch* (30 December 1982), 3SC.
[47] "News from Home – Missouri," *The Arizona Republic* (8 August 2005), A8.
[48] United States Census Bureau, "Quick Facts, Wentzville City, Missouri," Available at: https://www.census.gov/quickfacts/fact/table/wentzvillecitymissouri/PST045217 (Access date: 26 June 2018).

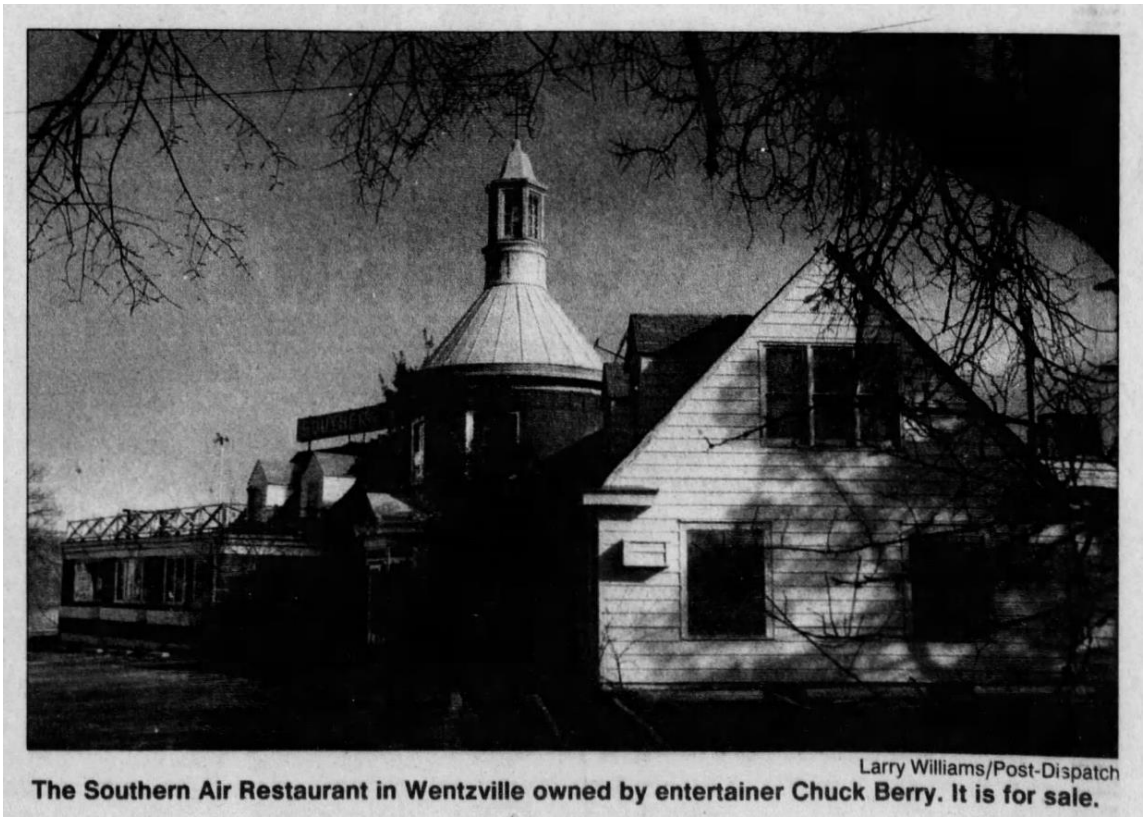


Figure 11. The Southern Air Restaurant in 1996. The building currently supports classrooms used by Lindenwood University (Source: Dimmit, 1996, 1C).

Figure 12. Aerial view of General Motors plant in Wentzville, 1982 (Source: *St. Louis Post-Dispatch,* 30 December 1982: 3SC).

RECOMMENDATIONS

The final section of this report provides recommendations to increase the likelihood that the Wentzville Downtown Committee will be able to ultimately list properties and districts in the National Register of Historic Places.

A. PUBLIC EDUCATION

As the Wentzville Downtown Committee proceeds with preservation planning activities and conducting an intensive survey of their historic commercial districts and then the preparation of historic district nomination(s) to the National Register of Historic Places, it needs to undertake a two-prong public education effort. Since listing properties in the National Register of Historic Places requires the owner's consent (and a district can only be listed if a majority of owners support its listing, or at least do not object formally to the district designation), it is vital that the Wentzville Downtown Committee develop a strategy to increase the public's understanding of the benefits of listing in National Register of Historic Places and what designation actually means for a property owner and for the community.

There are often numerous misconceptions about which buildings and areas of town have the potential for listing in the National Register and about the impact and benefits for property owners and the entire community when buildings are listed on the National Register. While the Wentzville Downtown Committee obviously would want to be enthusiastic about the potential nominations, it needs to also be open and honest in discussing the likely concerns that are often raised about National Register designation, many of which are simply misconceptions. This educational effort by the committee should address the following issues:

- The potential benefits to the public image, quality of life and local economy that could result from designating additional National Register historic districts

- The historic and architectural significance of mid-twentieth century buildings and neighborhoods, even those built in the 1960s, well beyond those associated with the earliest development of Wentzville and the area right next to the railroad tracks

- The tendency to enhance property values and lower crime in designated historic districts

- The fear of government interference with a property owner's control of their property even though National Register of Historic Places listing does ***not*** restrict private owners' property rights, and actually provides some protection, under Section 106, from government actions (such as highway construction, installation of cell towers in the neighborhood, etc.).

- The potential for additional government oversight and restrictions on building improvements, even though designation would not change the local design review process unless local citizens agreed to change local ordinances and it would not place any state or federal restrictions on the owner's right to make changes to their building

- The significant financial assistance for a substantial rehabilitation of an historic building in the form of historic tax credits (25 percent of the rehabilitation costs) that are available in Missouri and potentially an additional 20 percent federal credit on commercial properties (both of which do require design review to receive this financial benefit)

While many residents seem to enthusiastically support the concept of a commercial district nomination, misinformation and negative rumors have a way of spreading quickly. It is extremely rare that there is substantial opposition to an historic district nomination in Missouri. From the consultant's experience, communities which do not undertake a public awareness campaign either have difficulties getting a majority of the owners to actively support listing or they do not utilize the actual listing in the National Register of Historic Places to their best advantage.

In Wentzville, the greatest concern is that additional buildings would be demolished for new developments or that additional renovations will destroy the historic integrity of more buildings in the survey area before the multi-year survey and nomination process can be completed, making it impossible to successfully list the area as an historic district—that is the reason that the public education campaign is so critical.

The City of Wentzville and the Wentzville Downtown Committee have already started the listing process by undertaking this survey. It has resulted in public discussions about the potential for additional areas in Wentzville being listed in the National Register. The public meeting at the beginning of the survey project helped familiarize property owners and community leaders with the benefits and potential for listing in the National Register. To further increase awareness of the significance of individual property, a copy of the individual Missouri Historic Inventory form will be provided to any property owner who requests it. Another meeting with the property owners was held on July 24, 2018, at the conclusion of this reconnaissance survey project.

However, the Wentzville Downtown Committee needs to develop more than a strategy that addresses what salient points need to be communicated to property owners. It also needs to develop a calendar for the activities to be incorporated into the campaign and identify which individuals will be responsible for which part of the project. It is especially critical that the message be consistent, repetitive, and frequent if it is to be effective in changing the attitudes or improving the understanding of the merits of the National Register of Historic Places and of preservation's possibilities for this area. Workshops or programs just for property owners could address their particular concerns, such as training programs on making repairs and improvements using accepted preservation techniques or explaining the *Secretary of the Interior's Standards for Rehabilitation* and how these might help preserve the historic integrity of their building. Even a workshop on how property owners could participate in the historic tax credit programs could help garner support for historic preservation projects and a National Register historic district listing.

B. Future Surveys and Nominations to the National Register

While this reconnaissance survey provides a good overview of what areas and individual buildings might be eligible for nomination to the National Register of Historic Places, completion of intensive surveys is the next required step before a National Register nomination will be accepted for review by the Missouri State Historic Preservation Office. The work completed with this initial survey will assist those working on the intensive survey, not only because it has completed a photographic inventory of the buildings, but also because it has developed a basic assessment about eligibility and significance, and it has compiled the research resources that will be available for the archival research that is part of the survey and nomination process.

This report not only suggested boundaries for two commercial districts, it recommends that these proposed districts be surveyed thoroughly in preparation for National Register district nominations. Changes to buildings can quickly change the historic integrity and eligibility of an historic district and by proceeding immediately with the intensive survey it can encourage those changes be made to enhance historic appearance of these districts. The publicity involved with such a survey could also help encourage the investment of new businesses and developers into the area, especially those wanting to garner the benefits of being in an historic district.

Rather than selecting just one of the two commercial districts as the next project for the committee, the districts are small enough in size that they could be successfully surveyed at the same time and it might be beneficial to actually survey the enlarged area as shown on the survey map to determine whether it would be possible to have one historic district nomination that incorporates both of the proposed districts into one larger district.

Although 16 buildings are individually eligible for (and 1 already listed in) the National Register of Historic Places, the recommendation of this report is for the Wentzville Downtown Committee to first proceed with intensive surveys of the proposed historic districts and not pursue individual nominations at this time with the possible exception of the the Robert C. Dula House and Barn since it appears to be one of the oldest resources in town and the focus of the attentions of the fledgling Main Street organization. By preparing the National Register nomination, the Wentzville Downtown Committee could help move forward their efforts to raise the funds and to get the support needed to make the needed repairs to the house and barn.

Other individual building nominations could be prepared without the commitment of city staff time, which would be more efficient directed toward the time consuming and critical process of surveying the proposed districts. This is

certainly the most expedient means for listing most of the eligible resources in the National Register of Historic Places since the proposed historic district nomination most likely would incorporate 7 of those individually eligible properties as well. Individual building nominations can generally be funded and prepared by their property owners, especially when the property owner wants to utilize the historic tax credits to help fund renovations to the building.

Besides, within a district nomination, individual properties do not have to be addressed in the same detail as with individual nominations and they require less specific information and documentation on each individual property, saving on both consultant and volunteer time. Yet the result is the same, the property is listed on the National Register of Historic Places. Given the extent of research completed with this current survey, little additional research would be needed on individual building histories to complete a district nomination, but much more documentation would be required for individual nominations of these same buildings, a very costly and time consuming process. In addition, individual nominations require documentation of the integrity of interior spaces, something not covered in the historic survey and not required with a district nomination.

A district listing provides the same benefits to less distinctive resources deemed contributing but not individually eligible (the vast majority of buildings in Wentzville) as it does to those few identified as individually eligible for the National Register of Historic Places, a decided benefit when trying to encourage historic preservation activities among property owners. Property owners of contributing buildings that are not individually eligible can be encouraged by their inclusion to undertake improvements or maintenance with sensitivity to the historic integrity of the building. Property owners of contributing buildings, like individually eligible buildings, would be eligible to apply for historic tax credits. It is also much more effective when trying to enhance Wentzville' image to reference historic districts, rather than simply individual historic resources.

C. Other Suggested Projects

While the immediate goals of building on the current reconnaissance survey by undertaking intensive surveys of the proposed historic districts, it is not too early to begin thinking about future projects. It is apparent that the committee could use some additional direction on these future projects, outside the scope of this current commercial survey and nomination project. Baxter recommends the committee begin planning for future surveys of other areas of the city, especially the older residential areas, so that a comprehensive inventory of its historic buildings can be developed and potentially residential historic districts might be listed in the National Register of Historic Places as well. During this survey, several different residents contacted Baxter expressing an interest in knowing whether their homes were included in the survey and if not, would they be included in survey work in the near future. So there is already interest by some homeowners in having their homes designated as historic buildings. Even if the conclusion of the residential survey is not to pursue National Register status, it would provide a basis for creating a local landmarks program, recognizing property owners who have worked hard to preserve an historic building. Such activities can methodically enhance the image of preservation in the community and improve the awareness of the wealth Wentzville has in its historic buildings and the unique heritage they represent.

In addition, Baxter realizes that while the committee members and city staff are very dedicated, they could benefit from more training. While the staff has been trying to take advantage of the many training programs offered by the State Historic Preservation Office and Missouri Preservation, for which they should be commended, Baxter recommends that both the staff and committee members attend as many training programs as possible. In addition to committee members, city officials (especially the building inspectors and city planning staff) should be notified of various opportunities for training and encouraged to expand their understanding of preservation by attending pertinent workshops.

Since there are already building façade grants available to property owners in the historic commercial core of the community, it provides an opportunity to encourage improvements to buildings that enhance the building's historic integrity. Baxter suggests that the Downtown Committee and city officials consider creating some basic design review procedures and requirements for those receiving these grants, utilizing the principals of the *Secretary of the Interior's Standards for Rehabilitation* as a guideline.

The Wentzville Downtown Committee and the City of Wentzville should be commended for their efforts to begin methodical preservation planning activities. This reconnaissance survey provides a basis for increasing the awareness and support for preservation activities in Wentzville.

SELECTED BIBLIOGRAPHY

1905 Plat Book St. Charles County, MO. Des Moines, IA. Northwest Publishing Company, 1905.

1940 Plat Book St. Charles County, MO. Des Moines, IA. Northwest Publishing Company, 1940.

Advertisement (Schierbaum's). The Wentzville Union, 30 January 1914: 8.

Advertisement (Swantner Motor Company). The Wentzville Union. 18 April 1941: 3.

Advertisements (Freese Auto and Schierbaum). The Wentzville Union. 19 May 1922: 4.

Ancestry.com (U.S. Census, 1850; Missouri Marriages; Find A Grave). Available at: https://www.ancestry.com/ Access date: 18 June 2018.

Atlas Map of St. Charles County, Missouri. WR Brink Co. of Illinois, 1875.

Bales, Carol. "Homecomings – A Backward Glance," The Wentzville Union. 30 August 1957: 1.

Bales, Carol Ann. A Peak at the Past. Wentzville, MO: Wentzville Elementary School, 1979.

"Bid of $106,760 Approved by City, Water Treatment," The Wentzville Union. 4 August 1966: 8.

Bock, Jessica. "Wentzville Sees 200 Percent Growth," St. Louis Post-Dispatch. 28 June 2007: M-1.

Bowman, Deborah and Larry Marshall. Images of America: Wentzville. Charleston, SC: Arcadia Publishing, 2018.

Bowman, Deborah E. "From Wentz it Came . . . Wentzville History," Newstime (Online publication, 9 May 2014). Available at: http://www.newstime-mo.com/from-wentz-it-came-wentzville-history/ Access date: 19 June 2018.

Boos, John H. "Editorial Musings – The Dawn of a New Wentzville," The Wentzville Union. 6 September 1935: 1.

Brail, Bob. "When Tobacco Was King in St. Charles County." Available at: http://justawalkdowntheroad.blogspot.com/2017/08/when-tobaccowas-king-in-st.html Access date 19 June 2018.

Brasch, Phyllis. "Construction Begins in Wentzville on $500 Million Gm Assembly Plant," St. Louis Post-Dispatch. 30 June 1980: 4A.

Brink, W.R. & Co. Illustrated Atlas Map of St. Charles County. (Self-published): Illinois, 1875.

Bryan, William S. and Robert Rose. A History of Pioneer Families of Missouri. St. Louis: Bryan, Brand & Co., 1876.

City of Wentzville. "Demographics." Available at: http://www.wentzvillemo.org/departments/economic_development/demographics.php Access date: 26 June 2018.

Comprehensive Plan: City of Wentzville. WVP Corp. St. Louis, MO, 1989.

The Cradle of Tobacco Kings," St. Louis Post-Dispatch. 22 July 1938: 1.

Duke University Libraries. Liggett and Myers Tobacco Company Records. Available at: https://library.duke.edu/rubenstein/findingaids/liggettmyers/ Access date: 19 June 2018.

Dummit, Ralph. "Was Freese's Fire Loss Junk or Rare Treasure?" St. Louis Post-Dispatch. 1 June 1973: 4B.

Dummit, Ralph. "Wentzville Area Sings the Blues for Colorful Restaurant," St. Louis Post-Dispatch. 4 February 1996: 1C, 8C.

Fagan, Betty. "Old Gannaway Home Nears its End; Part of the City's History Since 1856," The Wentzville Union. 15 November 1962: 1.

Flinchpaugh, Brian. "Wabash Days Opens Friday in Wentzville," St. Louis Post-Dispatch / St. Charles Suburban Journal. 20 August 2012.

Freese Family History. Available at: http://heritage.freese.net/family/Freese/GenId.htm Access date: 20 June 2018.

Geerling, Carrol (transcriber). 1880 Federal Census of St. Charles County, MO. Bridgeton, MO: Lineage Press, 1990.

Google Street View. June 2013.

Google Street View. August 2017.

"GM Plant Helps Fill Wentzville's Coffers," St. Louis Post-Dispatch. 30 December 1982: 3SC.

"Hepperman Murder Trial." Photograph collection of St. Charles County Historical Society. Available at: http://scchs.pastperfectonline.com/advancedsearch?utf8=%E2%9C%93&advanceSearchActivated=true&firstTimeSearch=true&search_include_objects=true&search_include_photos=true&search_include_archives=true&search_include_library=true&search_include_creators=true&search_include_people=true&search_include_containers=true&searchcat_1=&searchcat_2=&searchcat_3=&searchcat_4=&searchcat_5=&searchcat_6=&searchcat_7=&searchcat_8=&searchcat_9=&searchcat_10=&searchcat_11=&searchcat_12=Hepperman+Murder+Trial&searchcat_13=&searchButton=Search Access date: 11 July 2018.

Hannon, Robert. St. Louis: Its Neighborhoods and Neighbors, Landmarks and Milestones. St. Louis: St. Louis Regional Commerce and Growth Associations, 1986.

History of St. Charles County. St. Charles: St. Charles County Historical Society, 1976.

History of St. Charles, Montgomery, and Warren Counties Missouri. St. Louis, MO: Paul V. Cochran, 1969.

"History of Wentzville Waterworks Project," The Wentzville Union. 23 August 1935: 1-2.

"Homecoming News," The Wentzville Union. 1 September 1939: 1.

"John H. Blanken Papers 1891-1942," Missouri History Museum Library, St. Louis, MO.

Justia U.S. Supreme Court. "North Missouri Railroad Company v. McGuire," Available at: https://supreme.justia.com/cases/federal/us/87/46/ Access date: 19 June 2018.

"Longest Improved Road in Missouri is Opened," Allen County Journal. 5 March 1925: 4.

Matlock, Gerry, comp. “History of Wentzville and Surrounding Townships.” Scrapbook of newspaper clippings, 1930-1960.

Missouri Department of Transportation. Highway Map Archive. Available at: http://www.modot.org/historicmaps/ Access date: 22 June 2018.

Missouri Department of Transportation. “Missouri's Interstate System: Yesterday, Today and Tomorrow.” Available at: http://www.modot.org/interstate/MissourisInterstateHistory.htm Access date: 22 June 2018.

-Missouri Gazetteer and Business Directory 1891-92 VII St. Louis, MO: R. L. Polk and Company, 1891.

Missouri Secretary of State, Records and Archives. “Missouri History: Missouri State Legislators 1820 – 2000,” Available at: https://www.sos.mo.gov/archives/history/historicallistings/molega.asp Access date: 18 June 2018.

Missouri State Road Map. Jefferson City, MO: State Highway Department of Missouri, 1918. Available online at http://www.modot.org/newsandinfo/publications/documents/1918.pdf. Access date: 11 July 2018.

Missouri State Road Map. Jefferson City, MO: State Highway Department of Missouri, 1926. Available online at http://www.modot.org/historicmaps/documents/1926001_reduced.pdf. Access date: 11 July 2018.

“Mrs. Dula Succumbs to Long Illness,” The Wentzville Union. 22 November 1929: 1.

“News from Home – Missouri,” The Arizona Republic. 8 August 2005: A8.

Plat Book of St. Charles, Missouri, 1905. Des Moines, Iowa: Northwest Publishing Company, 1905.

Portrait and Biographical Record of St. Charles, Lincoln, and Warren Counties, MO. Chicago, IL: Chapman Publishing Company, 1895.

Property Database. St. Charles County Assessor. St. Charles County.

Reavis, L. U. The Railway and River Systems of the City of St. Louis. St. Louis: Woodward, Tiernan & Hale: 1879.

Sonderegger, John. “Controversy over city-mailed fliers illustrates power struggle in Wentzville,” St. Louis Post-Dispatch. 16 December 2002: SC2.

St. Charles City Directory. R. E. Hackman: Quincy, IL, 1906.

“Swantner to Open New Garage, Gas Station,” The Wentzville Union. 11 May 1956: 1.

Triennial Atlas and Plat Book. St. Charles County. 1969: 27.

United States Census. Available at:
https://www.census.gov/population/www/documentation/twps0076/twps0076.html Access date: 19 June 2018.

“Voters OK City Limits Expansion, Approve Fire House Issue, Vote ‘No’ on Water Plan,” The Wentzville Union. 2 December 1955: 1.

Walker, George B. Walker’s St. Charles Directory 1891-1892. St. Charles, MO, 1891.

“Well-Known St. Louisans,” St. Louis Post-Dispatch. 8 April 1895: 4.

"Wentzville 1900-1959 Towns W8" Vertical File, St. Charles County Historical Society, St. Charles, MO.

"Wentzville 1900-1969 Towns W9" Vertical File, St. Charles County Historical Society, St. Charles, MO.

"Wentzville 1970-1979 Towns W11" Vertical File, St. Charles County Historical Society, St. Charles, MO.

"Wentzville 1980-1989 Towns W12" Vertical File, St. Charles County Historical Society, St. Charles, MO.

"Wentzville 1990-1999 Towns W13" Vertical File, St. Charles County Historical Society, St. Charles, MO.

"Wentzville 2000-2010 Towns W14" Vertical File, St. Charles County Historical Society, St. Charles, MO.

"Wentzville Business W10" Vertical File, St. Charles County Historical Society, St. Charles, MO.

Wentzville Centennial and 21st Annual Homecoming, Official Program and Souvenir. Wentzville, MO: Wentzville Community Club, 1955.

Wentzville Fire Protection District. "Our History." Available at: http://wentzvillefire.org/our-history/ Access date: 18 June 2018.

"Wentzville MO Sites Towns W15" Vertical File, St. Charles County Historical Society, St. Charles, MO.

"Wentzville, St. Charles County, Missouri." New York: Sanborn Map Company, 1927.

Wentzville School District. Available at: https://www.wentzville.k12.mo.us/domain/453 Access date: 19 June 2018.

Wing being added at Southern Air," The Wentzville Union. 15 August 1963: 4.

"William S. Bryan Papers 1817-1976," Missouri History Museum Library, St. Louis, MO.

SELECTED BIBLIOGRAPHY

Schierbaum Building
1 East Allen

U.S. Post Office
201 East Allen

205 East Allen

National Petroleum Company
210 South Linn

Charles E. Musick/Charlie and Alma Lee Musick Richards House
503 South Linn

517 South Linn

521 South Linn

MFA Cooperative Association #20
201 West Main

MFA Cooperative Association #20
210 West Main

Wentzville Community Club
500 West Main

Robert Cyrus Dula House
408 East Main

Swantner Automotive Company
109 West Pearce

Pete's Drive-In
1009 East Pearce

Wentzville Creamery & Ice Company
100 East Pitman

Pohl and King Monument Company
1009 East Pitman

Water Tower #4
101 North Walnut

1

Appendix 2: List of All Buildings in Survey Area

Survey From #	Address #	Street Name	Historic Name	Current/ Other Name	Date	Appears Individually Eligible	District Potential	Contributing/ Noncontributing to a Potential District
SC-AS-012-0001	102	East Third Street			ca. 1900			
SC-AS-012-0002	107	East Third Street			1956			
SC-AS-012-0003	108	East Third Street			1900			
SC-AS-012-0004	203	East Third Street			1929			
SC-AS-012-0005	207	East Third Street			ca. 1950			
SC-AS-012-0006	9	East Fourth Street			1900			
SC-AS-012-0008	103	West Sixth Street			1941			
SC-AS-012-0009	104	West Sixth Street			1962			
SC-AS-012-0010	105	West Sixth Street		After Four Photographic	1940			
SC-AS-012-0011	1	East Allen Street	Schierbaum Building	Old Friends Vintage Guitars	1885	x		
SC-AS-012-0012	201	East Allen Street	U.S. Post Office Wentzville, MO	U.S. Post Office Wentzville, MO	1960	x		
SC-AS-012-0013	205	East Allen Street			1910	x		
SC-AS-012-0014	211	East Allen Street			1938			
SC-AS-012-0015	301	East Allen Street			1910			
SC-AS-012-0016	403	East Allen Street			2000			
SC-AS-012-0017	409	East Allen Street			1900			
SC-AS-012-0018	501	East Allen Street		Duke's BBQ	1910			
SC-AS-012-0019	805	East Allen Street			1953			
SC-AS-012-0020	9	West Allen Street		West Allen Grill	1946			
SC-AS-012-0021	11	West Allen Street			1950			
SC-AS-012-0210	101	North Walnut Street	Water Tower	Water Tower #4	1962	x		
SC-AS-012-0022	13	West Allen Street		J & R Barber Shop	1920			
SC-AS-012-0023	111	West Allen Street			ca. 1900			
SC-AS-012-0024	111	West Allen Street		Wentzville First Assembly of God	ca. 1960			
SC-AS-012-0025	203	West Allen Street			1955			
SC-AS-012-0026	205	West Allen Street			1953			
SC-AS-012-0027	303	West Allen Street			ca. 1900			

Appendix 2: List of All Buildings in Survey Area

Survey From #	Address #	Street Name	Historic Name	Current/ Other Name	Date	Appears Individually Eligible	District Potential	Contributing/ Noncontributing to a Potential District
SC-AS-012-0028	314	Blumhoff Ave			ca. 2000			
SC-AS-012-0029	209	Cherry Street			1955			
SC-AS-012-0030	402	South Church Street		Smokin Aces Disk Golf/Wheel Bicycle Shop	1968			
SC-AS-012-0031	508	South Church Street			1940			
SC-AS-012-0032	602	South Church Street			1930			
SC-AS-012-0033	606	South Church Street			2003			
SC-AS-012-0034	702	South Church Street		Dairy Queen	2006			
SC-AS-012-0035	708	South Church Street		Tommy D's Pizza	ca. 2013			
SC-AS-012-0036	211	North Elm Street			1930			
SC-AS-012-0037	201	South Elm Street			1926			
SC-AS-012-0039	512	Forest Lane			1985			
SC-AS-012-0040	1	East Koenig Street		Wentzville House of Beauty	1910			
SC-AS-012-0041	5	East Koenig Street		Mutert's Auto Upholstery	ca. 1910			
SC-AS-012-0042	207	East Koenig Street		Sweeten's Concrete Systems	1950			
SC-AS-012-0043	710	East Koenig Street			1963			
SC-AS-012-0044	1	West Koenig Street		Fridley Chiropractic	2016			
SC-AS-012-0045	3	West Koenig Street			1947			
SC-AS-012-0046	9	West Koenig Street			ca. 1950			
SC-AS-012-0047	109	West Koenig Street		Dallas Plastics Corporatoin	1965			
SC-AS-012-0048	116	West Koenig Street			1920		x	Noncontributing
SC-AS-012-0050	308	North Linn Ave			1935			
SC-AS-012-0051	310	North Linn Ave		Nadler Welding Shop	1920			
SC-AS-012-0052	105	South Linn Ave		Land Fair Corp.	1905-1927		x	Noncontributing
SC-AS-012-0053	109	South Linn Ave			1905-1927		x	Contributing
SC-AS-012-0054	200	South Linn Ave			1900		x	Contributing
SC-AS-012-0055	203	South Linn Ave			1960		x	Contributing
SC-AS-012-0056	206	South Linn Ave		Quality Testing and Engineering, Inc.	1926		x	Contributing
SC-AS-012-0057	207	South Linn Ave		WSCC Chamber of Commerce	1931		x	Contributing

Appendix 2: List of All Buildings in Survey Area

Survey From #	Address #	Street Name	Historic Name	Current/ Other Name	Date	Appears Individually Eligible	District Potential	Contributing/ Noncontributing to a Potential District
SC-AS-012-0058	208	South Linn Ave			1970		x	Noncontrbuting
SC-AS-012-0059	210	South Linn Ave	National Petroleum Company	Pipe Solutions	ca. 1930	x	x	Contributing
SC-AS-012-0060	300	South Linn Ave			ca. 1990			
SC-AS-012-0062	302	South Linn Ave			c. 1990s			
SC-AS-012-0063	305	South Linn Ave			1913			
SC-AS-012-0064	306	South Linn Ave			ca. 1900			
SC-AS-012-0065	309	South Linn Ave			ca. 1900			
SC-AS-012-0067	503	South Linn Ave	Charles E. Musick/Charlie & Alma Lee Musick Richards House		1916	x		
SC-AS-012-0068	507	South Linn Ave			ca. 1900			
SC-AS-012-0069	513	South Linn Ave			1890			
SC-AS-012-0070	517	South Linn Ave			1917	x		
SC-AS-012-0071	521	South Linn Ave			1921	x		
SC-AS-012-0072	603	South Linn Ave			1897			
SC-AS-012-0073	609	South Linn Ave			1910			
SC-AS-012-0074	611	South Linn Ave			1932			
SC-AS-012-0075	701	South Linn Ave			1951			
SC-AS-012-0076	705	South Linn Ave			1927			
SC-AS-012-0079	813	South Linn Ave			1931			
SC-AS-012-0080	104	South Locust Street			1948			
SC-AS-012-0081	305	Luetkhenhaus Blvd		Heartland Guns and Ammo	1960			
SC-AS-012-0082	309	Luetkhenhaus Blvd		Precision Engine Rebuilders	1973			
SC-AS-012-0083	359	Luetkhenhaus Blvd		The Hawks Nest	1960			
SC-AS-012-0084	403	Luetkhenhaus Blvd		Rikerly's Place	1943			
SC-AS-012-0085	425	Luetkhenhaus Blvd		Budget Towing	1960			

Appendix 2: List of All Buildings in Survey Area

Survey From #	Address #	Street Name	Historic Name	Current/ Other Name	Date	Appears Individually Eligible	District Potential	Contributing/ Noncontributing to a Potential District
SC-AS-012-0086	2	East Main Street	Masonic Lodge Building	Old Town Smokehouse	1860		x	Contributing
SC-AS-012-0087	6	East Main Street	Mette's Family Shoe Store	Tuscany Gallery and Events	ca. 1935		x	Contributing
SC-AS-012-0088	8	East Main Street		Cochran Civil Engineering	1955		x	Contributing
SC-AS-012-0089	10	East Main Street			1980		x	Noncontributing
SC-AS-012-0090	14	East Main Street		Mandel and Mandel	1950		x	Noncontributing
SC-AS-012-0091	100	East Main Street		CenturyLink	ca. 1950			
SC-AS-012-0093	201	East Main Street		Caboose	caboose-unknown; deck ca. 2000			
SC-AS-012-0094	302	East Main Street			1998			
SC-AS-012-0095	304	East Main Street			1998			
SC-AS-012-0096	402	East Main Street			1930			
SC-AS-012-0097	404	East Main Street			1941			
SC-AS-012-0098	408	East Main Street	Robert Cyrus Dula House	Judge John C. Brown House	ca. 1860	x		
SC-AS-012-0099	502	East Main Street			1930			
SC-AS-012-0100	512	East Main Street			1950			
SC-AS-012-0101	606	East Main Street			1941			
SC-AS-012-0102	610	East Main Street			1950			
SC-AS-012-0103	802	East Main Street			1920			
SC-AS-012-0104	810	East Main Street			1960			
SC-AS-012-0105	2	West Main Street	Wentzville State Bank	Not Jaded Boutique	1900		x	Contributing
SC-AS-012-0106	6	West Main Street		Elbee's General Story	1878 or earlier		x	Contributing
SC-AS-012-0108	24	West Main Street		Trinity Executive Building	1890		x	Contributing
SC-AS-012-0109	112	West Main Street		Wentzville Millwork	1982		x	Noncontributing

Appendix 2: List of All Buildings in Survey Area

Survey From #	Address #	Street Name	Historic Name	Current/ Other Name	Date	Appears Individually Eligible	District Potential	Contributing/ Noncontributing to a Potential District
SC-AS-012-0110	201	West Main Street	MFA Cooperative Association #20	MFA Cooperative Association #20	ca.1927	x	x	Contributing
SC-AS-012-0111	210	West Main Street	MFA Cooperative Association #20	MFA Cooperative Association #20	1959	x	x	Contributing
SC-AS-012-0112	216	West Main Street			1940			
SC-AS-012-0113	500	West Main Street	Wentzville Community Club	Wentzville Community Club	1962	x		
SC-AS-012-0114	2	East Maple Street			1920			
SC-AS-012-0115	8	East Maple Street			1930			
SC-AS-012-0116	12	East Maple Street			1900			
SC-AS-012-0117	2	West Maple Street			1940			
SC-AS-012-0118	8	West Maple Street			1940			
SC-AS-012-0119	12	West Maple Street			1939			
SC-AS-012-0120	101	South McRoberts St			1998			
SC-AS-012-0121	103	South McRoberts St			1998			
SC-AS-012-0122	4	East Pearce Blvd		Botz, Deal & Company, P.C.	1945		x	Contributing
SC-AS-012-0123	8	East Pearce Blvd			1945		x	Contributing
SC-AS-012-0124	13	East Pearce Blvd		Vapor Locker USA	1930		x	Contributing
SC-AS-012-0125	100	East Pearce Blvd	Crossroads Square	Crossroads Square	1972			
SC-AS-012-0126	103	East Pearce Blvd	Adolf Buesher House	Shelter Insurance	1914		x	Contributing
SC-AS-012-0127	115	East Pearce Blvd	Schramm Chevrolet Company		1940		x	Contributing
SC-AS-012-0128	201	East Pearce Blvd		Thieman's Carpet Company	1930			
SC-AS-012-0129	212	East Pearce Blvd		Mac's Custom V-Twins	1945			

Appendix 2: List of All Buildings in Survey Area

Survey From #	Address #	Street Name	Historic Name	Current/ Other Name	Date	Appears Individually Eligible	District Potential	Contributing/ Noncontributing to a Potential District
SC-AS-012-0130	300	East Pearce Blvd		Angie's Studio	1984			
SC-AS-012-0131	301	East Pearce Blvd		CONOCO	1986			
SC-AS-012-0132	302	East Pearce Blvd		H & S Tire & Automotive	1977			
SC-AS-012-0133	401	East Pearce Blvd		CONOCO	1988			
SC-AS-012-0134	402	East Pearce Blvd		EMS Station 6	ca. 1960			
SC-AS-012-0135	405	East Pearce Blvd		Show Me Meat Co.	1977			
SC-AS-012-0136	407	East Pearce Blvd		Diversified Services	1950			
SC-AS-012-0137	408	East Pearce Blvd			ca. 1958			
SC-AS-012-0138	411	East Pearce Blvd			ca. 1950			
SC-AS-012-0139	508	East Pearce Blvd			1951			
SC-AS-012-0140	602	East Pearce Blvd		Kuhn Chiropractic	1991			
SC-AS-012-0141	606	East Pearce Blvd		Journey Inward	1945			
SC-AS-012-0142	628	East Pearce Blvd		Natural Charm General Store	1900			
SC-AS-012-0143	701	East Pearce Blvd		Andoro and Sons Pizza	1955			
SC-AS-012-0144	702	East Pearce Blvd		Love Serving God Ministries Resource & Donation Center	1960			
SC-AS-012-0145	704	East Pearce Blvd		Love Serving God Ministries Thrift Store	1962			
SC-AS-012-0146	706	East Pearce Blvd			ca. 1950			
SC-AS-012-0147	802	East Pearce Blvd	Wentzville Water Control Building	Wentzville Water Control Building	c. 1962			
SC-AS-012-0148	806	East Pearce Blvd			1945			
SC-AS-012-0149	807	East Pearce Blvd		Blue Soul Studio/Wentzville License Office	1982			
SC-AS-012-0150	809	East Pearce Blvd		Sederburg Income Tax Service	1976			
SC-AS-012-0152	901	East Pearce Blvd			1920			
SC-AS-012-0153	902	East Pearce Blvd			1930			
SC-AS-012-0154	906	East Pearce Blvd			ca. 1920s			
SC-AS-012-0155	909	East Pearce Blvd	Lincoln School	Harris Auto & Tire	1895			

Appendix 2: List of All Buildings in Survey Area

Survey From #	Address #	Street Name	Historic Name	Current/ Other Name	Date	Appears Individually Eligible	District Potential	Contributing/ Noncontributing to a Potential District
SC-AS-012-0156	910	East Pearce Blvd		Maytag Laundry Center	1965			
SC-AS-012-0157	1002	East Pearce Blvd		Shepherd Transmission	1967			
SC-AS-012-0158	1004	East Pearce Blvd			1970			
SC-AS-012-0159	1009	East Pearce Blvd	Pete's Drive-In; A&W Drive In	Pete's Drive-In	1966	x		
SC-AS-012-0160	2	West Pearce Blvd		Yo Salsa	1960		x	Noncontributing
SC-AS-012-0161	5	West Pearce Blvd			1970		x	Contributing
SC-AS-012-0162	18	West Pearce Blvd		David Ness Agency Inc.	1960		x	Contributing
SC-AS-012-0163	22	West Pearce Blvd		Bicentennial Park	1976		x	Noncontributing
SC-AS-012-0164	100	West Pearce Blvd	Geo. H. Freese Building		1947		x	Contributing
SC-AS-012-0165	109	West Pearce Blvd	Swantner Automotive	Ehll's Western Auto Center	1932	x	x	Contributing
SC-AS-012-0166	119	West Pearce Blvd		Computer Paramedic	1937		x	Noncontributing
SC-AS-012-0167	120	West Pearce Blvd		Drift Float Spa	1950		x	Contributing
SC-AS-012-0168	201	West Pearce Blvd		Ehll's Western Auto	1959		x	Contributing
SC-AS-012-0169	206	West Pearce Blvd		C & S Heating & Cooling	1928		x	Contributing
SC-AS-012-0170	208	West Pearce Blvd		R. DeHart Accountants	1952			
SC-AS-012-0171	212	West Pearce Blvd		Flash Flyer Productions	1950			
SC-AS-012-0172	300	West Pearce Blvd		State Farm	1904			
SC-AS-012-0173	306	West Pearce Blvd			1945			
SC-AS-012-0174	310	West Pearce Blvd	Wentzville City Hall		ca. 1969			
SC-AS-012-0175	409	West Pearce Blvd			1920			
SC-AS-012-0176	411	West Pearce Blvd		Future Stars Academy	1959			
SC-AS-012-0177	500	West Pearce Blvd		Domino's/Cartridge World	2004		x	Contributing
SC-AS-012-0178	506	West Pearce Blvd		CORE Real Estate Group	1960			
SC-AS-012-0179	507	West Pearce Blvd		Baumstark Roofing	1953			
SC-AS-012-0180	508	West Pearce Blvd		Dr. Paul R. Deschamp, Chiropractor	1968			
SC-AS-012-0181	510	West Pearce Blvd		S. Kulkampthorn, M.D.	1963			

Appendix 2: List of All Buildings in Survey Area

Survey From #	Address #	Street Name	Historic Name	Current/ Other Name	Date	Appears Individually Eligible	District Potential	Contributing/ Noncontributing to a Potential District
SC-AS-012-0182	511	West Pearce Blvd		Law Office W. J. Zollmann III	1870			
SC-AS-012-0183	512	West Pearce Blvd			1963			
SC-AS-012-0184	513	West Pearce Blvd			1960			
SC-AS-012-0185	519	West Pearce Blvd		Sprout Fitters Children's Resale	1960			
SC-AS-012-0186	600	West Pearce Blvd		Jin Jung Kwan Hapkido-USA, Inc.	1940			
SC-AS-012-0187	602	West Pearce Blvd			1945			
SC-AS-012-0188	702	West Pearce Blvd			1964			
SC-AS-012-0189	703	West Pearce Blvd			2007			
SC-AS-012-0190	712	West Pearce Blvd		Dollar General	1965			
SC-AS-012-0191	715	West Pearce Blvd		Save a Lot Food Stores	1960			
SC-AS-012-0192	10	East Pitman Ave		Birthright	1999			
SC-AS-012-0193	100	East Pitman Ave	Wentzville Creamery and Ice Company	Friendship Brewery	1914	x		
SC-AS-012-0195	301	East Pitman Ave			1998			
SC-AS-012-0196	303	East Pitman Ave			1998			
SC-AS-012-0197	813	East Pitman Ave			1950			
SC-AS-012-0198	909	East Pitman Ave			1938			
SC-AS-012-0199	240	East Pitman Ave			1918			
SC-AS-012-0199	1005	East Pitman Ave			1937			
SC-AS-012-0200	1007	East Pitman Ave			1940			
SC-AS-012-0201	1009	East Pitman Ave			1950			
SC-AS-012-0202	1015	East Pitman Ave		Pohl & King Monument Company	1938	x		
SC-AS-012-0203	251	North Talley Street			1989			
SC-AS-012-0204	102	South Talley Street			1998			
SC-AS-012-0205	104	South Talley Street			1998			
SC-AS-012-0206	7	Wagner Street			1955			
SC-AS-012-0208	103	Wagner Street			1945			

Appendix 2: List of All Buildings in Survey Area

Survey From #	Address #	Street Name	Historic Name	Current/ Other Name	Date	Appears Individually Eligible	District Potential	Contributing/ Noncontributing to a Potential District
SC-AS-012-0209	105	Wagner Street			1945			
SC-AS-012-0211	103	South Walnut Street			2000			
SC-AS-012-0212	200	Whitehead Street			1988			
SC-AS-012-0213	301	Whitehead Street			ca. 1926			

Appendix 3: Buildings by Construction Date

Survey From #	Address #	Street Name	Historic Name	Current/ Other Name	Date
SC-AS-012-0098	408	East Main Street	Robert Cyrus Dula House	Judge John C. Brown House	ca. 1860
SC-AS-012-0086	2	East Main Street	Masonic Lodge Building	Old Town Smokehouse	1860
SC-AS-012-0182	511	West Pearce Blvd		Law Office W. J. Zollmann III	1870
SC-AS-012-0106	6	West Main Street		Elbee's General Story	1878 or earlier
SC-AS-012-0011	1	East Allen Street	Schierbaum Building	Old Friends Vintage Guitars	1885
SC-AS-012-0069	513	South Linn Ave			1890
SC-AS-012-0108	24	West Main Street		Trinity Executive Building	1890
SC-AS-012-0155	909	East Pearce Blvd	Lincoln School	Harris Auto & Tire	1895
SC-AS-012-0072	603	South Linn Ave			1897
SC-AS-012-0001	102	East Third Street			ca. 1900
SC-AS-012-0023	111	West Allen Street			ca. 1900
SC-AS-012-0027	303	West Allen Street			ca. 1900
SC-AS-012-0064	306	South Linn Ave			ca. 1900
SC-AS-012-0065	309	South Linn Ave			ca. 1900
SC-AS-012-0068	507	South Linn Ave			ca. 1900
SC-AS-012-0003	108	East Third Street			1900
SC-AS-012-0006	9	East Fourth Street			1900
SC-AS-012-0017	409	East Allen Street			1900
SC-AS-012-0054	200	South Linn Ave			1900
SC-AS-012-0105	2	West Main Street	Wentzville State Bank	Not Jaded Boutique	1900
SC-AS-012-0116	12	East Maple Street			1900
SC-AS-012-0142	628	East Pearce Blvd		Natural Charm General Store	1900
SC-AS-012-0172	300	West Pearce Blvd		State Farm	1904
SC-AS-012-0052	105	South Linn Ave		Land Fair Corp.	1905-1927
SC-AS-012-0053	109	South Linn Ave			1905-1927
SC-AS-012-0041	5	East Koenig Street		Mutert's Auto Upholstery	ca. 1910
SC-AS-012-0013	205	East Allen Street			1910
SC-AS-012-0015	301	East Allen Street			1910
SC-AS-012-0018	501	East Allen Street		Duke's BBQ	1910
SC-AS-012-0040	1	East Koenig Street		Wentzville House of Beauty	1910
SC-AS-012-0073	609	South Linn Ave			1910
SC-AS-012-0063	305	South Linn Ave			1913
SC-AS-012-0126	103	East Pearce Blvd	Adolf Buesher House	Shelter Insurance	1914

Appendix 3: Buildings by Construction Date					
Survey From #	**Address #**	**Street Name**	**Historic Name**	**Current/ Other Name**	**Date**
SC-AS-012-0193	100	East Pitman Ave	Wentzville Creamery and Ice Company	Friendship Brewery	1914
SC-AS-012-0067	503	South Linn Ave	Charles E. Musick/Charlie & Alma Lee Musick Richards House		1916
SC-AS-012-0070	517	South Linn Ave			1917
SC-AS-012-0199	240	East Pitman Ave			1918
SC-AS-012-0154	906	East Pearce Blvd			ca. 1920s
SC-AS-012-0022	13	West Allen Street		J & R Barber Shop	1920
SC-AS-012-0048	116	West Koenig Street			1920
SC-AS-012-0051	310	North Linn Ave		Nadler Welding Shop	1920
SC-AS-012-0103	802	East Main Street			1920
SC-AS-012-0114	2	East Maple Street			1920
SC-AS-012-0152	901	East Pearce Blvd			1920
SC-AS-012-0175	409	West Pearce Blvd			1920
SC-AS-012-0071	521	South Linn Ave			1921
SC-AS-012-0213	301	Whitehead Street			ca. 1926
SC-AS-012-0037	201	South Elm Street			1926
SC-AS-012-0056	206	South Linn Ave		Quality Testing & Engineering,	1926
SC-AS-012-0110	201	West Main Street	MFA Cooperative Association #20	MFA Cooperative Association #20	ca.1927
SC-AS-012-0076	705	South Linn Ave			1927
SC-AS-012-0169	206	West Pearce Blvd		C & S Heating & Cooling	1928
SC-AS-012-0004	203	East Third Street			1929
SC-AS-012-0059	210	South Linn Ave	National Petroleum Company	Pipe Solutions	ca. 1930
SC-AS-012-0032	602	South Church Street			1930
SC-AS-012-0036	211	North Elm Street			1930
SC-AS-012-0096	402	East Main Street			1930
SC-AS-012-0099	502	East Main Street			1930
SC-AS-012-0115	8	East Maple Street			1930
SC-AS-012-0124	13	East Pearce Blvd		Vapor Locker USA	1930
SC-AS-012-0128	201	East Pearce Blvd		Thieman's Carpet Company	1930

Appendix 3: Buildings by Construction Date					
Survey From #	**Address #**	**Street Name**	**Historic Name**	**Current/ Other Name**	**Date**
SC-AS-012-0153	902	East Pearce Blvd			1930
SC-AS-012-0057	207	South Linn Ave		WSCC Chamber of Commerce	1931
SC-AS-012-0079	813	South Linn Ave			1931
SC-AS-012-0074	611	South Linn Ave			1932
SC-AS-012-0165	109	West Pearce Blvd	Swantner Automotive	Ehll's Western Auto Center	1932
SC-AS-012-0087	6	East Main Street	Mette's Family Shoe Store	Tuscany Gallery and Events	ca. 1935
SC-AS-012-0050	308	North Linn Ave			1935
SC-AS-012-0166	119	West Pearce Blvd		Computer Paramedic	1937
SC-AS-012-0199	1005	East Pitman Ave			1937
SC-AS-012-0014	211	East Allen Street			1938
SC-AS-012-0198	909	East Pitman Ave			1938
SC-AS-012-0202	1015	East Pitman Ave		Pohl & King Monument Co.	1938
SC-AS-012-0119	12	West Maple Street			1939
SC-AS-012-0010	105	West Sixth Street		After Four Photographic	1940
SC-AS-012-0031	508	South Church Street			1940
SC-AS-012-0112	216	West Main Street			1940
SC-AS-012-0117	2	West Maple Street			1940
SC-AS-012-0118	8	West Maple Street			1940
SC-AS-012-0127	115	East Pearce Blvd	Schramm Chevrolet Co.		1940
SC-AS-012-0186	600	West Pearce Blvd		Jin Jung Kwan Hapkido-USA	1940
SC-AS-012-0200	1007	East Pitman Ave			1940
SC-AS-012-0008	103	West Sixth Street			1941
SC-AS-012-0097	404	East Main Street			1941
SC-AS-012-0101	606	East Main Street			1941
SC-AS-012-0084	403	Luetkhenhaus Blvd		Rikerly's Place	1943
SC-AS-012-0122	4	East Pearce Blvd		Botz, Deal & Company, P.C.	1945
SC-AS-012-0123	8	East Pearce Blvd			1945
SC-AS-012-0129	212	East Pearce Blvd		Mac's Custom V-Twins	1945
SC-AS-012-0141	606	East Pearce Blvd		Journey Inward	1945
SC-AS-012-0148	806	East Pearce Blvd			1945
SC-AS-012-0173	306	West Pearce Blvd			1945
SC-AS-012-0187	602	West Pearce Blvd			1945
SC-AS-012-0208	103	Wagner Street			1945

Appendix 3: Buildings by Construction Date					
Survey From #	**Address #**	**Street Name**	**Historic Name**	**Current/ Other Name**	**Date**
SC-AS-012-0209	**105**	**Wagner Street**			**1945**
SC-AS-012-0020	9	West Allen Street		West Allen Grill	1946
SC-AS-012-0045	3	West Koenig Street			1947
SC-AS-012-0164	100	West Pearce Blvd	Geo. H. Freese Building		1947
SC-AS-012-0080	104	South Locust Street			1948
SC-AS-012-0005	207	East Third Street			ca. 1950
SC-AS-012-0046	9	West Koenig Street			ca. 1950
SC-AS-012-0091	100	East Main Street		CenturyLink	ca. 1950
SC-AS-012-0138	411	East Pearce Blvd			ca. 1950
SC-AS-012-0146	706	East Pearce Blvd			ca. 1950
SC-AS-012-0021	11	West Allen Street			1950
SC-AS-012-0042	207	East Koenig Street		Sweeten's Concrete Systems	1950
SC-AS-012-0090	14	East Main Street		Mandel and Mandel	1950
SC-AS-012-0100	512	East Main Street			1950
SC-AS-012-0102	610	East Main Street			1950
SC-AS-012-0136	407	East Pearce Blvd		Diversified Services	1950
SC-AS-012-0167	120	West Pearce Blvd		Drift Float Spa	1950
SC-AS-012-0171	212	West Pearce Blvd		Flash Flyer Productions	1950
SC-AS-012-0197	813	East Pitman Ave			1950
SC-AS-012-0201	1009	East Pitman Ave			1950
SC-AS-012-0075	701	South Linn Ave			1951
SC-AS-012-0139	508	East Pearce Blvd			1951
SC-AS-012-0170	208	West Pearce Blvd		R. DeHart Accountants	1952
SC-AS-012-0019	805	East Allen Street			1953
SC-AS-012-0026	205	West Allen Street			1953
SC-AS-012-0179	507	West Pearce Blvd		Baumstark Roofing	1953
SC-AS-012-0025	203	West Allen Street			1955
SC-AS-012-0029	209	Cherry Street			1955
SC-AS-012-0088	8	East Main Street		Cochran Civil Engineering	1955
SC-AS-012-0143	701	East Pearce Blvd		Andoro and Sons Pizza	1955
SC-AS-012-0206	7	Wagner Street			1955
SC-AS-012-0002	107	East Third Street			1956
SC-AS-012-0137	408	East Pearce Blvd			ca. 1958
SC-AS-012-0111	210	West Main Street	MFA Cooperative Association #20	MFA Cooperative Association #20	1959

Appendix 3: Buildings by Construction Date					
Survey From #	**Address #**	**Street Name**	**Historic Name**	**Current/ Other Name**	**Date**
SC-AS-012-0168	201	West Pearce Blvd		Ehll's Western Auto	1959
SC-AS-012-0176	411	West Pearce Blvd		Future Stars Academy	1959
SC-AS-012-0024	111	West Allen Street		Wentzville First Assembly of God	ca. 1960
SC-AS-012-0134	402	East Pearce Blvd		EMS Station 6	ca. 1960
SC-AS-012-0012	201	East Allen Street	U.S. Post Office Wentzville, MO	U.S. Post Office Wentzville, MO	1960
SC-AS-012-0055	203	South Linn Ave			1960
SC-AS-012-0081	305	Luetkhenhaus Blvd		Heartland Guns and Ammo	1960
SC-AS-012-0083	359	Luetkhenhaus Blvd		The Hawks Nest	1960
SC-AS-012-0085	425	Luetkhenhaus Blvd		Budget Towing	1960
SC-AS-012-0104	810	East Main Street			1960
SC-AS-012-0144	702	East Pearce Blvd		Love Serving God Ministries Resource & Donation Center	1960
SC-AS-012-0160	2	West Pearce Blvd		Yo Salsa	1960
SC-AS-012-0162	18	West Pearce Blvd		David Ness Agency Inc.	1960
SC-AS-012-0178	506	West Pearce Blvd		CORE Real Estate Group	1960
SC-AS-012-0184	513	West Pearce Blvd			1960
SC-AS-012-0185	519	West Pearce Blvd		Sprout Fitters Children's Resale	1960
SC-AS-012-0191	715	West Pearce Blvd		Save a Lot Food Stores	1960
SC-AS-012-0147	802	East Pearce Blvd	Wentzville Water Control Building	Wentzville Water Control Building	c. 1962
SC-AS-012-0009	104	West Sixth Street			1962
SC-AS-0120-0210	101	North Walnut Street	Water Tower	Water Tower #4	1962
SC-AS-012-0113	500	West Main Street	Wentzville Community Club	Wentzville Community Club	1962
SC-AS-012-0145	704	East Pearce Blvd		Love Serving God Ministries Thrift Store	1962
SC-AS-012-0043	710	East Koenig Street			1963
SC-AS-012-0181	510	West Pearce Blvd		S. Kulkampthorn, M.D.	1963
SC-AS-012-0183	512	West Pearce Blvd			1963
SC-AS-012-0188	702	West Pearce Blvd			1964
SC-AS-012-0047	109	West Koenig Street		Dallas Plastics Corporatoin	1965
SC-AS-012-0156	910	East Pearce Blvd		Maytag Laundry Center	1965
SC-AS-012-0190	712	West Pearce Blvd		Dollar General	1965

Appendix 3: Buildings by Construction Date

Survey From #	Address #	Street Name	Historic Name	Current/ Other Name	Date
SC-AS-012-0159	1009	East Pearce Blvd	Pete's Drive-In	Pete's Drive-In	1966
SC-AS-012-0157	1002	East Pearce Blvd		Shepherd Transmission	1967
SC-AS-012-0030	402	South Church Street		Smokin Aces Disk Golf/Wheel Bicycle Shop	1968
SC-AS-012-0180	508	West Pearce Blvd		Dr. Paul R. Deschamp, Chiropractor	1968
SC-AS-012-0174	310	West Pearce Blvd	Wentzville City Hall		ca. 1969
SC-AS-012-0058	208	South Linn Ave			1970
SC-AS-012-0158	1004	East Pearce Blvd			1970
SC-AS-012-0161	5	West Pearce Blvd			1970
SC-AS-012-0125	100	East Pearce Blvd	Crossroads Square	Crossroads Square	1972
SC-AS-012-0082	309	Luetkhenhaus Blvd		Precision Engine Rebuilders	1973
SC-AS-012-0150	809	East Pearce Blvd		Sederburg Income Tax Service	1976
SC-AS-012-0163	22	West Pearce Blvd		Bicentennial Park	1976
SC-AS-012-0132	302	East Pearce Blvd		H & S Tire & Automotive	1977
SC-AS-012-0135	405	East Pearce Blvd		Show Me Meat Co.	1977
SC-AS-012-0089	10	East Main Street			1980
SC-AS-012-0109	112	West Main Street		Wentzville Millwork	1982
SC-AS-012-0149	807	East Pearce Blvd		Blue Soul Studio/Wentzville License Office	1982
SC-AS-012-0130	300	East Pearce Blvd		Angie's Studio	1984
SC-AS-012-0039	512	Forest Lane			1985
SC-AS-012-0131	301	East Pearce Blvd		CONOCO	1986
SC-AS-012-0133	401	East Pearce Blvd		CONOCO	1988
SC-AS-012-0212	200	Whitehead Street			1988
SC-AS-012-0203	251	North Talley Street			1989
SC-AS-012-0062	302	South Linn Ave			c. 1990s
SC-AS-012-0060	300	South Linn Ave			ca. 1990
SC-AS-012-0140	602	East Pearce Blvd		Kuhn Chiropractic	1991
SC-AS-012-0094	302	East Main Street			1998
SC-AS-012-0095	304	East Main Street			1998
SC-AS-012-0120	101	South McRoberts St			1998
SC-AS-012-0121	103	South McRoberts St			1998
SC-AS-012-0195	301	East Pitman Ave			1998

Appendix 3: Buildings by Construction Date					
Survey From #	**Address #**	**Street Name**	**Historic Name**	**Current/ Other Name**	**Date**
SC-AS-012-0196	303	East Pitman Ave			1998
SC-AS-012-0204	102	South Talley Street			1998
SC-AS-012-0205	104	South Talley Street			1998
SC-AS-012-0192	10	East Pitman Ave		Birthright	1999
SC-AS-012-0028	314	Blumhoff Ave			ca. 2000
SC-AS-012-0093	201	East Main Street		Caboose	Installed ca. 2000
SC-AS-012-0016	403	East Allen Street			2000
SC-AS-012-0211	103	South Walnut Street			2000
SC-AS-012-0033	606	South Church Street			2003
SC-AS-012-0177	500	West Pearce Blvd		Domino's/Cartridge World	2004
SC-AS-012-0034	702	South Church Street		Dairy Queen	2006
SC-AS-012-0189	703	West Pearce Blvd			2007
SC-AS-012-0035	708	South Church Street		Tommy D's Pizza	ca. 2013
SC-AS-012-0044	1	West Koenig Street		Fridley Chiropractic	2016