FAIRMOUNT PHASE I SURVEY REPORT

PREPARED FOR
THE CITY OF INDEPENDENCE, MISSOURI

PREPARED BY
ARCHITECTURAL & HISTORICAL RESEARCH, LLC

AUGUST 31, 2020

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Introduction

In February of 2019, the City of Independence contracted with Architectural & Historical Research, LLC (AHR), Kansas City, Missouri, to conduct an intensive-level architectural survey of the Fairmount Neighborhood and Commercial District survey area (Phase I). Editing, hosting public meetings, and assistance with mapping was performed by City of Independence staff. Architectural survey is an activity required of Certified Local Governments (CLGs) per 36 CFR 61 regulations. This survey is being conducted to ensure the City of Independence has the most accurate, up-to-date information on identified historic buildings and their condition to help with planning and preservation efforts. This survey includes recommendations for future preservation activities, including but not limited to properties eligible for the National Register of Historic Places, using National Register of Historic Places Criteria for Evaluation.

This material was produced with assistance from the Historic Preservation Fund, administered by the National Park Service, Department of the Interior and Missouri Department of Natural Resources, State Historic Preservation Office. Any opinions, findings, and conclusions or recommendations expressed in this material are those of the author(s) and do not necessarily reflect the views of the Department of the Interior or the Department of Natural Resources, State Historic Preservation Office, nor does the mention of trade names or commercial products constitute endorsement or recommendation. Federal laws prohibit discrimination on the grounds of race, color, sexual orientation, national origin, disabilities, religion, age, or sex. For more information, write to the Office of Equal Opportunity, U.S. Department of the Interior, Washington D.C. 20240.

Methodology

Archival Research

Prior to March 2020, preliminary archival research was conducted to produce an appropriate historical narrative and context for the survey area. Previously completed architectural surveys and historic overviews of the area were identified. In March of 2020, many repositories with archival holdings as well as other facilities and offices to conduct in-person research were closed due to the COVID-19 pandemic. These closures greatly affected the gathering of important information related to the historic context of the survey area. Although there are many great archival resources available online through local libraries, not all sources have been digitized, especially those in special collections. For example, early runs of important local newspapers, such as *The Inter-City News, The Fairmount-Mount Washington News,* and the *Independence Examiner* are only available on microfilm at the Midwest Genealogy Center of the Mid-Continent Public Library, which is closed indefinitely for public research at this time.

Site-specific and contextual research was conducted to provide historical data necessary to evaluate each property in accordance with the National Register of

Historic Place Criteria for Evaluation. The following historical resources were consulted: tax records, historical photographs, local histories, atlases, fire insurance and plat maps, city directories, local architectural trade publications, and newspapers.

Research was conducted through the following archival repositories/databases:

Midwest Genealogy Center, Mid-Continent Public Library (Independence, MO):
Specializing in genealogical research, this branch of the Mid-Continent Public Library holds invaluable local history resources such as plat maps, city directories, and local publications. Online databases and resources were accessed through the Mid-Continent Public Library website and include (but are not limited to): HeritageQuest Online, FamilySearch.org, and the Kansas City Star online archives through NewsBank Online.

Missouri Valley Special Collections, Kansas City Public Library (Kansas City, MO):
Located at the Kansas City Public Library's Central Branch, this collection contains non-circulating materials related to local history such as newspaper clippings, photographs, books, microfilm, and various atlases/maps. Additionally, online resources and databases, such as Fire Insurance Maps Online and Historic Map Works were accessed via the Kansas City, Missouri Public Library website.

Jackson County Historical Society (Independence, MO)
Several photographs used in this report were accessed through this non-profit organization dedicated to local history with a variety of holdings.

The State Historical Society of Missouri-Kansas City Branch (Kansas City, MO)
Located on the University of Missouri-Kansas City campus, the archival holdings of this organization include (but are not limited to) historic manuscripts and architectural plans.

Jackson County (MO) Parcelviewer
This interactive online database contains tax, GIS, and other information for properties in Jackson County, Missouri.

The Missouri State Historic Preservation Office, Jefferson City, was consulted throughout the duration of the project.

For additional sources used, please see the bibliography at the end of this report.

Establishing Construction Dates for Resources

The area included in the Fairmount Phase I survey was not formally under the direction of any municipality until it was incorporated into the City of Independence in 1961. Although building and water permits may have been issued in the area prior to the time of annexation, these records have yet to be located. The majority of construction dates for buildings were taken from Jackson County GIS data, which uses several sources to

compile these dates.[1] Most of the dates provided by Jackson County appear to be accurate. In instances where no construction date was provided by Jackson County GIS data or data seemed to be in error, circa dates were used based on the examination of Sanborn maps, atlases, architectural style, and other reliable sources of information.

Architectural Survey

A preliminary reconnaissance survey was conducted on February 10, 2020, to examine the overall character and condition of the survey area.

Historic Preservation Consultant Kelsey Lutz, AHR, and Architectural Historian Kate Umlauf, WSP, conducted an intensive level field survey from March 2-5, 2020, under the direction and oversight of principal investigator, architectural historian Cydney Millstein, AHR, and architectural historian Camilla McDonald, WSP. The survey consisted of field examination, notation, and digital photography for 404 resources, including vacant lots, within the survey area. Secondary resources were also documented. Fieldwork was completed entirely from the public right-of-way. As such, access to private property was not needed. Some properties could not be assessed or photographed from the public right-of-way; in these instances, other sources were used (Jackson County Parcel Viewer, GIS data, etc.) to gather information.

Using the cloud-based application, ArcGIS Survey123 the survey team used tablets in the field to gather data for all parcels in the project area. The use of ArcGIS Survey123 and data from the Jackson County, Missouri, greatly facilitated the accurate and timely completion of the survey and inventory forms. This program was pre-populated with information, allowing for data collected in the field to be digitally linked with photographs and GIS location. Among other objectives, field survey is necessary to assess conditions, integrity, and verify addresses.

Survey Form Completion

An approved Missouri Department of Natural Resources Architectural/Historic Inventory Form was completed for the 404 properties surveyed. Inventory forms were prepared in compliance with the Missouri State Historic Preservation Office "Instructions for Completing the General Architectural Survey Form." Instances where there was incomplete or insufficient information about a property were noted. Virginia Lee McAlester's *A Field Guide to American Houses,* as well as Richard Longstreth's *The Buildings of Main Street: A Guide to American Commercial Architecture* were used to help identify specific property styles and types. National Register of Historic Places Criteria of Evaluation were used to assess significance and integrity. These standards can be found in the U. S. Department of the Interior's *National Register Bulletin: How to Apply the National Register Criteria for Evaluation.*

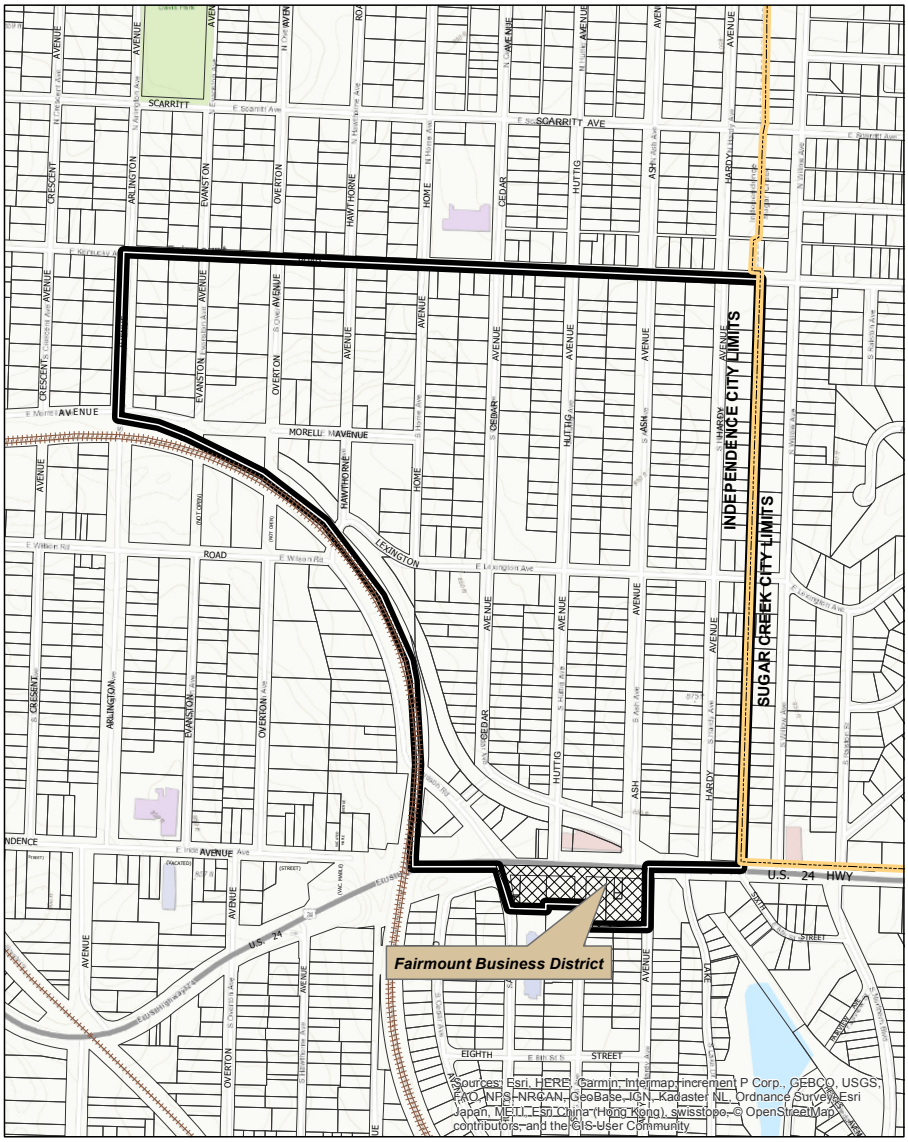
[1] According to Jackson County GIS Department staff, dates of construction were compiled through tax assessment and other records.

Survey Report

After data from the survey was compiled and analyzed, it was correlated with archival research of the area to identify patterns of development. In accordance with professional standards, a report was prepared, which includes an overview of the project, survey methodology, historic context narrative (with illustrations including reproductions of historical maps and photographs), historic inventory forms, and an accompanying large-scale boundary map. National Register of Historic Places eligible properties and recommendations were also included in this report.

Geographical Description

Located in Independence, Jackson County, Missouri, the Fairmount Phase I Survey area encompasses a portion of the Fairmount neighborhood and the Fairmount business/commercial district. This area includes approximately 400 parcels and is roughly bounded by Arlington Avenue and the Missouri Pacific Railroad (MOPAC) right-of-way to the west, Independence Avenue (US Highway 24) to the south, Kentucky Avenue to the north and Hardy Avenue/City Limits between the cities of Independence and Sugar Creek to the east. A map of the Phase I survey area is as follows:



Fairmount Phase I Survey Area Boundaries

The majority of the survey area is comprised of early 20th century residences built in the National Folk vernacular, Craftsman, and other styles common to the period, which are sited systematically on a street grid system, set back from the curb without sidewalks. Post WWII residential infill is also characteristic of the survey area. Although there are a few examples of masonry construction methods, the vast majority of the residences are of frame construction. Lining the south boundary of the survey area on Independence Avenue is a commercial streetscape consisting of a two-story Tapestry Brick building to the east of one-story commercial properties, including a Spanish Revival stucco example with shaped parapet. An area of industrial and commercial development is located along Wilson Road, to the west of the commercial streetscape along Independence Avenue. Kentucky Avenue, the northern survey area boundary, features predominately residential with mixed commercial development.

The historic Missouri Pacific Railroad wraps to the west and south of the survey area, while the former roadbed of the Kansas City and Independence Air Line, which ran adjacent to the MOPAC line in the survey area, has been converted to a pedestrian trail. The Fairmount Park Branch of the Metropolitan Street Railway, an electric line, ran along Independence Avenue to Fairmount Park. Outside the boundaries, Mt. Washington Cemetery is located to the southwest. The former Fairmount Park amusement park, located directly east, is now the site of a residential development.



Houses in the Fairmount and Mt. Washington neighborhoods are typically sited systematically on a street grid, set back from the curb and without sidewalks.



The former roadbed of the Kansas City and Independence Air Line has been converted into a pedestrian trail.

Historic Context

As part of the Inter-City District (the land between Kansas City and Independence), the area that encompasses the Fairmount Phase I Survey area was not formally incorporated into the City of Independence prior to 1961.[2] Until this time, the neighborhood was not under the direction of any formal municipality. Therefore, it is important to examine the historic context of the survey area in relation to both the cities of Kansas City and Independence, as well as the area's stand-alone history. Additionally, the city of Sugar Creek, which lies along the eastern survey boundary and has affected growth within the survey area as well.

The following narrative is divided into three chronological periods: Before 1900; 1900-1939 (the time when the majority of extant structures were built); and after 1940. Three major themes are linked to development within survey area: transportation, entertainment, and industry. These themes are discussed in relation to the development of the area as a whole and architectural/neighborhood development specific to the Fairmount Phase I Survey area.

General Development before 1900

Early Settlement of Independence and Its Establishment as an Outfitter

Historically, the land in what is now known as Jackson County, Missouri, was first occupied primarily by Native Americans of the Osage tribe. Early white settlement was recorded in 1808, with the government's establishment of Fort Osage, in present day Sibley, Missouri.[3] Settlement was allowed within a six-mile radius of the fort to support its operations; however, others capitalized on additional land inside "Indian Territory".[4] Beginning June 2, 1825, multiple treaties between the United States and Native American tribes were negotiated, resulting in the ceding of much of the land occupied by Native Americans from the Missouri River, southward to Arkansas Territory.[5] On December 15, 1826, Jackson County was organized. Independence, which at the time was little more than a settlement on 160 wooded acres, was named the county seat.[6] The Indian Removal Act of 1830, which relocated Native Americans to land west of Missouri, increased white settlement of the area.

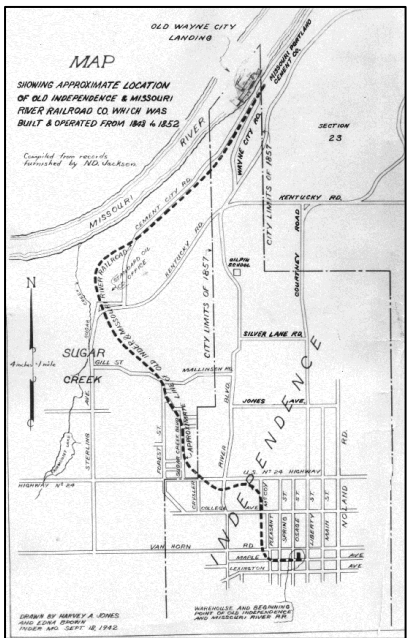
As early as 1827 Independence had ties to transportation, establishing itself as an outfitter for overland wagon trail routes such as the Oregon, Santa Fe, and later,

[2] City of Independence, Missouri, "Annexations," [Map]. Accessed 17 March 2020. http://www.ci.independence.mo.us/Maps.
[3] Union Historical Company, *The History of Jackson County, Missouri* (Kansas City, MO: Birdsall, Williams & Co., 1881), 101.
[4] An example of this is a trading post established by Francois Chouteau in 1821, near present day Kansas City. William Patrick O'Brien, *Merchants of Independence: International Trade on the Santa Fe Trail 1827-1860* (Kirksville, MO: Truman State University Press, 2014), 22.
[5] Union Historical Company, *The History of Jackson County, Missouri,* 101-102.
[6] W. L. Webb, "Independence, Missouri, A Century Old," *Missouri Historical Review* 22 (October 1927): 30.

California Trails.[7] Independence was the furthest west settlement at this time, making it an ideal place for wagons heading south to embark upon their journeys. Travelers from St. Louis avoided crossing the Missouri River on their way southwest if they began from Independence. Transportation by wagon was treacherous; traveling merchants could shorten their dangerous journeys by one hundred miles if they left from Independence instead of the previous launching point of Old Franklin.[8]

Supplies were easily transported by ferry as provisions for wagon trains due to Independence's proximity to the Missouri River.[9] Businesses that supplied travelers with goods flourished, as did trading, and thus Independence became a bustling and prosperous frontier town. Trade along the Santa Fe Trail, in particular, brought several million dollars annually to Jackson County. Merchants, farmers, and craftsmen benefitted from supplying customers with handmade goods such wagons, tack, livestock, and draft animals. Occupations related to overland trade routes and their gear, such as blacksmiths, carpenters, and wainwrights were also in high demand.[10] "By 1848 it was estimated that that there were more than twelve thousand people in Oregon— most of whom had begun their trek in Independence. Many of the California gold prospectors of 1849 also were funneled through Independence."[11]

Railroad Beginnings



Map of the approximate route of the Independence & Missouri River Railroad
Source: Jackson County (MO) Historical Society Archives

[7] Bernd Foerster, *Independence, Missouri* (Independence, MO: Independence Press, 1978), 13.
[8] Sherry Lamb Schirmer and Richard D. McKenzie, *At the River's Bend: An Illustrated History of Kansas City, Independence, and Jackson County* (Woodland Hills, CA: Windsor Publications, 1982), 23. Hereafter referred to as: Schirmer and McKenzie, *At the River's Bend.*
[9] Ibid.
[10] Foerster, *Independence, Missouri*, 18. A wainwright is a trade person that makes and repairs wagons.
[11] Ibid.

By the late 1840s, the growing town of Westport, sited west of Independence and south of Kansas City, challenged Independence as the best launching point and outfitter for trail routes. Wagon trains beginning their journey in Westport bypassed fording the Big Blue River, a dangerous and difficult crossing notorious for flooding and stranding travelers. In an effort to keep Independence competitive, merchants in the area combined their funds to finance a rail line directly from the Missouri River landing to Independence for faster acquisition of supplies.[12] In 1859 the Independence and Missouri River Railroad was incorporated by the state of Missouri. This independent railroad would be the first of its kind west of the Mississippi. A national railroad line would not reach the area until after the Civil War.[13]

The Independence and Missouri River Railroad was not like the steam railroads of later years. Teams of mules pulled freight in cars along iron reinforced oak rails six miles south to their destination in Independence. This first attempt at a railroad in the area was unfortunately short lived. Financial problems, coupled with a change in the course of the Missouri River, which altered the railroad's access point, led to abandonment of the line in 1852.[14]

Kansas City surpassed Independence as a major overland trail outfitter and launching point in 1856. The fencing of farms in the areas around Independence and inadequate roads deterred travelers. Trade and trail travel in the area decreased considerably at this time due to the Border War and roving bands of thieves. Most shipments of goods to and from Independence were heavily guarded and necessitated an escort by government agents to diffuse conflicts; this added considerable trouble and expense to the journey.[15] The Civil War, which began in 1861, brought travel and trade along the wagon routes in Independence and the surrounding areas to a near standstill.

After the Civil War ended there were new developments in transportation in the area. The first national railroad to reach Independence was the Missouri Pacific Railroad in 1865.[16] Merchants who previously prospered from outfitting travelers for the overland trade routes found renewed business opportunities for their products through their transport by rail.[17] Additionally, the Missouri Pacific provided a vital link for travelers and new residents to reach Independence.

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[12] Ibid.
[13] O'Brien, *Merchants of Independence*, 55.
[14] Foerster, *Independence, Missouri,* 19; Pearl Wilcox, *Jackson County Pioneers* (Independence, MO: Jackson County Historical Society, 1975), 282.
[15] Dean Earl Wood, *The Old Santa Fe Trail from the Missouri River: Documentary Proof of the History and Route of the Old Santa Fe Trail* (Kansas City, MO: E. L. Mendenhall, 1951), 199-200.
[16] City of Independence, Missouri, *Official Souvenir Independence, Missouri Centennial, 1827-1927* (Independence, MO: Zion's Printing and Publishing Co., 1927), n.p.
[17] Schirmer and McKenzie, *At the River's Bend,* 57.

The Real Estate Boom: Willard Winner, Arthur Stillwell, and Interurban Transportation

Several factors are linked to an 1880s real estate boom in Kansas City, later echoed in nearby Independence. The completion of the Hannibal Bridge, linking railroad traffic across the Missouri River in 1869, along with the construction of the Union Depot in 1878, established Kansas City as a major commercial, industrial, and transportation hub. Businesses and manufacturers relocated or opened new enterprises in Kansas City, which brought outside capital and development to the economy. Population increased with the influx of new business and industry. Housing and real estate prices in the city rose rapidly as a result of increased demand. Many investors, both local and out of state, bought properties in outlying areas on speculation, knowing that they could reap a large profit in resale value.[18] In some instances, properties were sold several times a day, each time at a higher price than the last. The frenzy to acquire property and make a profit was only exacerbated by literature and advertising of the period, promising safe investments and nets of twenty to forty percent annually for properties.[19]

The city of Independence and surrounding areas benefitted from and were influenced by Kansas City's real estate boom. Two men associated with the development of land and transportation near and in the survey area at this time were Willard E. Winner and railroad magnate Arthur Stilwell, contemporaries whose biographies ran on parallel paths.

Willard E. Winner (1849-1929) was an innovative and ambitious real estate investor with a wide breadth of influence. Originally from Iowa, Winner moved with his family to Wyandotte County, Kansas, before settling in 1858 in Kansas City, Missouri, where his father ran a tailor shop. Working several jobs from a young age, Winner finally settled on the business of real estate and opened his own office in 1877, on the cusp of the building boom. In 1883, with the help of his brother and other investors, Winner formed the Winner Investment Company. This real estate trust company was primarily financed by investors who were paid a profit when land sales were made. In addition to the Winner Investment Company, Winner developed several other large-scale plans with investors at this time, all requiring hefty amounts of capital.[20] The Kansas City Belt Line, a railroad line encircling Kansas City at a five-mile radius from the city's center, was an example of one of Winner's ambitious goals.[21] Additional funding to support these impressive projects was derived from Winner traveling to more affluent areas of the United States where he sold bonds to wealthy investors.

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[18] Carrie Westlake Whitney, *Kansas City, Missouri: Its History and Its People 1808-1908, Vol. I* (Chicago, IL: The S. J. Clarke Publishing Co., 1908), 264.

[19] Katherine Goldsmith, "Willard E. Winner: Case History of an Unsuccessful Promoter, His Times, and His Influence," manuscript, 1963, 14. Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri. Subsequently referred to as Goldsmith, "Willard E. Winner".

[20] Other plans made by Winner included an industrial area near the Missouri River with better railroad switching capacities than Kansas City's West Bottoms and a commercial and residential area north of the Missouri River, among other large projects. Ibid., 4, 21.

[21] Although Winner planned for the Belt Line, it appears that Arthur Stilwell would be the one to achieve the goal of an interurban route encircling the city (discussed later).

Predicting that the development of Kansas City would move east toward Independence, Winner formed the Eastside Syndicate, which acquired 2,400 acres between Kansas City and Independence by 1886.[22] Approximately 400 acres of this land was set aside as Washington Park, an idyllic setting and picnic attraction. 100 acres adjacent to Washington Park was platted as the subdivision of Mount Washington, a portion of which is contained within the Fairmount Phase I Survey area. Advertising for the subdivision boasted half-acre lots with 100-foot frontages, high elevations, and commanding views just eighteen minutes from Kansas City's Grand Avenue.[23] As a developer, Winner was hailed as one of the first in the area to utilize selling homes on an installment plan, allowing for many to own a residence who could not otherwise afford one.[24]

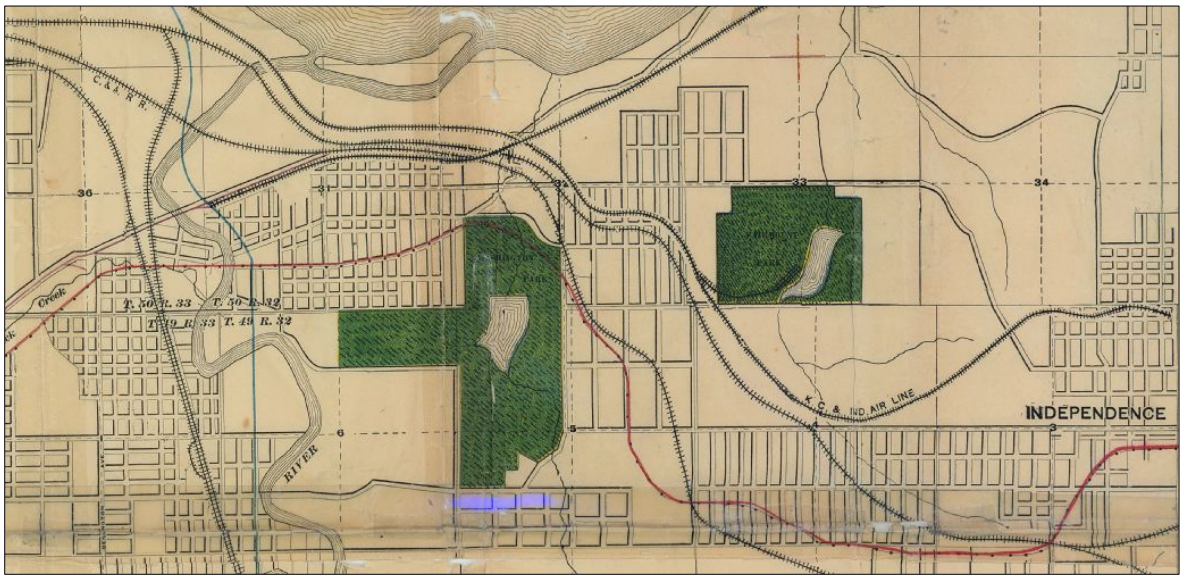
Winner established his own eight-mile interurban rail line for passenger service from Kansas City to Independence as a way to transport prospective buyers and patrons to his properties for sale and to Washington Park.[25] On August 2, 1886, a charter was granted for the construction of the Kansas City, Independence and Park Railway.[26] To expedite its completion, original plans for electric cable construction were abandoned in favor of a steam-driven "dummy" railway, which could later be converted to electric.[27] Dummy steam engines, although less powerful than their freight engine counterparts, produced less steam and noise, making them more attractive for passenger travel.[28] The "Winner Dummy Line" became a popular moniker for the railway.[29]



The Kansas City & Independence Rapid Transit Railway (successor to the Kansas City, Independence and Park Railway) steam dummy No. 6 with passenger coaches at the 15th and Askew station, September 30, 1890. Dummies were often outfitted with modifications to make them appear more like streetcars.
Source: Terence W. Cassidy Collection KC0302, State Historic Society of Missouri- Kansas City Research Center.

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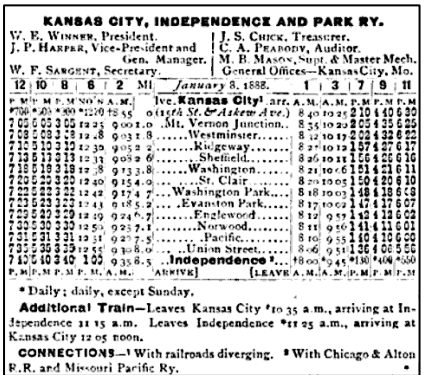
[22] Schirmer and McKenzie, *At the River's Bend,* 100.
[23] "Suburban Real Estate- East Side," *The Kansas City Times,* 25 July 1886, 22.
[24] Theodore S. Case, *History of Kansas City, Missouri* (Syracuse, NY: D. Mason & Co., 1888), 662. Winner's contemporary Arthur Stilwell also used the installment plan model to sell homes.
[25] This rail line was in addition to his efforts to construct the previously mentioned Kansas City Belt Line.
[26] "Will Build the Independence Line," *The Kansas City Star,* 3 August 1886, 11.
[27] Edward A. Conrad, *Kansas City Streetcars: From Hayburners to Streamliners* (Blue Springs, MO: HeartlandRails Publishing Company, 2011), 70. The line was converted to electric starting in 1895.
[28] Monroe Dodd, *A Splendid Ride: The Streetcars of Kansas City, 1870-1957* (Kansas City, MO: Kansas City Star Books, 2002), 65.
[29] Ibid.



An inset of the Park, Boulevard, Street Railway, and Railway Map of Kansas City, 1894. The thick red line delineates the route of the original Kansas City, Independence & Park Railway. The areas in green represent park boundaries for Washington Park (left) and Fairmount Park (right).
Source: Hudson Kimberly Publishing Co., Park, Boulevard, Street Railway, and Railway Map of Kansas City [Map] 1894.

The Kansas City, Independence and Park Railway was a success. It not only connected the cities of Independence and Kansas City, but also helped to develop the Inter-City District. Although there were other routes between Kansas City and Independence at the time, they were often not reliable enough for commuters. Independence Avenue, the main road between Independence and Kansas City, was still a muddy and treacherous road despite grading improvements in 1883 and required a day of travel time.[30] The suburban route of the Missouri Pacific Railroad, although efficient, was intermittent and expensive at fifty-five cents per round trip.[31] Workers took advantage of suburban living with a short commute to either city or the Blue Valley Industrial District on the Kansas City, Independence and Park line.[32] Local businesses along the line undoubtedly saw increased foot traffic from patrons visiting Washington Park or those using the line for transportation.

[30] "Independence Boulevard," *The Kansas City Star,* 9 August 1883, 1. Independence Avenue is now U. S. Highway 24 in the survey area.
[31] Bernd Foerster, *Independence, Missouri* (Independence, MO: Independence Press, 1978), 54.
[32] The Blue Valley Industrial District, also developed by Winner, will be discussed subsequently in this report.



KANSAS CITY, INDEPENDENCE AND PARK RY.

W. E. WINNER, President. | J. S. CHICK, Treasurer.
J. P. HARPER, Vice-President and Gen. Manager. | C. A. PEABODY, Auditor.
W. F. SARGENT, Secretary. | M. B. MASON, Supt. & Master Mech.
General Offices—Kansas City, Mo.

12 | 10 | 8 | 6 | 2 | Mt. January 8, 1888. | 1 | 3 | 7 | 9 | 11

P.M.	P.M.	P.M.	P.M.	A.M.		A.M.	A.M.	P.M.	P.M.	P.M.
*7 00	*5 40	*4 00	*12 20	†8 55	Lve. Kansas City[1] (15th St. & Askew Ave.) Arr.	8 40	10 25	2 10	4 40	6 30
7 05	6 05	3 05	12 25	9 00	1.0 ..Mt. Vernon Junction..	8 35	10 20	2 05	4 35	6 25
7 08	6 08	3 08	12 28	9 03	1.8 .....Westminster.....	8 32	10 17	2 02	4 32	6 22
7 13	6 13	3 13	12 33	9 05	2 .....Ridgeway.....	8 27	10 12	1 57	4 27	6 17
7 18	6 18	3 18	12 33	9 03	6 .....Sheffield.....	8 26	10 11	1 56	4 26	6 16
7 18	6 18	3 18	12 38	9 13	3.8 .....Washington.....	8 21	10 06	1 51	4 21	6 11
7 20	6 20	3 20	12 40	9 15	4.9 .....St. Clair.....	8 20	10 05	1 50	4 20	6 10
7 22	6 22	3 22	12 42	9 17	4 7 ...Washington Park....	8 18	10 03	1 48	4 18	6 08
7 23	6 23	3 23	12 43	9 18	5.2 ....Evanston Park.....	8 17	10 02	1 47	4 17	6 07
7 25	6 25	3 25	12 45	9 20	6.7 .....Englewood.....	8 15	9 58	1 43	4 13	6 03
7 29	6 29	3 29	12 50	9 21	7.1 .....Norwood.....	8 11	9 56	1 41	4 11	6 01
7 31	6 31	3 31	12 51	9 23	7.5 .....Pacific.....	8 10	9 53	1 40	4 10	6 00
7 35	6 35	3 35	12 55	9 30	8.0 .....Union Street.....	8 06	9 51	1 36	4 06	5 56
7 40	6 40	3 40	1 00	9 35	8.5 ..Independence[2]...	†8 00	*9 45	*1 30	*4 00	*5 50
P.M.	P.M.	P.M.	P.M.	A.M.	ARRIVE	LEAVE	A.M.	A.M.	P.M.	P.M.	P.M.

*Daily; daily, except Sunday.

Additional Train—Leaves Kansas City *10 35 a.m., arriving at Independence 11 15 a.m. Leaves Independence *11 25 a.m., arriving at Kansas City 12 05 noon.

CONNECTIONS—[1] With railroads diverging. [2] With Chicago & Alton R.R. and Missouri Pacific Ry.

Timetable for the Kansas City, Independence and Park Railway, 1888.
Source: W. F. Allen, *Travelers' Official Guide of the Railway and Steam Navigation Lines in the United States and Canada* (NY: The National Railway Publication Company, 1888), 336.

In his prime, Winner amassed approximately 12,000 acres in Jackson, Platte, and Clay counties; owned multiple interurban and streetcar lines; promoted multiple rail lines, and developed more than 112 additions and subdivisions.[33] Other subdivisions of note platted by Winner in the immediate area include (but are not limited to) the following: Evanston Park, North and South Evanston, Hawthorne Place, Maplewood, and Edgefield. The communities of Maywood and Englewood, located directly south of the survey area, were also developed as a result of Winner's efforts; both were the locations of stations on the Kansas City, Independence and Park Railway.

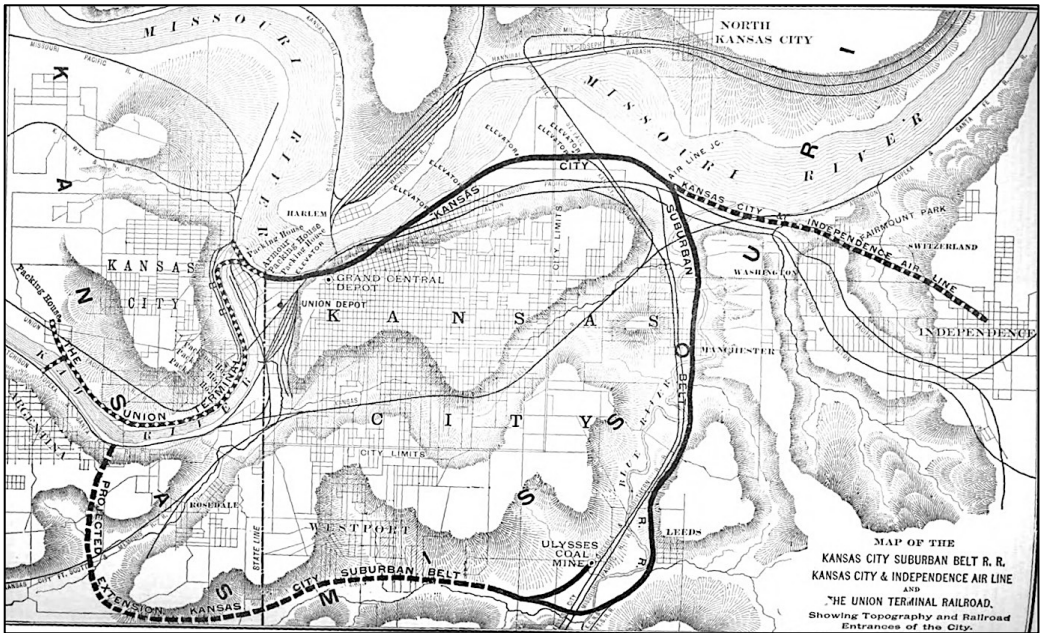
The fervent pace at which Winner acquired his properties could not be sustained. In December 1886, Winner sold the majority of his real estate and holdings from the Eastside Syndicate to Boston and private investors for a price of $1.5 million. Washington Park was retained by a Winner-owned company and put up for lease.[34] By 1888, the housing boom had bust, leaving Winner with unpaid debts and uncompleted investment projects. To compensate, Winner sold a large portion of his other real estate holdings.[35]

Entrepreneur and railroad mogul Arthur E. Stilwell (1859-1928) was also involved with the early development of the Fairmount Phase I Survey area. Stillwell came to Kansas City from Rochester, New York, when the building boom was still at its peak. Influenced by his grandfather's involvement in building the New York Central Railroad, he envisioned completing a rail line from the Kansas City to the Gulf of Mexico.[36] With $25,000 of personal finances, Stilwell sought additional capital and support to develop the line.[37] With the help of a generous number of investors, Stilwell formed the Missouri, Kansas & Texas Real Estate Trust Company in 1889, selling homes on ten year

[33] Goldsmith, "Willard E. Winner," 7.
[34] "Biggest of the Boom," *The Kansas City Times,* 15 December 1886, 8.
[35] Washington Park Boulevard, now Winner Road, was renamed in Winner's honor.
[36] Whitney, *Kansas City, Missouri: Its History and Its People 1808-1908, Vol. III* (Chicago, IL: The S. J. Clarke Publishing Co., 1908), 461-462.
[37] Wilma F. Baruth, "Straight as the Crow Flies: Historical Geography of the Kansas City Southern Railway Company," Master's Thesis, Kansas State University, Manhattan, Kansas, 1986, 32.

installment plans with only small down payments. Although several of the directors and founders of this company were based in Kansas City, the majority were from the northeast United States, primarily Philadelphia.[38] Funds and support from this company were later loaned to help bolster other business investments and launch Stilwell's career in railroading.[39]

First steps for a railroad to reach the Gulf began with Stilwell's involvement in the creation of the Kansas City Suburban Belt Railroad. Incorporated in 1887, this local line encircled Kansas City, beginning at a point at 2nd and Walnut streets.[40] "The Belt," as it was known, was one of many rail endeavors headed by Stilwell. As commercial and residential interests progressed towards Independence, Stilwell established an independent rail line to the east. Branching off from the Kansas City Suburban Belt Line, construction for the Kansas City and Independence Air Line began on June 24, 1891. A depot for the line was constructed on the corner of Maple and Osage avenues in Independence.[41] This standard gauge rail line ran dummy engines, similar to Winner's Kansas City, Independence and Park Railway.[42] In the survey area, the Air Line ran parallel to a portion of the Missouri Pacific tracks.



Map of the Kansas City Suburban Belt Railroad, Kansas City & Independence Air Line and the Union Terminal Railroad, 1898.
Source: *The Commercial & Financial Chronicle* 67 (October 1898): 75.

[38] Arthur E. Stilwell and James R. Crowell, "I Had A Hunch," Part 2. *The Saturday Evening Post* (December 17, 1927): 101. Hereafter referred to as: Stilwell and Crowell, "I Had A Hunch".
[39] Ibid. See also: "Great Projects," *The Kansas City Star,* 27 December 27 1890, 1.
[40] The Kansas City Suburban Belt Railroad was eventually purchased and absorbed into the Kansas City Southern Railway system.
[41] "Dirt is Flying," *The Kansas City Star,* 24 June 1891, 1.
[42] As was the case with Winner's Kansas City, Independence and Park Railway, The Kansas City & Independence Air Line was also first constructed as a steam line and then converted to electric at a later date to hasten construction.

The development of these rail and interurban lines made future expansion of the Inter-City District possible by providing a transportation for future commercial, industrial, and residential interests. Additionally, the rail and streetcar lines provided steady employment for workers residing within the Fairmount Phase I survey area. Railroad-related occupations, such as station agent and railroad laborer, as well as streetcar related occupations such as "Electric Railroad Motorman" are listed in this census for the area in 1900 and 1910.[43]

Amusement Parks and Pleasure Grounds: Washington Park, Cusenbary Springs and Fairmount Park

The history of the survey area is tied to development of several entertainment and amusement attractions in the late 1880s into the early 1900s. Commercial development and population growth after the Civil War allowed for the middle class the luxury of discretionary income and time away from work for leisure. An early option for recreation included the picnic park or pleasure ground, the predecessor to the modern-day amusement park. These parks offered few attractions and were primarily vast, scenic spaces for patrons to enjoy. Some offered options for outdoor recreation, such as lakes for swimming or manicured paths for leisurely strolls. Later, some of these parks were outfitted amusements, such as thrill rides, theaters, and dining options. The Fairmount Phase I Survey area was historically flanked by two amusement attractions early in the 20th century: Washington Park to the west and Fairmount Park (formerly Cusenbary Springs) to the east.[44] Although frequented by patrons from all over, the establishment of these entertainment centers provided jobs and recreational opportunities especially for people living within the survey area.[45]

Washington Park
As previously mentioned, Willard E. Winner had amassed approximately 2,400 acres of land between Kansas City and Independence in 1886 as part of his real estate investment holdings for his Eastside Syndicate, with 400 acres set aside as a park attraction. The park was east of the survey area, running south from Independence Road (now Winner Road) to Blue Avenue (now Truman Road) and from Blue Ridge Road east to Brookside Avenue. Work began on beautifying the park grounds in April 1887.[46] Winner's original plans called for a museum, botanical, and zoological attractions, akin to those popular in Ohio at the Cincinnati Zoo and in St. Louis at the Missouri Botanical Gardens.[47]

Washington Park officially opened to visitors on July 4, 1887.[48] Rock Creek, which ran through the property, was dammed to create Swan Lake, a twenty-acre body of water

[43] United States Census Bureau, 1900 U. S. Census, Jackson County, Missouri, Blue Township Population Schedule, Enumeration District 0002, Sheet 9-10. Although exact addresses for these workers is absent, it can be surmised that they lived within the survey area through the boundary description of the enumeration district.
[44] The street railway/railway map on page 11 illustrates the proximity of the parks.
[45] Ibid. Occupations such as Park Gateman and Park Laborer were listed.
[46] "Winner's Museum," *The Kansas City Star,* 20 April 1887, 1.
[47] "A Museum and Zoological Garden," *The Kansas City Star,* 31 March 1887, 1.
[48] "The Opening of Washington Park on the 4th!" *The Kansas City Times,* 3 July 1887, 9.

for swimming and boating. A dancing pavilion and covered bandstand offered additional recreation opportunities at the site.[49] Other amusements, such as firework displays and musical performances made Washington Park a popular destination. In 1900 Washington Park closed just three years after opening, possibly due to several factors such as Willard Winner's insolvency and competition from another nearby attraction, Fairmount Park (described below).





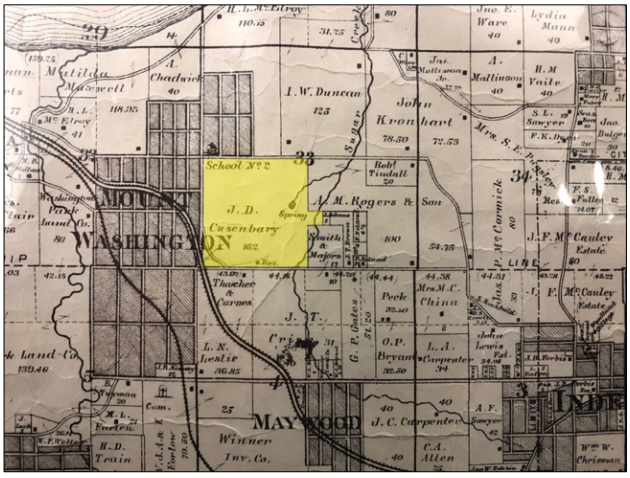
Left: Undated postcard of a scene typical in Washington Park. Several sources, including this postcard, erroneously list the name of the park as Mount Washington Park, possibly due to its proximity to the Mount Washington subdivision. Source: Mrs. Sam (Mildred) Ray Postcard Collection, Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.
Right: Shoreline at Washington Park c. 1900. The boathouse can be seen in the distance to the right. Source: P1 Photograph Collection, Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.

Cusenbary Springs

An 1877 Plat Map indicates that a portion of the land in the survey area belonged to James Daniel Cusenbary (1832-1911).[50] At the age of eight, Cusenbary moved with his parents from Kentucky to an area near present day Sibley, Missouri.[51] Although a farmer by profession, Cusenbary had varied interests in livestock, mining, and freight. Cusenbary's farm, comprised of approximately 160 acres near the present-day western boundary of the city of Sugar Creek, was the site of an underground mineral spring. In the late nineteenth century, natural springs and hydrotherapy were touted as prevention and cures for various health ailments. Many of these springs were developed into health spa retreats, such as Excelsior Springs in Clay county, Missouri. Cusenbary developed the mineral springs into a local wellness attraction, with rustic facilities for both hot and cold baths in the alkaline waters.[52] Cusenbary Springs, as it was known, would be a precursor to another attraction, Fairmount Park.

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[49] Craig M. Bryan, "Before Electric Park: A Promenade of Early Kansas City Amusement Parks," *Jackson County Historical Society Journal* 47 (Spring 2006): 3-4.
[50] Brink, McDonough & Co., *An Illustrated Historical Atlas Map of Jackson County, Mo.* (Philadelphia, PA: Brink, McDonough & Co., 1877), 48.
[51] Union Historical Company, *The History of Jackson County, Missouri,* 887. This source states on page 103 that although many early settlers of Jackson County were primarily from other parts of Missouri, many migrated from southern states such as Kentucky, Tennessee, and Virginia.
[52] Arthur Winslow, *A Report on the Mineral Waters of Missouri,* Vol. III (Jefferson City, MO: The Geological Survey, 1892), 114.







Top left: An 1887 plat map of the area with Cusenbary's land highlighted in yellow. The spring is labeled within this property. Source: John P. Edwards, *Edward's Map of Jackson Co., Missouri.* Map. Quincy, IL: John P. Edwards, 1887. Midwest Genealogy Center, Midcontinent Public Library, Independence, Missouri.
Top right: An undated photo of Cusenbary Springs. Source: Jackson County (MO.) Historical Society Archives
Bottom: Cusenbary Springs, 1892. Source: Arthur Winslow, *A Report on the Mineral Waters of Missouri,* Vol. III (Jefferson City, MO: The Geological Survey, 1892), 114.

With the coming of the Kansas City and Independence Air Line to the Inter-City area, as previously described, Arthur Stilwell envisioned Cusenbary's land and his spring as beneficial to his railroad enterprise. Initial profits from the Air Line route between Kansas City and Independence had not been as lucrative as expected. To sustain the line, Stilwell decided that a park attraction between the two cities would increase traffic.[53] Seeing an opportunity for profit, Cusenbary leased railroad tracking rights for his land to Stilwell, allowing the Air Line to cross his property at a rate of $1,200 per year beginning in 1892.[54] Additionally, Cusenbary leased the land containing Cusenbary Springs to

[53] Stilwell and Crowell, "I Had a Hunch," 101.
[54] "An American Carlsbad," *The Kansas City Times,* 31 May 1892; "The American Carlsbad," *The Kansas City Times,* 13 June 1892, 8.

Stillwell for the creation of a park attraction with Cusenbary receiving half of the proceeds from ticket and spring water sales.

Once the contract between Cusenbary and Stilwell was signed, immediate improvements to the land began. A spur from the Air Line to the springs was constructed and Sugar Creek was dammed to create a half-mile long, 300 to 500 foot-wide lake with a gravel swimming beach.[55] New bath houses and a swimming pool were constructed for the "less adventurous". A landscape architect was employed to design a system of walkways, drives, and flowerbeds to beautify the grounds.[56] The new and improved Cusenbary Springs opened to the public on June 12, 1892.



Fairmount Park Station for the Kansas City and Independence Air Line, c. 1895.
Source: Jackson County (MO) Historical Society Archives

There were subsequent additions to the park. Lodging was created for park visitors and included $35-a-month rental cottages and a hotel for those not wanting to "rough it". Running water from the spring was piped directly to these facilities. Dining options for customers were constructed, including a café with a French chef and a 600-seat dining hall overlooking the lake.[57]

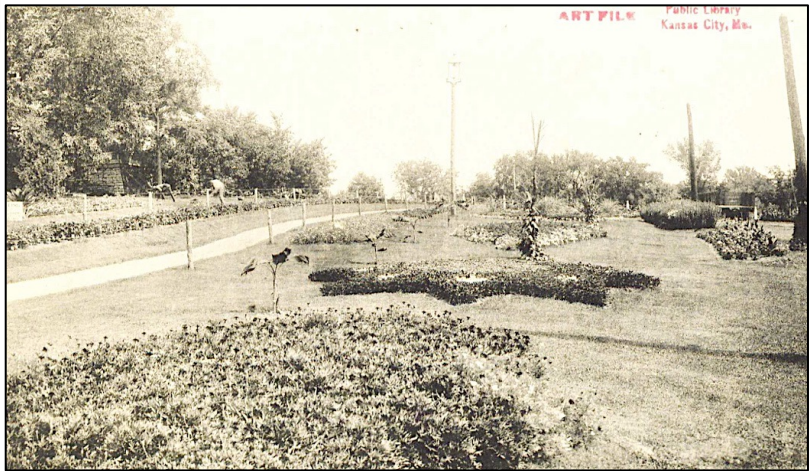
Stilwell rebranded the site as Fairmount Park on September 12, 1892, perhaps after the park of the same name in Philadelphia, where a majority of the investors in Stilwell's rail line and other businesses were from.[58] The addition of more attractions increased patronage. A state-of-the-art electric fountain, which shot sprays of illuminated water up to forty feet in the air in a dynamic display, appealed to many visitors. A 2,000-seat lecture hall was constructed by 1896, a popular site for the Chautauqua educational lecture circuit.[59] Prominent speakers of Chautauqua, such as William Jennings Bryan,

[55] "New Pleasure Resort," *The Kansas City Star*, 3 March 1892, 6.
[56] The landscape architect is unknown at the time of this writing; however, George E. Kessler, who planned Mt. Washington Cemetery, may have been involved in the planning for Fairmount Park as well.
[57] Stilwell and Crowell, "I Had a Hunch," 101; "An American Carlsbad," *The Kansas City Times*, 13 June 1892, 8.
[58] "Cusenbary Only a Memory," *The Kansas City Star,* 13 September 1892, 7.
[59] University of the State of New York, *Extension Bulletin* 13 (May 1896): 55.

brought record crowds to the park. It was not uncommon for park attendance to reach 15,000 persons per day when Chautauqua lectures were held.[60]

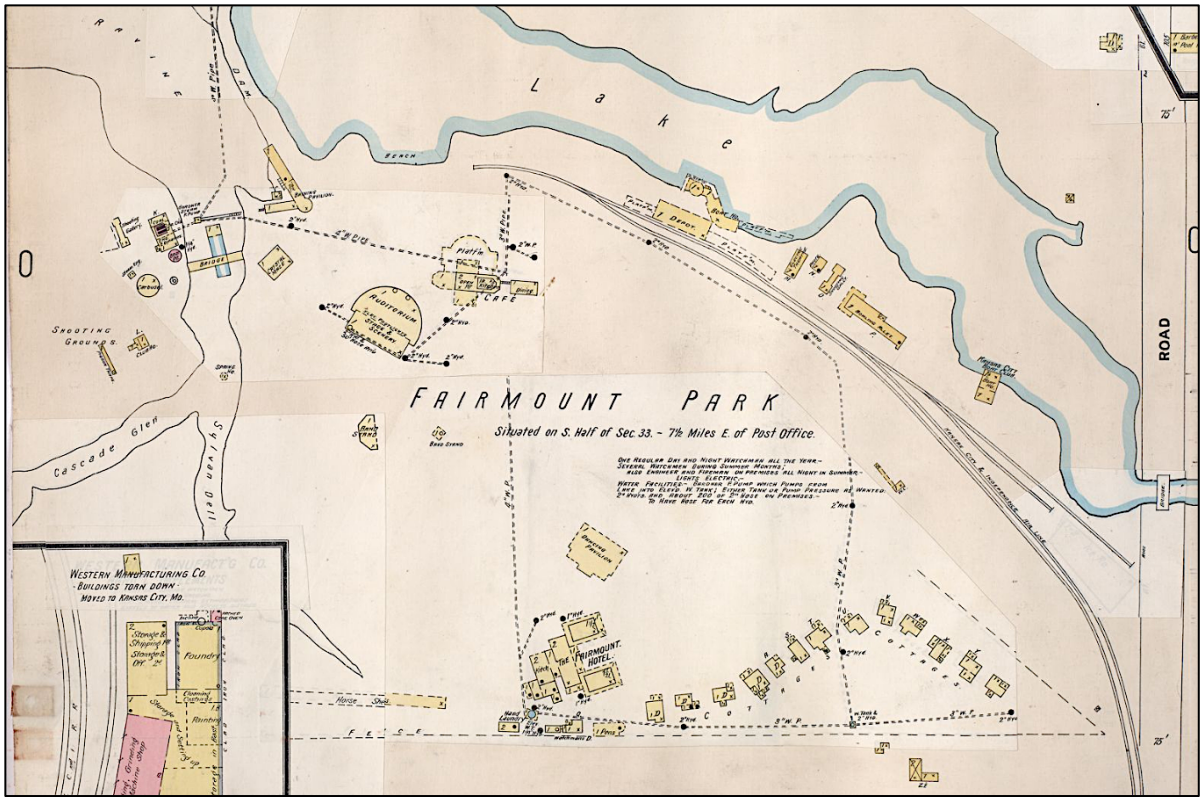
Although customers flocked to the new and improved attractions at Fairmount Park on the Kansas City and Independence Air Line, their patronage was not enough to generate a profit for Stilwell. Company records indicate that Stilwell operated the park at a loss until he sold the venture in 1904 to local entrepreneur Charles D. Carlisle.[61]



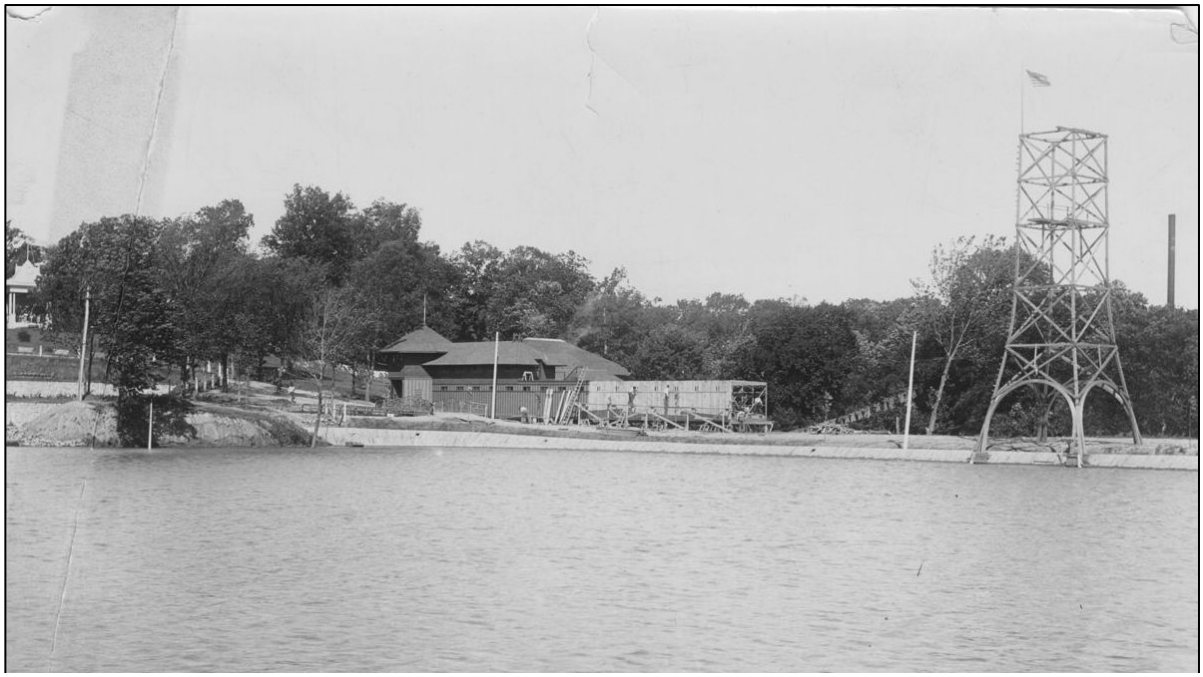


Left: An advertisement for Fairmount Park, 1892.
Source: Advertisement for Fairmount Park, *The Kansas City Times,* 16 September 1892, 3.
Right: Improvements to the park included landscaping (undated photograph).
Source: Vertical File for Fairmount Park, Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.

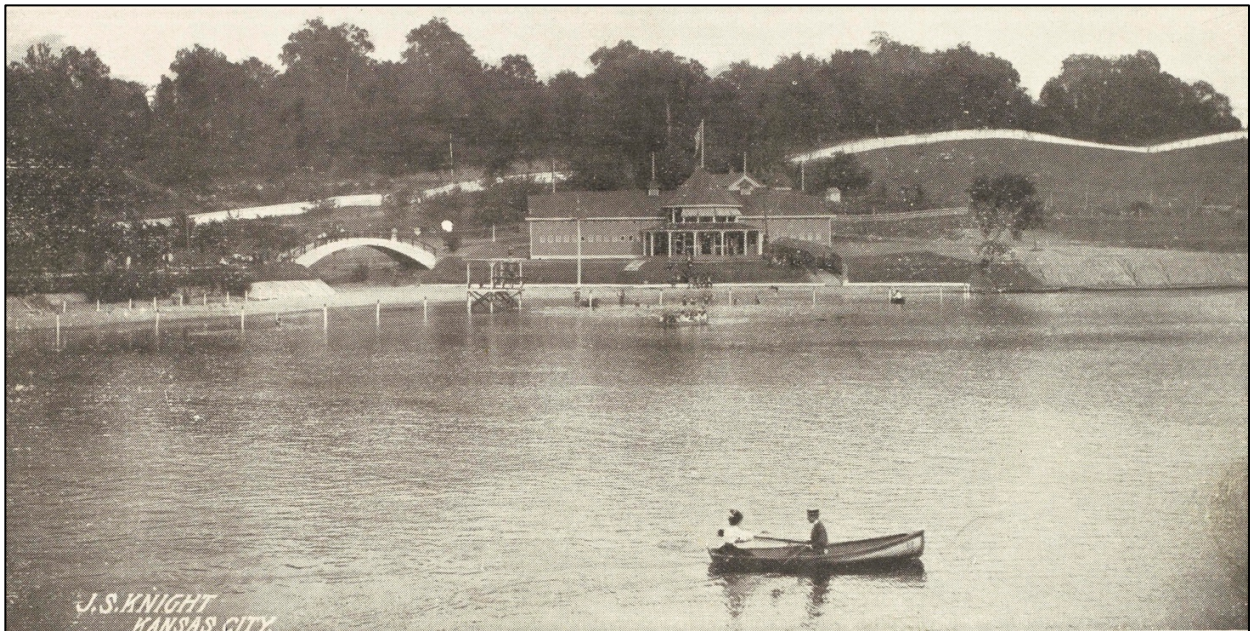
[60] Stilwell and Crowell, "I Had a Hunch," 101.
[61] Baruth, "Straight as the Crow Flies…", 84; Ray Heady, "Day of Thrills in the 1890's [sic] in a Sunday at Fairmount Park," *The Kansas City Star,* 5 October 1952, 2-D. A local school was named for Charles D. Carlisle, as were Carlisle Avenue and Drive, which are partially sited in the middle of the no longer extant Fairmount Park Lake.



An 1896 Sanborn Fire Insurance Map with a 1907 overlay for Fairmount Park.
Source: Sanborn Map Company, *Insurance Maps of Kansas City, Missouri, Vol. III* (NY: Sanborn-Perris Map Co., Ltd., 1896-1907), Plate 351.



Unidentified building at Fairmount Park. A diving tower can be seen to the right. 1900.
Source: P1 Photograph Collection, Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri



The lake in Fairmount Park was a popular site for fishing, swimming, and boating, c. 1900.
Source: Mrs. Sam (Mildred) Ray Postcard Collection, Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.

Parkgoers enjoyed many seasons of entertainment under Carlisle's ownership. Fairmount Park's last season was the summer of 1931. Economic difficulties brought on by The Great Depression left fewer people with disposable income to spend on amusements. The final blow was a series of fires which destroyed and damaged park buildings beyond repair beginning in the winter of 1931.

> First to go were the fun house, the ice cream parlor and several concessions. In 1932 the giant dipper and the recreation building were destroyed and two other buildings damaged. A year later the women's bathhouse at the lake burned. In 1935 the 900-locker men's bathhouse was destroyed. In 1936 the office building, the pavilion, and six of nine [remaining] summer cottages were erased by flames.[62]

The only remaining vestige of Fairmount Park in the late 1930s was the lake. This too would become only a memory. The lake at the park was drained on August 21, 1952.[63] The site was later developed into a residential area with single-family residences of brick and frame construction.

[62] Ray Heady, "Day of Thrills in the 1890's [sic] in a Sunday at Fairmount Park," *The Kansas City Star,* 5 October 1952, 2-D. Fairmount had no fire department at this time. Insurance for park operations in an area without a fire department was costly and another contributing factor in the park's closure. The cause of these fires is unknown.
[63] Ibid.

Architectural and Neighborhood Development before 1900: Fairmount Phase I Survey Area

Maps and atlases indicate that development in the survey area prior to 1900 was sparse. An 1887 map of Jackson County illustrates that while the subdivision of Mount Washington had been platted, the surrounding land was divided into large acreages with single owners. Other than a handful of residences and School No. 2, located just outside the survey area at the northeast corner of Home and Kentucky avenues, few buildings are noted on these early maps.[64] Three buildings with a construction date before 1900 (c. 1875, 1889, and 1895) were inventoried within the survey area.[65] These residences were constructed in the Queen Anne style and National Folk vernacular, common styles and types of the era.



108 S. Overton Avenue (JA-AS-091-385), constructed c. 1889 in the Queen Anne style.

General Development 1900-1939

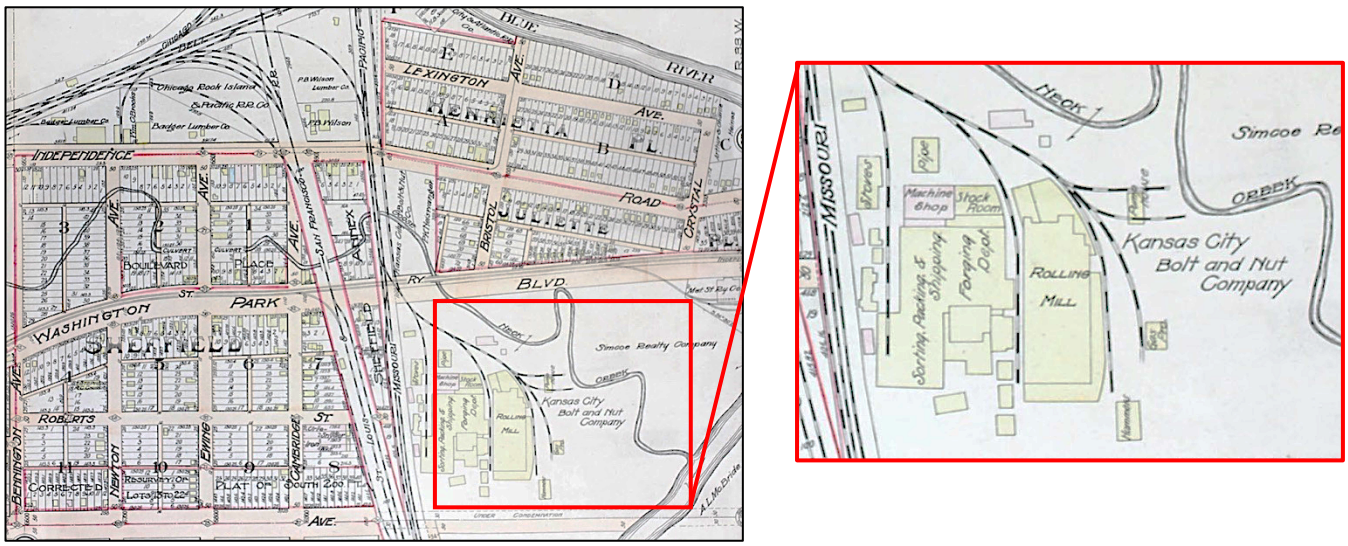
Industrial Development at the Turn of the Century

The frenzied momentum of the 1880s building boom had ceased by the 1890s; however, the substantial infrastructure improvements brought to the area by the boom laid the groundwork for the advancement of industrial and commercial interests into the twentieth century. By the late 1890s, transportation to and from Independence was more routine. Rail freighting and passenger service ran at dependable and more frequent intervals. Winner's steam dummy line was electrified in 1898 with streetcars departing every fifteen to twenty-five minutes, making the line an even more reliable form of transportation for commuters.[66] Freight traffic was accommodated by the Missouri Pacific and the Chicago and Alton railroads, which ran through and to the west of Independence, respectively. The expansion of utility services in Independence

[64] John P. Edwards, *Edward's Map of Jackson Co., Missouri.* [Map]. (Quincy, IL: John P. Edwards, 1887). Midwest Genealogy Center, Midcontinent Public Library, Independence, Missouri.
[65] Although Jackson County records indicate a construction date of 1875 for 200 S. Home Avenue (JA-AS-091-254), this construction date appears to be early for the area. As such, a circa date is used.
[66] "Electric Cars to Fairmount," *The Kansas City Star,* 1 May 1898, 6. Also: William J. Curtis, "Jackson County Area Historical Material, Vol. 1," (unpublished compilation) 1963, Midwest Genealogy Center, Mid-Continent Public Library, Independence, Missouri, 124.

supported the development of commerce and industry. A franchise to supply the city with natural gas was granted in 1887. Electricity followed with the construction of an electric power plant in 1901.[67] Other vital utilities were established earlier, such as Southwestern Bell telephone service in 1878 and the Independence Water Company in 1882.[68] These services made Independence a prime location for commercial and industrial enterprise.

The first industrial developments between Kansas City and Independence were established at the end of the 1880s building boom. Industries followed the shift of residential development east of Kansas City. Investors found favor in the valley of Blue River, known as Blue Valley, located to the east of Kansas City and to the west of Independence. Willard Winner played an imperative role in the establishment of this industrial center, now known as the Blue Valley Industrial District. Winner's investment syndicates brought money and manufacturing interests; his steam dummy line transported the necessary workers.[69] Investment capital from England was pivotal in the development of these industrial areas; thus, they often took the names of English industrial cities, such as Leeds, Manchester, and Sheffield.[70]

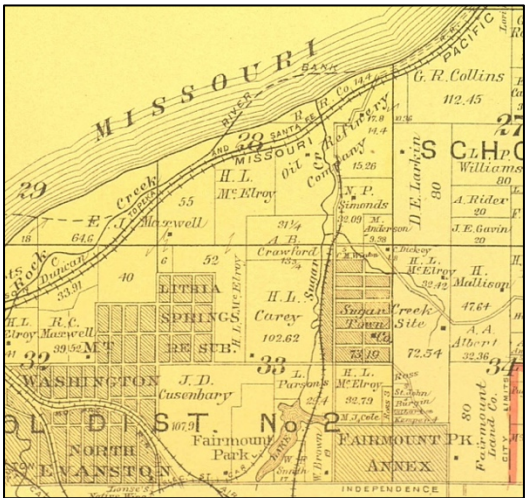


The industrial subdivision of Sheffield, with inset of Kansas City Bolt and Nut Company (in red), as illustrated in a 1907 atlas. The Kansas City Bolt and Nut Company can be seen to the lower right, with multiple railroad spurs to transport products
Source: Tuttle & Pike, Civil Engineers, *Tuttle & Pike's Atlas of Kansas City and Vicinity* (Kansas City, MO: Tuttle & Pike, 1907), Plate 52.

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[67] Schirmer and McKenzie, *At the River's Bend*, 96. Also: City of Independence, Missouri, *Official Souvenir Independence, Missouri Centennial, 1827-1927* (Independence, MO: Zion's Printing and Publishing Co., 1927), n.p.
[68] City of Independence, Missouri, *Official Souvenir Independence, Missouri Centennial, 1827-1927* (Independence, MO: Zion's Printing and Publishing Co., 1927), n.p.
[69] Sheffield Steel Vertical File, "Armco Has Long History as Top Steel Producer," Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.
[70] William S. Worley, "Development of Industrial Districts in the Kansas City Region: From the Close of the Civil War to World War II," Midcontinent Perspectives Lecture Series, Midwest Research Institute, Kansas City, Missouri, 1993.

Perhaps the best known of these industrial districts is Sheffield, platted in October 1887. Originally extending from what is now Wilson Avenue south to Independence Avenue, Sheffield was the development farthest north in the Blue Valley Industrial District. Winner recruited industrialists from the east to populate the area with successful manufacturers. One of the first businesses established in Sheffield was the Kansas City Bolt & Nut Company. J. H. Sternberg founded a successful bolt and nut works in Reading, Pennsylvania in 1865. To alleviate expensive shipping costs for his products to agricultural regions of the United States, Sternbergh decided that a second branch of operations west of Pennsylvania would be beneficial. After considering several other Midwest cities, Sternburg was persuaded by Winner to acquire a twelve-acre site with excellent railroad connectivity for a new plant in the Blue Valley Industrial District.[71] The plant was a duplicate of the Pennsylvania works and consisted of: a rolling mill; boiler/engine house; an office; a three-story warehouse; and separate forging and finishing department buildings. Beside the namesake bolts and nuts, other steel goods for all kinds of machinery were manufactured at the plant. Washers, angle bars, and railroad spikes and plates were but a few of the items fabricated at the facility. Kansas City Bolt & Nut Company products were used in the fabrication of bridges, wagons, and houses as well as in the production of agricultural implements.[72]



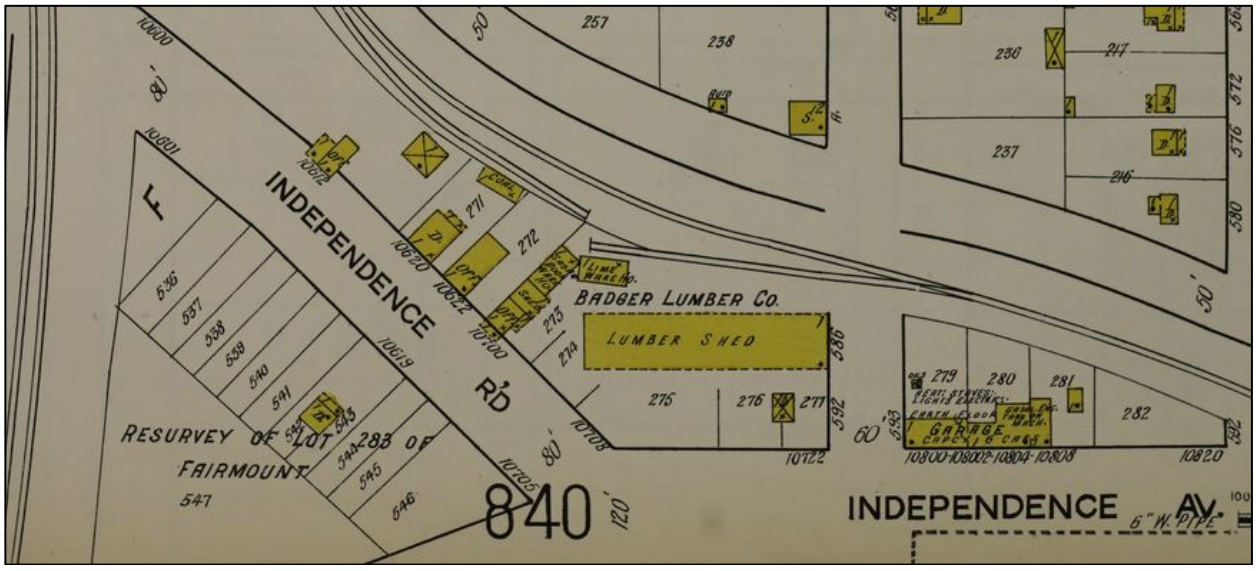
A portion of a 1904 plat book illustrating the oil refinery and the newly platted Sugar Creek townsite.
Source: Northwest Publishing Co., *Plat Book of Jackson County, Missouri: Compiled From County Records and Actual Surveys* (Minneapolis, MN: Northwest Publishing Co., 1904)

Additional industrial concerns established themselves to the east of the Blue Valley Industrial District. In 1904 the Standard Oil Company bought land abutting Independence to the northwest.[73] A portion of this land was dedicated to the construction of an oil refinery; the remainder was platted into lots and sold to

[71] One source indicates that this was the first iron mill constructed west of the Mississippi. See: Sheffield Steel Vertical File, "Armco Has Long History as Top Steel Producer," Missouri Valley Room, Kansas City Public Library, Kansas City, Missouri.
[72] "Forerunner of Many Others," *The Kansas City Times*, 16 March 1887, 8.
[73] At this time, the western and northern boundaries of the city of Independence were Forest Avenue and Jones Street, respectively.

businesses and refinery workers for housing. As such, Sugar Creek was established as a company town with residents relying solely on the refinery for necessities.[74] Although many refinery employees lived near the refinery in Sugar Creek, others made their homes in the surrounding areas.[75]

The Badger Lumber Company, whose Fairmount branch was located at Wilson Road (formerly Independence Road) and Independence Avenue, was an important industrial enterprise in the area providing employment and construction materials. Operations for the company were moved to Kansas City in 1886, twenty years after its founding in Hannibal, Missouri.[76] As the company grew, it expanded operations, establishing branch lumber yards in various location in Missouri, Kansas, and Oklahoma. Although it is unknown when the Fairmount Branch of the Badger Lumber Company was constructed, the yard and company buildings are illustrated on a 1917 Sanborn map.



The Fairmount Branch of the Badger Lumber Company, 1917.
Source: Source: Sanborn Map Company, *Insurance Maps of Kansas City, Missouri, Vol. VI* (NY: Sanborn-Perris Map Co., Ltd., 1917), Plate 838.

Specializing in lumber, such as rough and dressed white yellow pine, company offerings later expanded to include other building construction materials and coal. Supplies and lumber were easily transported to the yard via a rail spur from the adjacent Kansas City Southern Railroad.

The workers in these industrial operations made their homes near their work, as was common for the time.[77] According to U. S. census data from 1900 and 1910, many workers for the Kansas City Nut & Bolt resided within the survey area and surrounding

[74] Schirmer and McKenzie, *At the River's Bend,* 59.
[75] Ibid., 259.
[76] Mercantile Illustrating Co., *Imperial Kansas City, 1900: Her Wonderful Growth and Resources* (Kansas City, MO: Mercantile Illustrating Co., 1900), 32.
[77] Ibid. Also: "Large Realty Sales Made," *The Kansas City Star*, 20 March 1904, 12.

vicinity.[78] Clerical and manual labor occupations related to the oil refinery in Sugar Creek and lumber yard operations (almost certainly related to the Badger Lumber Company), were also noted in these records.

Another important development in the vicinity of the Fairmount Phase I survey area at the turn of the century was the Mount Washington Cemetery. A group of investors, led by William Bingham Clark and comprised of one hundred of Kansas City's prominent businessmen and citizens, saw the need for a large, modern cemetery due to population growth. George E. Kessler, renowned landscape architect and planner who was key in developing Kansas City's Park and Boulevard system, was asked to evaluate the former Washington Park as a potential site for the new cemetery. After conducting his assessment, he stated: "I do not believe that a more available and accessible piece of property can be found about this city…". Kessler lauded the site's accessibility from multiple modes of transportation and its natural beauty. Proper drainage, an abundant amount of native limestone, and mature trees were but a few aspects that made the site ideal for Kessler.[79]

On Kessler's recommendation, Clarke administered funds and purchased the property for the investment group.[80] Kessler, who was commissioned as landscape architect for the project, designed an improvement plan for converting the park grounds into a cemetery. In his plan, Kessler called for rolling, winding paths to showcase the natural beauty of the property. Additionally, the plan arranged for the construction of lodges, shelter buildings, and "a fine chapel and vault," making "…it possible to hold services in the most inclement weather."[81]

According to the charter for Mount Washington Cemetery, half of the proceeds from the sale of lots and from other services were to be set aside for improvement and maintenance of the vast burial ground. A separate perpetual care fund was created to allow for future financial needs once all of the lots were sold. Additionally, it was decided that the area "must be forever held, maintained, and used as a cemetery."[82] On November 1, 1902, Mount Washington Cemetery opened for burials.[83] The sheer size of this landscaped property required many workers for day-to-day operations, such as groundskeepers, laborers, and undertakers. U. S. Census data from 1910 indicates that such workers lived within the surrounding area in the Fairmount and Mount Washington neighborhoods.[84]

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[78] United States Census Bureau, 1900 U. S. Census, Jackson County, Missouri, Blue Township Population Schedule, Enumeration District 0002, Sheet 3; United States Census Bureau, 1910 U. S. Census, Jackson County, Missouri, Mount Washington, Enumeration District 0005, Sheets 12-29.
[79] George Kessler Papers (SC32) [Microfilm], Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.
[80] D. M. Bone, *The Kansas City Annual 1907* (Kansas City, MO: The Bishop Press, 1906), 71.
[81] Mount Washington Cemetery, *Mount Washington Cemetery* (Kansas City, MO: N. P., 1901), 9. Midcontinent Public Library, Midwest Genealogy Branch.
[82] Ibid., 7.
[83] D. M. Bone, *The Kansas City Annual 1907*, 72. 118 years later, the cemetery is still in operation.
[84] United States Census Bureau, 1910 U. S. Census, Jackson County, Missouri, Mount Washington, Enumeration District 0005, Sheets 12, 21-22.



Winding roads stretch throughout the rolling topography of Mount Washington Cemetery.
Source: M. E. Ballou, *Official Report on the Resources and Opportunities of Jackson County, Missouri* (Missouri: Rural Jackson County Chamber of Commerce, 1926), 221.

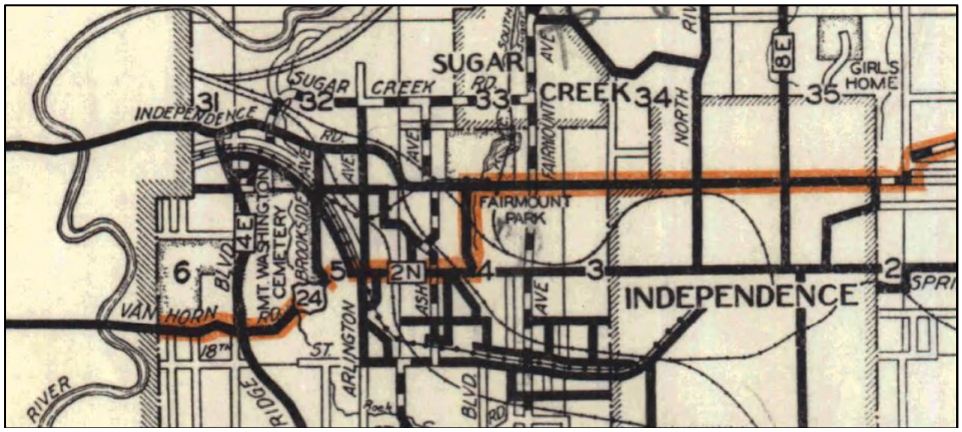
Community Development and Growth

From 1906 to 1914 the annexation of Independence into Kansas City was proposed. Civic leaders in Independence hoped to capitalize on Kansas City's growing economy with the annexation; however, Independence soon had its own period of growth. [85] The annexation efforts were ceased with an increase in Independence's population and commerce.

The survey area and surrounding vicinity prospered in the 1920s, despite an agricultural recession at the beginning of the decade.[86] The diversification of industry in Independence and the surrounding areas lessened the blow of the recession; those who suffered economic losses found secondary employment in other industries in the nearby Blue Valley Industrial District, government-provided jobs, or in other markets such as flour milling.[87] Overall, the 1920s was a period of growth for Independence. New businesses were attracted to the area by an active Chamber of Commerce, whose "Trade at Home" promoted local businesses over those in larger cities. Several industrial and commercial enterprises moved their operations to Independence at this time, including the Gleaner-Harvester Company and Frederichson Floor and Wall Tile Company.[88]

[85] Schirmer and McKenzie, *At the River's Bend*, 59.
[86] Ibid., 258-259.
[87] Ibid.
[88] Ibid., 260.

An important event occurred during the 1920s allowing for a time of increased growth within the survey area. Beginning in 1921, the state of Missouri instituted several programs with the goal of improving roads and highways.[89] As such, Independence Avenue (the southern boundary for a portion of the survey area) was improved and received a U. S. Highway designation as 24 Highway in 1921.



1932 Road Map of Jackson County, Missouri. U. S. Highway 24 is delineated in red.
Source: Leo E. Koehler, Road Map of Jackson County, Missouri [Map]. Jackson County, MO: Jackson County Surveyor: 1932.

The implementation of US Highway 24 changed numerical addresses in the survey area. Sanborn maps from this time period reflect this change, as often two addresses are listed for properties from Lexington Avenue south to Independence Avenue/US Highway 24.[90]

The increasing availability and popularity of automobile travel made local electric and rail lines less favorable, and in 1922 the Kansas City and Independence Air Line discontinued passenger service.[91]

As more residents and businesses moved to the Inter-City District, the need for a formal fire department was palpable.[92] Because the Fairmount and Mount Washington neighborhoods were not governed by any formal municipality, residents relied on a volunteer fire department for help in emergencies. Although this was better than having no fire department at all, the organization was plagued with problems in the early 1920s.[93] Under the leadership of Alex Henderson, Chief of the Kansas City Fire Department, the Fairmount-Mount Washington Fire Department was transformed into an efficient and effective organization in 1924. Henderson instituted drills for volunteers,

[89] Ibid.
[90] Sanborn Map Company, *Insurance Maps of Kansas City, Missouri, Vol. VI* (NY: Sanborn-Perris Map Co., Ltd., 1917-45).
[91] Schirmer and McKenzie, *At the River's Bend*, 94.
[92] Alvin G. Hause, president of the Inter-City Fire Protection Association, voiced outlined the need for a fire department through opinion pieces in the Kansas City Star. See: Alvin G. Hause, "A Suburban District Seeks Fire Protection," *The Kansas City Star,* 1 January 1929, 12 and Alvin G. Hause, "Hits a Legislative Failure," *The Kansas City Star,* 7 June 1929, 16.
[93] "Veteran Fireman Tires," *The Kansas City Star,* 27 October 1937, 6.

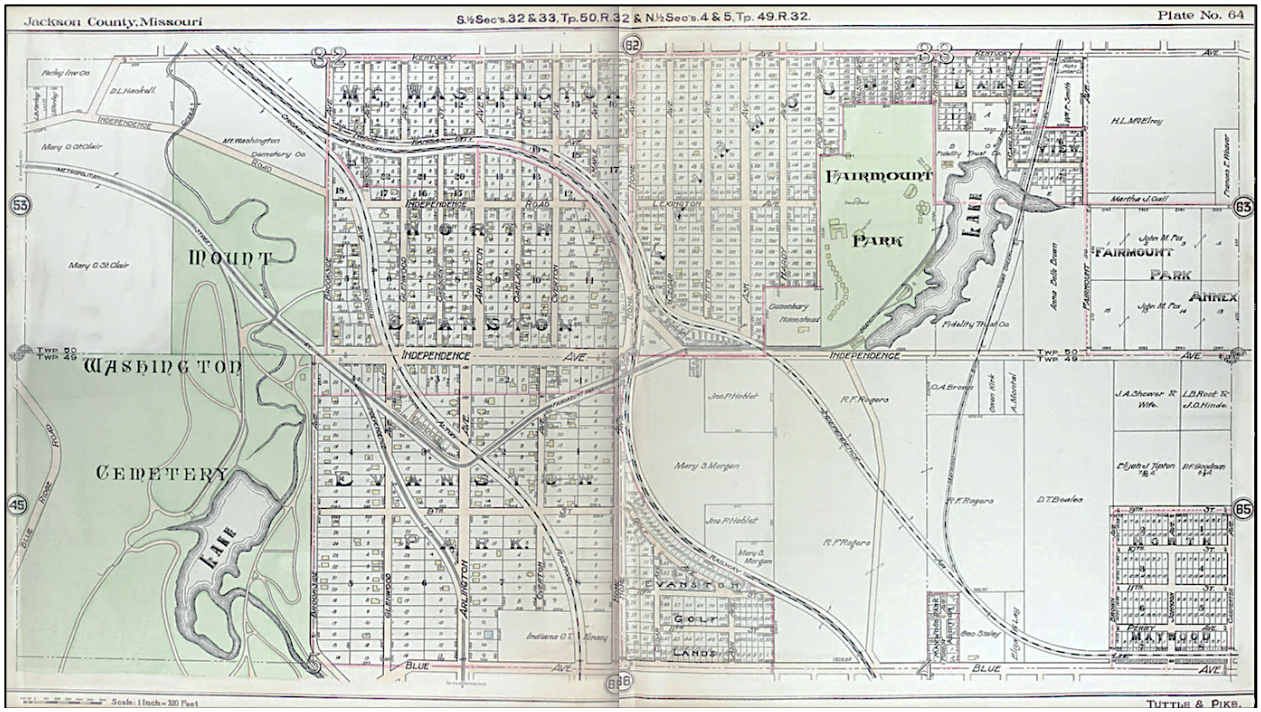
upgraded the fire engine, and appointed C. S. Hunting to head the division.[94] Headquarters were subsequently moved from a commercial garage on US Highway 24 to a stand-alone location at 10047 Wilson Road, within the Fairmount Phase I Survey.[95]

The period of growth and prosperity of the 1920s in Independence ended with the stock market crash of 1929 and subsequent Great Depression. Civic and county organizations helped provide opportunities for unemployed workers at this time through various projects, such as the renovation of the 1859 jail into a welfare office. Federal projects, such as those administered by the Works Progress Administration (WPA), also alleviated unemployment. A junior high school was constructed and Slover Park was improved with WPA funding.[96] One source indicates that WPA labor was used in 1935 to remove the tracks and pave the right-of-way of the former Kansas City and Independence Air Line; however, this fact has yet to be confirmed.[97]

Architectural and Neighborhood Development 1900-1939: Fairmount Phase I Survey Area

Seventy-eight percent of the extant buildings in the survey area were constructed from 1900-1939. The comparison of a 1900 plat map to a 1907 atlas illustrates residential growth in the survey area; by 1907, 34 frame houses are present in the Mount Washington and newly platted Fairmount subdivisions. The subdivisions of North Evanston and Evanston Park (both developments by Willard Winner) have been platted immediately south of the survey area. Both the Mount Washington Cemetery and Fairmount Park have been developed into points of interest.

[94] "A Fire Force 'Peps Up,'" *The Kansas City Times,* 3 December 1924, 10.
[95] This change occurred in 1939. "To Intercity Fire Job," *The Kansas City Star,* 31 December 1939, 6.
[96] Foerster, *Independence, Missouri,* 140.
[97] Conrad, *Kansas City Streetcars: From Hayburners to Streamliners,* 261.



A 1907 atlas depicting the area.
Source: Tuttle & Pike, Civil Engineers, *Tuttle & Pike's Atlas of Kansas City and Vicinity* (Kansas City, MO: Tuttle & Pike, 1907), Plate 64.

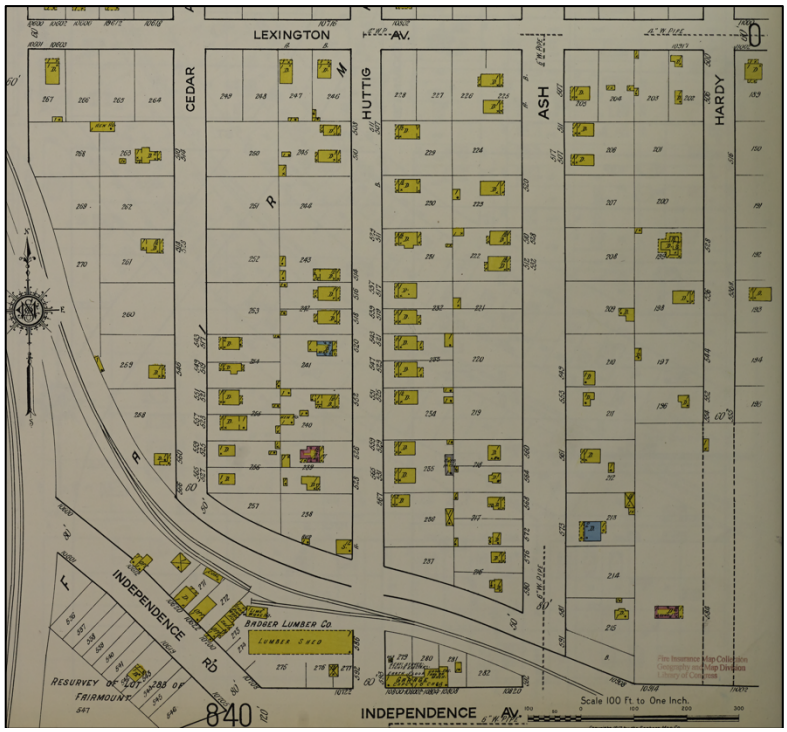
Architecture constructed in the survey area from 1900-1909 is representative of early styles and types common to the time, including National Folk vernacular, Prairie, and Craftsman. Within the survey area, there are 29 extant residences constructed during this period.


121 S. Evanston (JA-AS-091-149), constructed 1900, is typical of the National Folk: Gable Front vernacular.


555 Ash Avenue (JA-AS-091-149) constructed 1904, exhibits Prairie architectural styling .

From 1910-1919 an increase in residential and commercial construction is occurred in the area. A Sanborn map from 1917 illustrates new residential construction in an area from Independence Avenue north to Lexington Avenue along residential streets such as

Huttig and Cedar avenues.[98] These residences are primarily of frame construction. During this time period, a complex for the Badger Lumber Company is located along what is today Wilson Road (formerly Independence Road). The Fairmount English Lutheran Church (no longer extant), sited at the northeast corner of Cedar and Lexington avenues was constructed during this time period. The establishment of commercial and religious buildings can be correlated to a growing community.



A portion of a 1917 Sanborn map illustrating residential and commercial/industrial development within the survey area.

Source: Sanborn Map Company, *Insurance Maps of Kansas City, Missouri,* Vol. VI (NY: Sanborn-Perris Map Co., Ltd., 1917), Plate 838.

There are a total of 100 extant buildings in the survey area dating from 1910-1919. The buildings constructed during this period exhibit National Folk vernacular forms and architectural styles such as Shingle, Prairie, Craftsman, and Neoclassical.

[98] Approximately eight parcels within the survey area are excluded from the 1917 Sanborn maps.



9701 E. Kentucky Avenue (JA-AS-091-353) was constructed in 1910 in the Shingle style.



116 S. Hardy Avenue (JA-AS-091-160), constructed in 1915, is characteristic of the Craftsman style.

The largest number of extant buildings within the survey area date from 1920-1929 (a total of 128). A period of primarily residential growth, 69 of the surveyed properties constructed in this time period exhibit Craftsman styling. Other properties were constructed in the National Folk vernacular, including (but not limited to) I-House and Pyramidal forms, and Prairie style.



204 S. Huttig Avenue (JA-AS-091-282), constructed 1923, is a Craftsman styled residence.



204 S. Huttig Avenue (JA-AS-091-282), a Prairie style duplex, constructed 1922.

In the period from 1930-1939, residential styles of architecture constructed within the survey area included more traditional styles such as Craftsman and National folk vernacular, but also included Colonial Revival and Minimal Traditional styles.

General Development after 1940

In 1941, the United States entered World War II. Businesses in Independence and the surrounding areas shifted focus from their normal operations to helping with the war effort. The Blue Valley Industrial District, as well as other industrial operations in nearby Sugar Creek provided wartime jobs.[99] Sheffield Steel (previously Kansas City Nut and Bolt Company) produced various steel products for the war, including (but not limited to) ammunition, army cots, high octane gas storage tanks, and bolts for military and naval

[99] Schirmer and McKenzie, *At the River's Bend,* 261.

vehicles.[100] The Standard Oil refinery added a 35-acre facility adjacent to their operations at Sugar Creek to aid in the manufacture of high octane aviation fuel.[101]

As troops returned after the conclusion of World War II in 1945, the United States experienced a housing shortage. Provisions in a newly passed G.I. Bill of 1944 (commonly known as the Servicemen's Readjustment Act) helped to alleviate the shortage by providing servicemen and their families low-cost mortgages and loans for home ownership, in addition to Federal Housing Administration (FHA) assistance. Job opportunities in new local industries, such as Lipton's Wishbone salad dressing manufacturing plant, attracted people to relocate to Independence and the surrounding areas in the years after WWII.[102] Annexations to the City of Independence occurred in 1948, 1956, 1960, 1961, 1962, 1963, and 1974, more than doubling the size of the city. In January of 1961, the Inter-City district was annexed into the City of Independence.

Architectural and Neighborhood Development after 1940: Fairmount Phase I Survey Area

The entry of the United States into World War II in 1941 brought supply shortages and conservation of materials for the war effort; growth in the survey area declined In the survey area there were 17 extant buildings constructed during from 1940-1949. Although there is a slight increase in building construction from 1950 to 1959 (a total of 35 extant buildings within the survey area), new construction would never again reach the levels seen before the war.

The period from 1940-1949 saw decreased new construction. Styles included Craftsman (although late for this style) and Minimal Traditional. While the construction of Minimal Traditional architecture is typically associated with the infusion of FHA-insured loans made available after WWII (1946-1949), this style is not common in the survey area until the 1950s and after. Although conclusive information identifying contractors and architects in the area has largely been absent, Roy M. Lingle has been identified as a contractor that constructed small and FHA housing in the area.[103]

Minimal Traditional architecture in the survey area became popular from 1950-1959.[104] Additionally, the current building for the St. Ann Catholic Church at the southeast corner of Lexington and Cedar avenues, was constructed during this time period (1951), as was a new rectory for the church, located 10113 E. Lexington Avenue (1957).[105] Several

[100] "Your Kansas City at War. The Story of Sheffield Steel," *The Kansas City Star*, 21 January 1945, 2.
[101] "Huge Oil Addition Here," *The Kansas City Star*, 23 February 1945, 3.
[102] Ibid., 262.
[103] U. S. Congress, Special Committee Investigating the National Defense Program, "Investigation of the National Defense Program," 78th Cong., 1st Sess. 1943, 8325.
[104] 1950-1959 is somewhat late for the style, as by this time most Minimal Traditional houses were replaced by Ranch styling. See: Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2018), 589. Although this may be the case, it appears that some residential architectural styles seen in this area are postdate their typical time frame; an example of this is the Craftsman style, which can be found as late as 1940.
[105] An addition to the St. Ann Catholic Church was constructed in 1961.

changes occur in this decade to properties along Wilson Road. The Badger Lumber Company modernized its Fairmount Branch yard in 1954, which included the removal and reconfiguration of lumber storage and the expansion of the retail display area.[106] The renovations were subsequently featured in a multi-page article in a 1956 special edition of *Building Supply News* as a model example of improvements for small lumber yards.[107] The United States Post Office- Fairmount Branch was moved in 1958 to a newly-constructed building at 10058 Wilson Road.


215 S. Home Avenue (JA-AS-091-259), constructed in 1950.


10109 E. Lexington Avenue, the St. Ann Catholic Church (JA-AS-091-371), constructed 1951

From 1960 to 1969, 18 extant buildings were constructed within the survey area. Ranch and Split-Level forms were popular during this time. In January 1961 the land that comprises the Fairmount Phase I Survey area was annexed by the City of Independence, leading to changes in infrastructure such as the installation of new, brighter street lighting in the commercial area along Highway 24.[108] Additionally, the present-day Fairmount Community Center (formerly St. Ann's School) was constructed in 1964.


206 S. Cedar Avenue (JA-AS-091-103), constructed c. 1965.


The Fairmount Community Center, formerly St. Ann's School (JA-AS-091-109), constructed 1964.

After the 1960s, there is minimal construction in the survey area. In the period from 1970 to the present (2020), nine buildings were constructed in the survey area including

[106] "Lumber Unit Space Up," *The Kansas City Star,* 7 February 1954, 107.
[107] *Building Supply News* was a trade publication for suppliers of construction materials. See: "Modern Handling and Warehousing for Lumber-Material Dealers," *Building Supply News* (1956 Special Edition), 91.
[108] "Fairmount District Will Glow Tonight," *The Kansas City Star,* 18 October 1963, 4.

four commercial properties, three residential properties, and one property related to health care. Fires resulting in building damage/loss are not uncommon in the survey area. A natural gas explosion (possibly arson) leveled three businesses in the 10300 block of Independence Avenue. This explosion also caused heavy damage to surrounding businesses and property.[109] In 2020 the eastern portion of a commercial strip on the north side of Independence Avenue/U.S. Highway 24 between Huttig and Ash avenues was razed due to fire damage.

Results

As noted above, a total of 404 resources were examined in the Fairmount Phase I Survey. These resources include 376 buildings and 28 sites (sites include one recreational trail and parking/vacant lots).

Dates of Construction of Architectural Resources

Construction dates of architectural resources in the survey area range from 1875-2014.[110] The following table illustrates the distribution of dates of construction by decade:

Fairmount Phase I Survey Construction Periods of Architectural Resources	
Date Period	Number of Resources Constructed
19th Century	3
1900-1909	29
1910-1919	100
1920-1929	128
1930-1939	37
1940-1949	17
1950-1959	35
1960-1969	18
1970-1979	1
1980-1989	1
1990-1999	4
2000-2009	2
2010-2019	1
TOTAL	**376**

The most active years for building construction within the survey area were from 1900 to 1939, when 294 of the 376 (78%) extant buildings were constructed. Although a slight increase in building construction occurs post WWII, construction in the area would never again reach the level seen in the years 1900-1939.

[109] Paul Spencer, Julie Campbell, and Jane Gordon, "Arson Possible in Fairmount Explosion," *The Independence Examiner,* 6 April 1981, 1.
[110] Circa dates were used when the construction date for a property could not be identified.

Non-Architectural Resources

There are a total of 28 sites within the survey area. Almost all (27) of these sites are vacant and/or parking lots. A recreational/pedestrian trail runs along the former Kansas City and Independence Air Line right-of-way.

Fairmount Phase I Survey Type/Function of Non-Architectural Resources (Sites)	
Type/Function	Number of Resources
Vacant Lot	25
Parking Lot	2
Recreation (Pedestrian Trail)	1
TOTAL	**28**

Building Function

The buildings in the survey area have a variety of functions. Although some buildings within the survey area have different current and historic uses, for the purpose of this analysis only original (historic) functions are considered. The following table illustrates the original (historic) building functions in the survey area:

Fairmount Phase I Survey Original Building Function	
Original Function	Number of Resources
Domestic (includes Single and Multi-Family Residential)	345
Commercial	19
Domestic/Commercial (Combined Use)	4
Religious	2
Government	3
Recreation	1
Health Care	1
Education	1
TOTAL	**376**

Architectural Styles and Types

Styles and types of architecture are discussed below in relation to properties in the survey area. Virginia Savage McAlester's *Field Guide to American Houses* was consulted in describing and determining types and styles of architecture.

Residential Architecture

The vast majority (90%) of buildings in the survey area are single-family residences. Although fewer in number, multi-family residences are also present in the survey area, such as duplexes and apartment buildings. Single-family dwellings that have been

converted into multi-unit rental properties are included in this discussion as their architectural styles and forms are stylistically similar, despite a different original function.

National Folk

Simple in design and lacking ornate details, National Folk houses are more of a type than a style. A less expensive alternative to Victorian or other highly decorative styles, National Folk houses represent some of the earliest architectural forms in the survey area. Generally these houses were not designed by architects and used traditional building techniques and materials that were readily available to the area, such as wood and stone.[111] Although popular prior to railroad transportation, the expansion of the railroad led to cheaper and more readily available construction materials, bolstering the expansion of National Folk housing forms. National Folk housing types in the survey area include:



Gable-Front
Characterized by a front facing gable, many of the National Folk-Gable Front houses in survey area are typically one to two stories in height. Many feature full-width front porches. A typical example in the survey area is 518 S. Huttig Avenue (JA-AS-091-313), constructed 1900.



Hall-&-Parlor
One story in height, a centrally placed entry hall with single rooms on either side comprises this side-gabled form. Many of the Hall-&-Parlor residences in the area exhibit significant changes to their original form. Although 131 S. Cedar Avenue (JA-AS-091-096), constructed 1930, has undergone modifications and additions, it is an example of the Hall-&-Parlor form within the survey area.



I-House
Similar in plan to the Hall-&-Parlor, the I-House form is two rooms wide, one room deep, and two stories in height. An example of an I-House in the survey areas is 517 S. Hardy Avenue (JA-AS-091-200), constructed 1926.

[111] Although all reasonable attempts were made to identify architects of buildings within the survey area, they largely remain unknown. Possibly due to their modest design, buildings within the survey area were often not listed in local trade publications contemporary to their time of construction, such as *Western Contractor.* The absence of original building permits also contributed to this conundrum.



Massed-Plan, Side-Gabled
Two units wide and two units deep, the Massed-Plan, Side-Gabled type was a result of advances in light roof framing, which allowed for the roof to span two large rooms in depth. Many examples of Massed Plan houses in the survey area feature shed roof porches, such as 133 S. Arlington Avenue (JA-AS-091-006), constructed 1910.

Victorian

The design of houses transformed in the latter part of the 19th century as new construction techniques and the industrialization of building materials occurred. Detailed ornamentation and experimental forms were now possible (and affordable) with the advent of mass produced parts from factories and newly invented method of balloon framing. Formal architectural educational programs led to many houses being designed by architects instead of skilled craftsmen.



Queen Anne
The Queen Anne style is noted for ornamental detailing of exterior surfaces, asymmetrical shapes, and highly pitched roofs. Elaborate front porches are also common to this subtype. A prominent example of the Queen Ann style is 108 S. Overton Avenue (JA-AS-091-385), constructed c. 1889.



Shingle
Shingled exterior surfaces, cross gabled forms, and Palladian windows are all characteristic of the Shingle style subtype. 9701 Kentucky Avenue (JA-AS-091-353), constructed 1910, is the single example of this style in the survey area.

Eclectic Movement

The styles from this movement, popular from the latter part of the 19th century to around WWII, were based on traditions of European architecture. Heavily influenced by European domestic architecture, the Eclectic Movement gave birth to styles such as Colonial Revival, Tudor, and Neoclassical.



Colonial Revival
A revival of early Dutch and English housing types, the Colonial Revival style typically features front doors accentuated with pediments or crowns. Sidelights or fanlights and symmetrical, balanced windows are also common. An example of the Colonial Revival Style in the survey area is 240 S. Cedar Avenue (JA-AS-091-113), constructed 1932.



Neoclassical
Classical detailing such as columns with Ionic or Corinthian capitals and symmetry in design characterize this style. Although modest, 118 S. Ash Avenue (JA-AS-091-022), constructed 1915, is an example of this style in the survey area.

Early Modern

Influenced by the Arts and Crafts Movement, a shift in housing design occurred in the early 20th century. Open interior spaces, innovative ornamentation, and new forms changed the look and feel of the residential architecture, resulting in the Prairie and Craftsman styles.



Prairie
Taking its name from the Prairie School of architects in Chicago who pioneered this style, Prairie style architecture emphasizes horizontal lines, low-pitched roofs, and geometric patterning in both design and ornamentation. Constructed in 1922, 528 S. Huttig Avenue (JA-AS-091-321) is an example of Prairie style architecture in the survey area.



Four-Square
The Four-Square is a type as opposed to a style. A two-story house with four rooms on each floor and a hipped roof, this type often features dormers and full-width front porches. Although it is generally common for Four-Squares to have Craftsman, Prairie, or other architectural styling, the majority of this type in the survey area display minimal ornamentation or style. An example of a Four-Square house in the survey area is 112 S. Hawthorne Avenue (JA-AS-091-234), constructed 1905.



Craftsman
A prevailing housing style for smaller homes in the United States from 1905 into the 1920s, the Craftsman style incorporates low pitched roofs, open eave overhangs with rafter tails, and front porches supported by square or battered columns. This is the most common residential style in the survey area, with many examples being one to one-and-one-half stories in height. Numerous Craftsman houses in the survey area feature front porches sheltered by the main roof of the house, an example of which is located at 549 S. Hardy Avenue (JA-AS-091-223), constructed 1915.

Banker's Modern

These small, simple houses were an affordable option for single families after the Great Depression with the help of Federal Housing Administration (FHA) loans. They increased in popularity after the return of troops from WWII. The elimination of non-essential features and the use of prefabricated materials allowed for these houses to be quickly constructed. Styles in this movement include Minimal Traditional, Ranch, and Split-Level.



Minimal Traditional
Typically featuring low or medium pitched roofs with no or minimal eaves, Minimal Traditional houses exemplify the transition from traditional, ornate styles to simpler, more modern designs. An example of this style can be seen at 214 S. Hardy Avenue (JA-AS-091-179), constructed 1931.



Ranch
Often featuring methods of prefabricated construction and building standards such as concrete slab foundations, Ranch style houses are one story in height with low-pitched roofs. Common details include picture windows and recessed front entries sheltered by the main roof. Some of the Ranch style houses in the survey area that were on sloping lots feature a story-side down, where one elevation of the house has a lower story or garage. 210 S. Home Avenue (JA-AS-091-257), constructed 1963, is an example of a Ranch style house in the survey area.



Split-Level
Containing three or more levels separated by small flights of stairs, this housing type was popular in the 1950s. Split-Level houses can be seen in a range of styles contemporaneous to their construction date. The most common style of Split-Level houses in the survey area was Ranch. 114 S. Overton

Avenue (JA-AS-091-388), constructed 1956, is typical of the Split-Level type in the survey area.

Multi-family Residential



Multi-family residences, including duplexes and apartment buildings, were present in the survey area. The majority of duplexes in the survey area are of the Ranch style and constructed after 1950. 109-109 ½ S. Hawthorne Avenue (JA-AS-091-231), constructed 1960, is an example of a Ranch style duplex in the survey area.

While many of the multi-family residences in the survey area appear to have been originally designed to house multiple families, there several instances where larger, single-family residences or non-residential properties have been converted for multi-family use.



10101 E. Kentucky Avenue (JA-AS-091-359), constructed 1939, is an example of a property where the original function has been changed to accommodate a domestic purpose. Located in an area of mixed development, this property was originally a commercial building but has subsequently been divided into three separate apartment units.

Commercial Architecture

The commercial properties within the Fairmount Phase I Survey area were primarily sited along Highway 24, Independence Avenue, Kentucky Avenue, and Wilson Road. Richard Longstreth's *The Buildings of Main Street: A Guide to American Commercial Architecture* was consulted for the following review of building types.



One-Part Commercial Block
These simple commercial buildings are one-story in height and house a single business. Large storefront windows are common. 10106 E. Independence Avenue (JA-AS-091-339), constructed c. 1945, is an example of a one-part commercial block in the survey area.



Two-Part Commercial Block
Typically two to four stories in height, the Two-Part Commercial Block is divided horizontally into two distinct spaces: an lower, public space (usually retail) and an upper, private space (such as offices or hotel rooms). There is single example of a Two-Part Commercial Block in the

survey area, that of 10227-10237 E. Independence Avenue (JA-AS-091-347), constructed c. 1915.

Other Building Types

Although most of the buildings within the survey area were either residential or commercial in function, seven buildings had religious, government, recreational, or educational functions. Several of these buildings had distinct architectural styles:



Spanish Revival
Featuring a red Spanish tile roof and stuccoed exterior typical of the style, the former Fairmount Theater located at 10203-10211 E. Independence Avenue (JA-AS-091-343), constructed c. 1924 is an example of this style



International
Characteristics of the International style include flat roofs without overhangs and unadorned surfaces. An example of this style is the Fairmount Community Center, formerly St. Ann's Catholic School (JA-AS-091-109), constructed 1964.

National Register of Historic Places Eligible Properties

The vast majority of resources in the Fairmount Phase I survey area are not eligible for listing in the National Register of Historic places due to lack of significance, loss of integrity, age, or other factors determined by the U.S. Department of the Interior's National Register Criteria for Evaluation.[112] Additions, alterations, and removal of original materials have compromised the integrity of all but a few residences and commercial buildings. Resources that have retained integrity were often common examples of a type or form that lacked distinction and therefore significance. Buildings that did not meet the fifty-year age requirement to be listed in the National Register of Historic Places also do not appear to meet requirements for Criteria Consideration G (exceptional significance) and are therefore not eligible.



Although 510 S. Cedar Avenue (JA-AS-091-117), constructed in 1910, meets the fifty-year age requirement, this property is ineligible for listing in the National Register of Historic Places due to loss of integrity from significant alterations.



The integrity of 540 S. Hardy Avenue (JA-AS-091-217) has been compromised by alterations and additions and is therefore ineligible for listing in the National Register of Historic Places.

Currently, most of the eligible properties are eligible for listing under Criterion C in the area of architecture. It is possible that other Criteria considerations apply to these buildings; however, the archival repositories needed to ascertain this information have been closed indefinitely due to the COVID-19 epidemic. As such, buildings that have not been recommended eligible under Criterion C have been labeled as potentially eligible until more information becomes available.

Of the 404 resources surveyed, seven appear to be eligible for individual listing in the National Register of Historic Places. There is also one potential National Register of Historic Places District within the survey area, that of the St. Ann's Catholic Church Historic District.

[112] For additional criteria, see U.S. Department of the Interior, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: U.S. Government Printing Office, 1995).

Individually Eligible Properties



9701 E. Kentucky Avenue (JA-AS-091-353) is individually eligible for listing in the National Register of Historic Places under Criterion C in the area of architecture. Built in 1910 and featuring a distinctive semi-circular arched boxed gable, this property is a unique and representative example of the Shingle style in the Inter-City district.



121 S. Hardy Avenue (JA-AS-091-163), constructed in 1910, is potentially individually eligible for listing in the National Register of Historic Places under Criterion C in the area of architecture. This property possesses a high degree of integrity associated with workmanship and materials and is a distinctive example of a one-and one-half story Prairie Shirtwaist type.



528 S. Huttig Avenue (JA-AS-091-321) appears to be individually eligible for listing in the National Register of Historic Places under Criterion C in the area of architecture. Constructed in 1922, this Prairie style duplex retains its original multi-family function. It is a rare example of its type and style in the area. Character-defining features such as the full-width recessed porches with horizontal solid rails and original three-over-one sash windows have been retained and are in good condition.



The Mifflin Residence, located at 108 S. Overton Avenue (JA-AS-091-385) appears to be individually eligible for listing in the National Register of Historic Places under Criterion C in the area of architecture.[113] Constructed c. 1889, this Queen Anne styled residence is one of the earliest in the survey area and features elaborate ornamentation such as elaborate spindles, brackets, and octagonal shingle detailing. This house has retained its historic form, massing, and materials. Additionally, this property was identified in a 1975 historical survey of Independence as eligible for listing in the National Register of Historic Places.[114]



118 Ash Avenue (JA-AS-091-022) appears to be individually eligible for listing in the National Register of Historic Places under Criterion C in the area of architecture. The original design and materials of this residence have been retained and possess a high degree of integrity. The use of multiple building materials and high quality of craftsmanship make this house a significant example of its form for the area.

[113] The Mifflin Residence may be eligible under other criteria considerations, however, due to the COVID-19 pandemic, additional archival information on this property could not be obtained at the time of this writing. Information gleaned from atlases and a previous survey indicate that this property may be associated with a prominent family or pattern of events that contributed to the community (Criteria B and A, respectively); however, more research is needed.

[114] M. A. Solomon/R. J. Claybaugh, Architects Inc. and Bernd Foerster. "Catalog of Selected Elements, Independence Historical Survey," Jackson County, Missouri, Architectural Survey No. JA-AS-03. September 1976, 54.



555 Ash Avenue (JA-AS-091-084) appears to be potentially individually eligible under Criterion A in the area of health and medicine. In the 1920s this unique property served as home to the Keeley Institute, a notorious addiction treatment center. The Keeley Institute had 200 branches in the US and Europe.



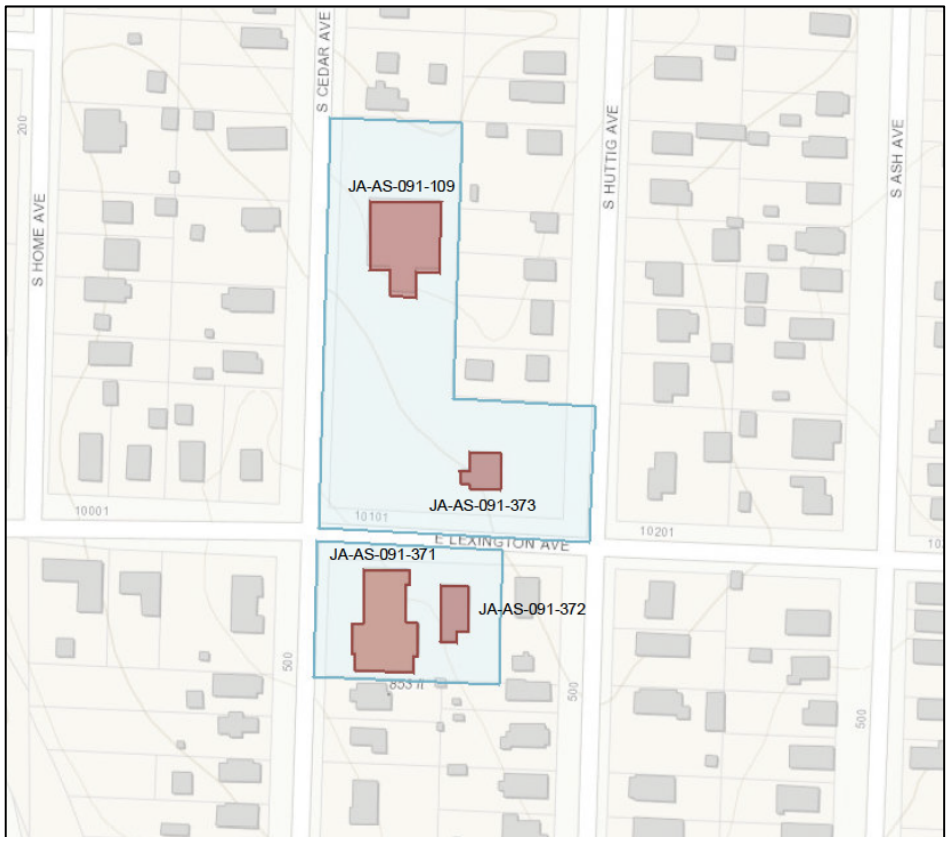
St. Ann's Catholic Church (10109 E. Lexington Avenue, JA-AS-091-371) appears to be individually eligible under Criterion C in the area of architecture. This property may also be eligible as part of a potential district (discussed below). Constructed in 1951 and designed by the prominent architectural firm of Shaughnessy and Bower, Kansas City, St. Ann's Catholic Church is representative of work by the firm, which includes the Benedictine Sanctuary of Perpetual Adoration (1409 Meyer Boulevard, Kansas City, MO) and the St. Francis Xavier School (5220 Troost Avenue, Kansas City; NR listed 2017). An addition to the church, constructed in 1961 and designed by the well-known architectural firm of Cooper-Robison-Carlson-O'Brien, Kansas City, is sensitive the original design.

Potential Districts

St. Ann's Catholic Church (10109 E. Lexington Avenue, JA-AS-091-371) and associated properties which include St. Ann's Parish Rectory (10113 E. Lexington Avenue, JA-AS-091-372), St. Ann's Ministry Center (10118 E. Lexington Avenue, JA-AS-091-373) and the Fairmount Community Center (formerly St. Ann's Catholic School, 217 S. Cedar Avenue, JA-AS-091-109) have the potential for district designation under Criterion C in the area architecture. These properties provided worship, fellowship, and educational opportunities for Catholic parishioners not only in the Fairmount and Mount Washington neighborhoods, but for the entire Inter-City District.



Top Left: St. Ann's Catholic Church; Top Right: Fairmount Community Center (formerly St. Ann's School) Bottom Left: St. Ann's Parish Ministry Center (formerly rectory) Bottom Right: St. Ann's Parish Rectory



The potential boundaries for the St. Ann's Catholic Church Historic Distict.
Source: Jackson County GIS

Recommendations

Although the majority of the survey work and data compilation have been completed for the Fairmount Phase I Survey area, more information is needed to further assess the area regarding recommendations and more definitive statements with regard to eligibility. With the current restrictions due to COVID-19 placed on local archival repositories and libraries, this information cannot be obtained until a later phase of reopening for these valuable facilities. As of this writing, all reasonable efforts have been made to find this information online, through digital archives, and other means that follow city, county, and state mandates relating to COVID-19 restrictions.

Tracing patterns of development and growth to certain real estate developers, local architects, contractors, and specific events or persons related to the development of the Fairmount community are all topics that need additional examination in a repository that concentrates on local history. For example, the limited information available on two properties that appear eligible, that of 555 Ash Avenue (JA-AS-091-084) and the Mifflin Residence (108 S. Overton Avenue, JA-AS-091-385) show promising indications that other criteria may apply to these properties. Unfortunately, questions regarding these resources will remain unanswered until the lifting of COVID-19 restrictions.

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