



Historic Downtown Wentzville Intensive Survey

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Prepared for

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PROJECT SUMMARY

In November 2020, the City of Wentzville made the request for proposals for an intensive level architectural survey of the Historic Downtown Wentzville District survey area to build upon The boundaries were selected by the City of Wentzville and the approximately 135-acre survey areas encompasses 217 properties.

SURVEY OBJECTIVES AND METHODOLOGY

In 2021 the City of Wentzville commissioned Peckham Architecture & Adam Flock Design to conduct an intensive level architectural/historic survey of all properties within the approximately 135-acre survey boundary of Historic Downtown as defined by the City of Wentzville. A substitution of Christina Clagett of Homegrown Studio was approved by Wentzville in late 2021.

Per the 2018 Reconnaissance Level Survey by Karen Bode Baxter and Ruth Keenoy., this area encompasses three potential historic districts for NR listing, thirteen (13) potential individually eligible properties, and one property currently NR listed that is not extant. As a continuation of the initial Reconnaissance Level Survey in Wentzville, this intensive survey builds upon that baseline understanding of historic resources and provides recommendations on how the community should proceed in elevating the profile of Wentzville's history and culture in the present time of explosive population growth and rapid development. The population of Wentzville has grown tenfold since about 1970, meaning most of the current residents have no familial connections to the origins and development of Wentzville. The patterns of original development are still evident if you know what to look for. Neighborhoods, commercial nodes, and religious institutions and their dates of construction tell the story of how the town developed socially, commercially, and geographically. There were several cycles of development between 1855 and 1970, and three are being recommended as historic districts to interpret major cycles of development in town: the originally development along the railroad, the later auto-centric development along Pearce Blvd., and the community club and grounds.

The project survey of covers the historic core of Wentzville, currently in the east-central area of the developed city as shown in Appendix A: Figure X. The survey includes three potential districts that were identified in the 2018 Reconnaissance Level Survey [A: Fig X]. Karen Bode Baxter and Ruth Keenoy found these areas to be potentially eligible for listing in the National Register of Historic Places. Other resources in the proximity were also surveyed to determine individual histories for posterity and to reveal any additional National Register potential.

The Intensive Level Survey research design prescribed recording accurate and current information on the current conditions of all properties within the survey area. The Intensive Level Survey elaborates on historic contexts and places more emphasis on how the development patterns in the areas of proposed districts were informed by culture of this place. Another purpose for this report is to build off the Reconnaissance level survey by identifying all potential individual properties and historic districts that could be listed on the National Register of Historic Places and provide greater insight and details regarding each. Detailed information on each and every property can be found in Appendix G: Inventory Forms.

Initial Goals as Provided in Research Design:

- Identify properties, individual and district, potentially eligible for listing in the National Register of Historic Places
- Evaluate properties for the ability to convey the necessary integrity as such

- Develop further archival research and historic contexts related to the Historic Downtown Wentzville neighborhood with regard to the Reconnaissance Level Survey completed in 2018 as a point of departure
- Expand archival research to discuss roles in the development of Historic Downtown Wentzville within the city of Wentzville, St. Charles County, the state of Missouri, and the Midwest region at large
- Provide the basis research necessary for properties and districts to be nominated for listing in the National Register of Historic Places
- Supply information about the future preservation and planning activities, including steps necessary to list properties and districts in the National Register of Historic Places

Survey Personnel

This survey has been a collaboration between Peckham Architecture and included two separate historians, with a hand-off between Architect Historic consultants in the fall of 2021. With the variation of experience and knowledge, the team was able to produce the inventory of resources and to develop the assessments and final report. This document draws heavily and builds upon the work as documented in the reconnaissance level survey by Karen Bode Baxter and Ruth Keenoy. Texts and resources described in that survey have been examined and expanded upon with additional sources, research, and analysis. The direction of this survey is taken from recommendations in the Reconnaissance survey and direction from the City of Wentzville in their request for proposals.

Nick Peckham founded Peckham & Wright Architects with Brad Wright in 1978, located in Columbia, Missouri, and while President of this firm Mr. Peckham oversaw the Blind Boone Home historic restoration project. Mr. Peckham has been working on similar projects with the City of Columbia and other governmental entities for over 40 years. In 2012, Nick Peckham began Peckham Architecture to focus on deep green architecture. Deep green architecture meets the aesthetic and functional requirements of traditional design using materials and technologies that are cost effective, benefit the environment, and protect the health of the people that use them.

Teresa Basye, Peckham Architecture's office administrator graduated with Honors from Ball State University with a Bachelors of Fine Art. She participated on this project because of her involvement with the Columbia Neighborhood Reconnaissance Level Architectural Survey -Phase III. For this survey she was a key contact, attended meetings, was field work photographer, organized data, assisted with entering basic data about each property and conducted basic database research on the properties within the survey area.

Christina Clagett is the Architect Historic consultant on the intensive survey. She is a licensed architect and historic preservation consultant meeting the Federal Standards for historic preservation professionals. She has over a decade experience in executing all phases of architectural projects and has developed a specialty in historic preservation. She earned a master's degree in Architecture from Kansas State University in 2008. Christina serves on the Missouri Preservation Board of Directors.

Megan Knapp earned a CIDA Bachelors of Science and Environmental Studies-Interior Design from the University of Missouri. She came to Peckham Architecture as an Architectural Associate and was encouraged to assist on this project because of her interest in historic architecture and her involvement with the Columbia Neighborhood Reconnaissance Level Architectural Survey -Phase III. She participated as a field work photographer, organized data, entered basic data about each

property, and performed visual inspections of each building to identify physical features for many of the buildings on this survey.

Adam Flock was the initial Architect Historian consultant on the intensive survey project. He participated meetings with the City of Wentzville, authored and submitted the research plan for the project, and participated as a field work photographer.

Karen Bode Baxter, Ruth Keenoy, Tim Maloney, and Julie LaMouria wrote the Reconnaissance Level Survey and Report upon which this document builds and expands.

SURVEY BOUNDARIES

Geographical and Historic Description of the Survey Area:

The City of Wentzville is approximately 40 miles northwest of St. Louis in northwestern St. Charles County, Missouri, near the intersection of Interstate 70, Interstate 64 and State Highway 61. Per the reconnaissance level survey, Wentzville was originally an agricultural community, providing business and services for the surrounding farms in western St. Charles County. Both residential and commercial development focused around the railroad tracks that run east to west through the community. The commercial district straddled the tracks, with Main Street paralleling the south side of the tracks and Allen Street paralleling the north side. Linn Avenue bisected the commercial developments on these two streets, connecting the community north to south. The advent of the federal highway system and the arrival of the paved U. S. Highway 40 in Wentzville in the 1920s, it was routed on Pearce Boulevard (formerly North Second Street) one block to the north of this established agricultural center and west of the intersecting U.S. Highway 61 at the east end of town. This spurred commercial development along Pearce Boulevard associated with this automotive traffic and encouraged residential growth, especially north of the commercial business district. In the 1960s, with the construction of Interstate Highway 70 seven blocks south of downtown Wentzville, business development began to spread out in the community, moving the focus away from the established commercial business district and positioned Wentzville to attract General Motors Corporation (which built its largest auto assembly plant in town in 1980, employing 6,000) and by 2010 the population had mushroomed to 29,070, with the 2020 census recorded the population at a staggering 44,372. Much of the recent development in Wentzville focused around the Interstate 70, U.S. 61 and the Wentzville Parkway, ringing around the historic downtown business district.

The 135-acre survey area focuses on this historic core of the community, in an area roughly bounded by East Koenig on the north and Wagner on the south, extending from Luetkenhaus on the east to Kent on the west. The intensive survey focuses upon the original area of commercial development in Wentzville, on the streets paralleling the railroad tracks, including the old U.S. Highway 40. The survey area extends east to its intersection with U.S. Highway 61 (at Luetkenhaus), which served as the entrance to Wentzville through the 1960s, and it extends west to where the historic commercial development ends shortly west of where Pearce and Allen merge and Main Street ends as well as incorporates the area between Church and Linn south to Interstate 70 at Wagner. The survey area encompasses 217 properties. These boundaries were chosen because they incorporate the core of the community's business district prior to 1960, the area historically associated with Wentzville's first century of development since its founding in 1855 but it also includes residential properties around the periphery of the business district.

PREVIOUS SURVEYS and NATIONAL REGISTER LISTINGS

PRIOR HISTORIC RESEARCH SURVEYS

The Reconnaissance Level Survey final report of 2018

The Reconnaissance Level Survey final report of 2018 is a recent and robust document that is the fundamental basis for this report. Relevant information that has not changed since 2018 is included and elaborated upon in this report, while being presented and analyzed within a revised context. The objectives of the intensive survey are well served by repeating certain historical items, geographic information, and architectural classifications as they relate to current examinations of properties and potential districts. For that reason, personnel for that survey are credited along with the authors of the intensive survey.

The base research for the properties and districts previously identified by the Reconnaissance Survey will have significant eligibility potential for listing in the National Register of Historic Places. While the Reconnaissance Survey provided a good overview of what areas and individual buildings might be eligible for NR nomination, completion of this intensive survey is the next step before a National Register nomination will be accepted for review by the Missouri State Historic Preservation Office. The work completed in the Reconnaissance Survey has been a foundational asset in the execution of the Intensive Level Survey. Basic assessments about eligibility and significance have been established through this previous survey in the compiled research resources and will serve as the basis for the archival research.

The Reconnaissance Survey suggested boundaries for two potentially eligible commercial districts, and we have surveyed them thoroughly for this Intensive Level Survey in preparation for National Register district nominations. Any changes to buildings will be documented and could alter the historic integrity and eligibility of any potential individual property or historic district. The publicity involved with this Intensive Level Survey also may help encourage the investment into the survey area.

By surveying the larger boundary area from the Reconnaissance Survey, this Intensive Level Survey has determined that the two proposed commercial historic districts should be added to the National Register as separate districts rather than being combined into a single nomination. The main goal of this Intensive Level Survey is to generate the basis archival research for district nominations and listings. A NR district listing provides the same benefits to less distinctive resources deemed contributing but not individually eligible and does not require the in-depth research that individual properties require. Within this district, property owners of contributing buildings that are not individually eligible would be included and may be more encouraged to undertake improvements or maintenance to maintain the building's historic integrity. These properties would also be eligible to apply for historic tax credits for rehabilitation projects.

The next step toward achieving the National Register Listings is to prepare applications for each district or individual property. The applications nominate those properties and districts, and that is a separate process from this report. To proceed, it is encouraged to contact the National Register staff at the State Historic Preservation Office (SHPO). They can assist in pointing out the correct application materials, important filing dates, and also have a list of professional consultants who can be hired to assist with nominations. The recommendations and information in this document and the Reconnaissance Level Survey can be referenced in nominations.

Listing individually or as a contributing property in a district does not have any direct consequences or burdens on property owners and will not prevent a building from being demolished or altered. A separate discussion on local regulations and covenants is found in the "Further Recommendations" section of this document.

PRIOR NATIONAL REGISTER LISTING

The Wentzville Tobacco Factory at 405 S. Elm Street

The only National Register Listing in Wentzville as of 2022 is the Wentzville Tobacco Factory at 405 S. Elm Street, which was listed in the National Register of Historic Places in 1990. That building has since been demolished and is now a public parking lot.

HISTORIC CONTEXT

Wentzville has long been known as “The Crossroads of the Nation.” The city in western St. Charles County, MO is an intersection of transportation corridors, cultures, and the vernaculars of suburban and rural. These intersections are responsible for variety of styles and architectural influences that form the basis of Wentzville as a place. In his 1981 text “the Folk Architecture in Little Dixie,” Howard Wight Marshall described that area as one where southern tradition is the principal factor in the area’s regional character.¹ Wentzville is squarely in the “Rhineland” region east of Little Dixie [A: Fig 6]. Little Dixie was settled by southerners from Virginia and Kentucky and were heavily Democrat, while the Rhineland was heavily settled by Germans who were mostly anti-slavery Republicans. While Wentzville is geographically in the heart of the Rhineland, it was initially developed in a manner more in alignment with Little Dixie. Wentzville was founded and originally laid out by William Allen, a person fitting the Little Dixie profile in terms of background, politics, and personal slaveholding. Many prominent early citizens in Wentzville were German, so the vernacular styles of commercial buildings and homes are comprised of elements of both: resulting in a cultural and architectural crossroads.

Wentzville’s growth has always been driven by transportation patterns. In the nineteenth century, Wentzville was established as an incentive for railroad access in St. Charles County when platted in 1855 by William M. Allen. Throughout the nineteenth century, Wentzville served as an important shipping point for the region’s agricultural products. After the North Missouri Railroad Company was absorbed by the Wabash in 1879, Wentzville added passenger service, which prompted the addition of hotels and commercial establishments near the train’s tracks. Despite its nineteenth-century agricultural importance, however, Wentzville grew very little until after the development of modern highways during the early twentieth century. By the 1950s, Wentzville had been dubbed “Crossroads of the Nation,” easily accessible to/from Missouri’s busiest highway system.² Wentzville’s most rapid period of growth came after 1980, when General Motors announced construction of an assembly plant north of downtown.³ What followed were three decades of unprecedented growth, resulting in Wentzville’s identification as Missouri’s fastest growing city in 2000-2008.⁴

Early Settlement to Railroad Town, 1855 - 1900

Wentzville was an agricultural-based community established in 1855 by William M. Allen, a local farmer who served as a Missouri State Representative (1846) and Senator (1850).⁵ Mr. Allen was a man of “easy circumstances” who came to Missouri from North Carolina and had been raised in an old and well-known Virginia family. He had a good education and read extensively. Although he was a major landowner and slave holder in the area, he was respected and held in high esteem by his contemporaries.⁶ Mr. Allen led the effort in western St. Charles County to obtain an extension of

¹ Marshall, Howard Wight. *Folk Architecture in Little Dixie: A Regional Culture in Missouri*. Columbia. University of Missouri Press, 1981. Page 105.

² Deborah Bowman and Larry Marshall, *Images of America: Wentzville* (Charleston, SC: Arcadia Publishing, 2018),7.

³ Robert Hannon, *St. Louis: Its Neighborhoods and Neighbors, Landmarks and Milestones* (St. Louis: St. Louis Regional Commerce and Growth Associations, 1986), 215.

⁴ City of Wentzville, “Demographics,” Available at: http://www.wentzvillemo.org/departments/economic_development/demographics.php (Access date: 26 June 2018).

⁵ Missouri Secretary of State, Records and Archives, “Missouri History: Missouri State Legislators 1820 – 2000,” Available at: <https://www.sos.mo.gov/archives/history/historicallistings/molega.asp> (Access date: 18 June 2018).

⁶ History of St. Charles County, Missouri (1765-1885) : written and compiled from the most authentic official and private sources, including a history of townships, towns, and villages ... / [introduction by Paul R. Hollrah]. Republished Missouri, Patria, 1997. Originally written in 1885. Page 196.

the North Missouri Railroad through his farming community. His plan was well received, and the railroad company constructed a line along which Allen platted seven blocks known as Wentzville, named for Erasmus L. Wentz, chief engineer of the North Missouri Railroad.⁷ When Wentzville was platted in 1855, it was patterned on the “symmetric” design, first developed by the Illinois Central Railroad. The North Missouri track became the central throughway for the town, with a wide right of way for lumberyards, grain elevators and other facilities that needed direct rail access. Two streets ran parallel on either side of the track. Wentzville served as a shipping point for local farmers and the railroad allowed the city to prosper. The town became a manufacturing center for tobacco products in the 1870s. The commercial activity justified the building of a hotel in 1867.⁸ William Allen (1812-1892) moved to St. Charles County from Henry County, Virginia in 1828.⁹ He married Mary Shelton (1811-1861) in 1833 and the couple had six children – Rachel, Elizabeth, Joseph, William, Mary and Tabitha.¹⁰ The Allens constructed a dwelling in Wentzville in 1856 following Mr. Allen’s appointment as Wentzville’s first railroad station agent [B: Fig 1].¹¹ By the end of the nineteenth century, the house was occupied by Milton A. (1852-1929) and Ella W. (1862-1928) Gannaway, who (based on census records) rented the dwelling.¹² The Gannaways are best remembered for entertaining in-laws, “Mr. and Mrs. Richard King of the famed King Ranch in Texas.”¹³ By the 1960s, the Allen House was owned by Hugh L. Robertson. Mr. Robertson owned the Southern Air Restaurant, constructed in 1941 at the intersection of U.S. Highways 40 and 61. Robertson demolished the Allen House (adjacent to Southern Air) in 1962 to construct a Shell service station and parking lot for the restaurant.¹⁴

The North Missouri Railroad was controlled by Federal forces during the civil war to move troops and supplies across the state. In July 1861, the Eighth Missouri Infantry skirmished with guerilla forces just outside Wentzville. Seven men were killed on each side and the 30 wounded were taken to a temporary hospital at the Wentzville Hotel. The Hotel was burned to the ground the next day according to witness reports.¹⁵ While the residents in the area fell on opposite sides of the conflict, one confederate widow went on to marry a Union veteran in Wentzville in the years following the Civil War.¹⁶ Captain John F. Dierker was a prominent citizen of Wentzville who had a successful career despite starting from nothing twice. He came to Wentzville and established a store after starting and building a business in Callaway township over several years. After the firing on Fort Sumpter, he locked up his store and joined the Union Army. He led the Eighth Missouri Infantry, which later joined the Forty-Ninth Missouri, with courage and ability until the end of the war. He found his store empty upon his return to Wentzville and had to start over in business. He found

⁷ Bowman and Marshall, 7; Hannon, 215; Justia U.S. Supreme Court, “North Missouri Railroad Company v. McGuire,” Available at: <https://supreme.justia.com/cases/federal/us/87/46/> (Access date: 19 June 2018).

⁸ Ehlmann, Steve. *Crossroads: A History of St. Charles County, Missouri*. St. Charles. Lindenwood University Press, 2004. Page 124.

⁹ William S. Bryan and Robert Rose, *A History of Pioneer Families of Missouri* (St. Louis: Bryan, Brand & Co., 1876), 126; United States (U.S.) Census, 1850.

¹⁰ Ancestry.com (U.S. Census, 1850; Missouri Marriages; Find A Grave). Available at: <https://www.ancestry.com/> (Access date: 18 June 2018).

¹¹ Bowman and Marshall, 7.

¹² Ancestry.com (U.S. Census; Missouri Death Certificate Database).

¹³ Betty Fagan, “Old Gannaway Home Nears its End; Part of the City’s History Since 1856,” *The Wentzville Union* (15 November 1962: 1).

¹⁴ Fagan, 1; Ralph Dummit, “Wentzville Area Sings the Blues for Colorful Restaurant,” *St. Louis Post-Dispatch* (4 February 1996), 1C.

¹⁵ Ehlmann, Steve. *Crossroads: A History of St. Charles County, Missouri*. St. Charles. Lindenwood University Press, 2004. Page 89.

¹⁶ Bowman and Marshall, 77.

success with a livery business as well as an undertaking business.¹⁷ The St. Charles News was established in 1863 at Wentzville by William S. Bryan, described at that time as a “thriving little town 20 miles west of St. Charles.” It was moved to St. Charles in 1870.¹⁸

Only one house from Wentzville’s era of initial development remains standing today at 408 E. Main Street (**Photo to follow**). Believed to have been constructed c. 1860, the dwelling is best remembered for its owner during the 1870s, Robert B. Dula.¹⁹ Robert Byron Dula (1848 – 1926) moved to St. Charles County in 1867 after accepting a position as a school teacher in Flint Hill. In 1872, he began to spend summers working for his future father-in-law, Joel E. Carr (1832-1895). Dula married Josephine Carr (1856 – 1929) in 1874 and the couple resided at 408 E. Main Street.²⁰ In 1879, Dula became a partner in the family’s tobacco business, Dula and Carr Tobacco Company. The business had multiple tobacco processing buildings in Wentzville, including “Factory No. 2” behind Dula’s house on E. Main Street, which is extant.²¹ In 1885, Dula sold his business in Wentzville to the St. Charles Tobacco Company and moved to St. Louis, where he worked as general superintendent for Drummond Tobacco Company.²² In 1904, the Dulas moved to New York City and Dula spent the remainder of his life working as vice-president of the American Tobacco Company.²³



408 E. Main Street (Photographer: Megan Knapp, 2021).

¹⁷ History of St. Charles County, Missouri (1765-1885) : written and compiled from the most authentic official and private sources, including a history of townships, towns, and villages ... / [introduction by Paul R. Hollrah]. Republished Missouri, Patria, 1997. Originally written in 1885. Page 374-5.

¹⁸ History of St. Charles County, Missouri (1765-1885) : written and compiled from the most authentic official and private sources, including a history of townships, towns, and villages ... / [introduction by Paul R. Hollrah]. Republished Missouri, Patria, 1997. Originally written in 1885. Page 221.

¹⁹ Bowman and Marshall, 27.

²⁰ “Well-Known St. Louisans,” *St. Louis Post-Dispatch* (8 April 1895), 4; Ancestry.com (Census Data 1870 and 1880, Death Certificates, Marriage Records).

²¹ “Well-Known St. Louisans, 1895;” Bob Brail, “When Tobacco Was King in St. Charles County,” Available at: <http://justawalkdowntheroad.blogspot.com/2017/08/when-tobaccowas-king-in-st.html> (Access date 19 June 2018); The Cradle of Tobacco Kings,” *St. Louis Post-Dispatch* (22 July 1938), 1.

²² “Well-Known St. Louisans, 1895;” Brail.

²³ “Mrs. Dula Succumbs to Long Illness,” *The Wentzville Union* (22 November 1929), 1.

Wentzville was an important tobacco center for the state of Missouri during the 1860s-1870s. In 1860, St. Charles County exported more than 145 tons of tobacco. By the early 1870s, Missouri was among the nation's top three tobacco-producing states. Dula and Carr was a significant tobacco company as was that owned by George Myers, who opened a factory in Wentzville in 1860. In 1873, Myers joined John Liggett of St. Louis, establishing the Myers and Liggett Tobacco Company. Myers and Liggett eventually became the nation's fourth largest tobacco producer (currently Liggett Group, Inc., headquartered in Durham, North Carolina).²⁴ Another large tobacco company that started in Wentzville was Drummond (for which Dula worked after his move to St. Louis). James T. and John N. Drummond (like Myers) were natives of Flint Hill. Wentzville supported eight tobacco processing factories in 1860, which employed 134 men. The tobacco industry remained a prominent component of the town's employment and manufacturing interests through the 1880s. Tobacco farming began to decline in 1880 as the crop became less profitable due to the end of slavery, price cutting and advertising campaigns that eliminated smaller companies, and declines in production due to pests and soil depletion.²⁵ Wentzville's viability achieved through its agricultural industry and railroad prominence led to its incorporation in 1872. By that time, the original town of seven blocks had more than doubled in size, extending along both sides of the railroad's tracks. Areas were platted for residential and commercial expansion north and south of the tracks [A: Fig 4, B: Fig 1]. By 1875, Wentzville supported the eight tobacco factories, "two schools, a Methodist church, seven stores, two hotels, a carpenter shop, and a flour mill."²⁶ In the 1880s, Wentzville was described as having many substantial buildings, an unusual number of churches, an excellent public school system, and unusual prosperity. The town was surrounded by rich farming country, consisting principally of upland prairie land.²⁷

In 1872, the North Missouri Railroad Company was purchased by an investor who renamed the line as the St. Louis, Kansas City and Northern Railroad Company.²⁸ Ownership changed again in 1879, when the Wabash Railroad Company took over the old North Missouri lines. The Wabash supported not only the former freight service but also provided passenger trains to/from Wentzville. The new train service was sufficient to stabilize –but failed to elevate –Wentzville's population. A declining tobacco industry had clearly impacted the town with loss of 15.5 percent of Wentzville's population between 1880 and 1890.²⁹ Although it was never a crop that led to large city growth, the wine industry was represented in Wentzville during the 1880s. As of 1885, there were 400 acres of vineyards in St. Charles County. Most of the vineyards consisted of Concord grapes. Wentzville had one wine cellar with a 20,000-gallon capacity; as compared with 100,000-gallon total capacity in Augusta and 60,000-gallon total capacity St. Charles.³⁰ Earliest available census data for Wentzville dates to 1880, when the city's population was estimated as 541 residents. Not until 1940 did census numbers rise above 600, when 752 residents were living in Wentzville. Though the railroad stimulated Wentzville's tobacco production, it did little to shift the town's population numbers

²⁴ Brail, (Access date 19 June 2018); Duke University Libraries, Liggett and Myers Tobacco Company Records, Available at: <https://library.duke.edu/rubenstein/findingaids/liggettmyers/> (Access date: 19 June 2018).

²⁵ Ibid.

²⁶ Hannon, 215.

²⁷ History of St. Charles County, Missouri (1765-1885) : written and compiled from the most authentic official and private sources, including a history of townships, towns, and villages ... / [introduction by Paul R. Hollrah]. Republished Missouri, Patria, 1997. Originally written in 1885. Page 504.

²⁸ L. U. Reavis, *The Railway and River Systems of the City of St. Louis*, (St. Louis: Woodward, Tiernan & Hale, 1879), 212-214.

²⁹ Bowman and Marshall, 21.

³⁰ History of St. Charles County, Missouri (1765-1885) : written and compiled from the most authentic official and private sources, including a history of townships, towns, and villages ... / [introduction by Paul R. Hollrah]. Republished Missouri, Patria, 1997. Originally written in 1885. Page 139.

upward. When Wentzville incorporated in 1903, the city’s population had not grown since 1880 with only 519 citizens recorded in 1900 and 539 residents in 1910 (Table 1).³¹ Ultimately it was the automobile – not the railroad – that made the greatest impact on Wentzville.

Table 1. Wentzville Population Estimates, 1880 - 2018

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

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

Table from: Baxter, Karen Bode and Ruth Keenoy. “Reconnaissance Level Survey of Historic Downtown Wentzville. Wentzville (Saint Charles County, Missouri,” (Historic Preservation Fund Grant Project NO. 29-17-151350-022). Submitted to Wentzville Downtown Committee July 28, 2018.

Railroad to Town to Missouri’s Fastest Growing City, 1900-2010

In 1900, Wentzville appeared much the same as it had in the nineteenth century. Gone were the city’s tobacco factories but the railroad continued to play an important role in shipping agricultural goods and providing transportation. Growth was still slow but evident with new housing, industrial/commercial buildings, schools and churches constructed after 1875. The horseless carriage soon arrived and in 1914, George Freese purchased and converted a clothing store on W. Allen (formerly Main) Street to a Ford dealership (not extant, [B: Fig 2]).³² Another early business supporting auto sales was Schierbaum’s, a blacksmith/implements business established in the 1880s. Schierbaum’s began to take catalog orders for Buicks at about the same time that Freese opened his dealership. The business was owned by John Fritz Schierbaum (1851 - 1924), a blacksmith who emigrated from Germany in 1871 and settled in St. Charles County where he met and married Anna Mary Heitgerd (1854 – 1919).³³ Schierbaum’s business establishment no longer stands but the family home at 1 East Allen Street is extant and currently used for commercial purposes.³⁴

³¹ United States Census.

³² Bowman and Marshall, 15; Freese Family History, Available at: <http://heritage.freese.net/family/Freese/GenId.htm> (Access date: 20 June 2018); Ralph Dummit, “Was Freese’s Fire Loss Junk or Rare Treasure?” *St. Louis Post-Dispatch* (1 June 1973), 4B.

³³ United States Census, 1880, 1910, 1920.

³⁴ Bowman and Marshall, 37.



1 E. Allen Street was originally the home of the Schierbaum Family. (Photographer: Christina Clagett, 2021).

Wentzville's access to state and federal highways did much to boost twentieth-century growth. In 1925, Missouri's "longest improved road," State Highway No. 2 opened to great fanfare in Wentzville, which hosted "elaborate ceremonies" for the new highway.³⁵ A year later the highway was adopted as part of U.S. Federal Highway 40, later designated as Interstate-64, which currently terminates its westernmost point at U.S. Highway 61 in Wentzville.³⁶ U.S. Highway 61 is a north/south alignment originally designated as State Highway 9, established in 1922.³⁷ Following designation of state and federal highways in the early 1920s, Wentzville's population finally began climb upward. Improvements for a "new" Highway 40, announced in the 1930s, spurred a new business district along the new Highway 40 alignment (currently Pearce Boulevard), one block north of the old Highway 40 (Allen Street).³⁸ One example of the businesses constructed along the new alignment is 109 W. Pearce Boulevard, constructed in 1932 as Swantner Motor Company, owned by Robert James Swantner (1905 – 1991). The business grew sufficiently to open multiple locations, including a 1956 dealership, garage and gasoline station (managed by Robert Swantner, Jr.) at the intersection of "Old Highway 40 and Blumhoff Avenue" [B: Fig 4].

The city's most influential business booster during the early twentieth-century was Wentzville's Community Club, established in 1933 to "combat the effects of the Great Depression" by bringing

³⁵ "Longest Improved Road in Missouri is Opened," *Allen County Journal* (5 March 1925), 4.

³⁶ Missouri Department of Transportation, "Missouri's Interstate System: Yesterday, Today and Tomorrow," Available at: <http://www.modot.org/interstate/MissourisInterstateHistory.htm> (Access date: 22 June 2018).

³⁷ Missouri Department of Transportation, Highway Map Archive, Available at: <http://www.modot.org/historicmaps/> (Access date: 22 June 2018).

³⁸ Gerry Matlock, comp., "History of Wentzville and Surrounding Townships," Scrapbook of newspaper clippings (1930-1960), 159, 176.

together business leaders to enhance the community as a whole.³⁹ One of the club's most successful endeavors began in 1935 when organizers planned a "homecoming" to encourage former residents to return to Wentzville for a celebration of the city's past accomplishments. The festival was a great success, attracting an estimated 11,000 persons to Wentzville. Funds raised by the event were used to help pay for the city's first public waterworks. The Community Club was equally successfully in attracting new industry and raising money for public schools.⁴⁰ Wentzville's Community Club still exists, currently located at 500 W. Main Street (**Figure X**).⁴¹

Wentzville's first waterworks was a costly undertaking for the city's less than 700 residents who approved the project's \$45,000 bond in 1934.⁴² By 1935, the waterworks project was finally underway, funded by the bonds and a Public Works Administration (PWA) grant.⁴³ The city's small population was frequently unable to support civic improvements that most communities embraced much earlier. Another example is Wentzville's fire department, organized as a volunteer division in 1928. Initially the department was housed in a garage downtown until 1934, when city hall provided room for the station. In 1942, Wentzville purchased a fire truck but not until 12 years later, in 1954, did the city raise sufficient money to construct a dedicated fire station.⁴⁴ Voters approved the new fire station and expansion of the city's limits by passing another bond issue in 1955. They did not, however, support a proposal to update the waterworks system built in the 1930s.⁴⁵ This latter improvement finally occurred in 1966, when Wentzville's voters approved construction of a new water treatment plant.⁴⁶

As indicated in **Table 1**, Wentzville's largest leaps in population occurred in the mid-to late twentieth century, prompting most of the city's major improvements. Some of this population increase occurred due to employment in nearby wartime industries during World War II (like the Wentzville Arms munitions factory), which was partly responsible for the 63 percent increase in population by 1950. In 1960, by which time Interstate 70 was under construction, Wentzville's population was 2,742, a 123.5 percent jump since 1950 when the city reported 1,227 residents. Interstate 70 spurred the city's growth even more, particularly for businesses near the new alignment. One example is the Southern Air Restaurant near William M. Allen's old home site. In 1963, Robertson enlarged the restaurant by adding a wing that included banquet rooms, two dining rooms, a stage (for entertainment), gift shop and office. This was in addition to the previous year's updates that included a new kitchen and renovated cocktail lounge. By the time the 1963 improvements were finished, the restaurant's seating capacity was 570.⁴⁷ In 1967, the business was purchased from Robertson by Edward E. Fries, followed by another ownership transfer in 1988 to rock legend, Chuck Berry (**Figure X**). The restaurant closed a year later following a sexual harassment class action lawsuit filed against Berry and never reopened.⁴⁸ Eventually the Southern Air Restaurant was remodeled for educational use. The building

³⁹ Bowman and Marshall, 95.

⁴⁰ Carol Bales, "Homecomings – A Backward Glance," *The Wentzville Union* (30 August 1957), 1.

⁴¹ Matlock, 187, 197-198; Brian Flinchpaugh, "Wabash Days Opens Friday in Wentzville," *St. Louis Post-Dispatch (St. Charles Suburban Journal)*, 20 August 2012.

⁴² John H. Boos, "Editorial Musings – The Dawn of a New Wentzville," *The Wentzville Union* (6 September 1935), 1.

⁴³ "History of Wentzville Waterworks Project," *The Wentzville Union* (23 August 1935), 1-2.

⁴⁴ Wentzville Fire Protection District, "Our History," Available at: <http://wentzvillefire.org/our-history/> (Access date: 18 June 2018).

⁴⁵ "Voters OK City Limits Expansion, Approve Fire House Issue, Vote 'No' on Water Plan," *The Wentzville Union* (2 December 1955), 1.

⁴⁶ "Bid of \$106,760 Approved by City, Water Treatment," *The Wentzville Union* (4 August 1966), 8.

⁴⁷ "Wing being added at Southern Air," *The Wentzville Union* (15 August 1963), 4.

⁴⁸ Dummit, 1996, 8C.

is currently part of Lindenwood University's Wentzville campus.⁴⁹

Wentzville's most pronounced decade of growth occurred between 2000 (6,896 residents) and 2010 (20,070 residents), an increase of more than 320 percent.⁵⁰ The boom was prompted by the arrival of General Motors (GM) in 1980, which constructed a \$500 million assembly plant north of the city (**Figure 12**). St. Charles County voters overwhelmingly approved a \$7.5 million bond to secure the plant and begin preparing for 20,000 new residents.⁵¹ The city annexed land and constructed new housing, roads, schools, retail establishments and infrastructure.⁵² Two years post GM's announcement, the plant anticipated hiring 6,250 people during its first year of operation, 80 percent of whom were expected to live in Wentzville.⁵³ The city's future as a major industrial center proved successful and in 2005, General Motors invested an additional \$30 million to upgrade its plant and secured Wentzville's foreseeable future as an industrial center⁵⁴ Wentzville continues its progressive path as one of Missouri's fastest growing communities.⁵⁵

SURVEY FINDINGS

In Wentzville, you can track the passage of time by looking at the evolving styles of buildings in the commercial districts. After careful study, we have divided the two distinct commercial districts that tell us about life centered around the railroad and then life centered around the automobile. The Main Street Historic District is defined by vernacular 2 and 3-story commercial block buildings that grew and branched out from the railroad. The Pearce Old 40 Historic District is defined by horizontal modern commercial buildings, most focused on the automobile, although we consider many of these vernaculars in their own rite. In addition, the recommendation for the Community Club as a district for the local culture and boosterism it represents.

Howard Wight Marshall said well that "Vernacular architecture is a continuous visible message of our culture. It communicates who we are as people. It reveals our struggles, delights, and values. And, it explicates our human connection with place. As a result, the sensitivity to vernacular architecture intrigues people of all ages, the entrepreneur as well as the private homeowner, the community advocate as well as the casual reader."⁵⁶ The grain elevator and exchange by the railroad siding is a commonplace structure that is also historic vernacular architecture.⁵⁷

ARCHITECTURAL RESOURCES

In the Intensive survey, 217 properties were surveyed, photographed, and inventoried. 41 of those have the potential to be nominated to the National Register of Historic Places. The Intensive Survey will focus on those potential listings within the context of the overall survey findings.

⁴⁹ John Sonderegger, "Controversy over city-mailed fliers illustrates power struggle in Wentzville," *St. Louis Post-Dispatch* (16 December 2002), SC2.

⁵⁰ United States Census; Jessica Bock, "Wentzville Sees 200 Percent Growth," *St. Louis Post-Dispatch* (28 June 2007), M-1.

⁵¹ Phyllis Brasch, "Construction Begins in Wentzville on \$500 Million Gm Assembly Plant," *St. Louis Post-Dispatch* (30 June 1980), 4A.

⁵² Hannon, 216.

⁵³ "GM Plant Helps Fill Wentzville's Coffers," *St. Louis Post-Dispatch* (30 December 1982), 3SC.

⁵⁴ "News from Home – Missouri," *The Arizona Republic* (8 August 2005), A8.

⁵⁵ United States Census Bureau, "Quick Facts, Wentzville City, Missouri," Available at:

<https://www.census.gov/quickfacts/fact/table/wentzvillecitymissouri/PST045217> (Access date: 26 June 2018).

⁵⁶ Marshall, Howard Wight. *Vernacular Architecture in Rural and Small Town Missouri: An Introduction*. University Extension, University of Missouri-Columbia, 1994. Page 5.

⁵⁷ *Ibid.* 51.

STYLISTIC INFLUENCES

The survey area is distinguished by a mixture of mid-to-late-nineteenth and early to mid-twentieth century stylistic designs or influences with a number of late twentieth century and early twenty-first century commercial buildings intermixed, especially along the arterial streets connecting to the highways (Pearce, Church, and Luetkenhaus). The buildings in the survey area are general modest, vernacular interpretations of popular styles or simply best described by their building form (for example, gable front or two-part commercial block) or property type (such as the drive-in diner) rather than a specific architectural style. That is especially true for the earliest buildings which are vernacular interpretations of building plans and designs with few definitive stylistic details. In fact, the vast majority of the buildings in the survey area are best described by a vernacular property type rather than a style, with the term taken from the plan shapes which are usually taken from their roof configuration or taken from the purpose built function of a commercial building (see list of commercial types above for those terms). Most house designs range from more modest cottages to less elaborate examples of some styles, providing a wide variety of designs, no two of which are identical.

For residential vernacular property types, and some of the simple commercial buildings, the following descriptive names were utilized, most of which were described in Virginia and Lee McAlester's *A Field Guide to American Houses* or in Richard Longstreth's *The Buildings of Main Street*:

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

Among these types, a succession of styles is on display via a variety of residential and commercial buildings in the survey area. The oldest building in the survey area, the Robert C. Dula House is a Greek Revival House built around 1860, but the other nineteenth century buildings that can be identified by style are some variations of Late Victorian residential designs, although the Schierbaum Building at 1 E. Allen doubled as a commercial building. The earliest twentieth century designs were variants of Colonial Revival house designs, but Craftsman houses also became popular in the early twentieth century. The use of these styles subsided by the 1930s as Modern residential styles gained in popularity, first as Minimal Traditional houses and then in the 1950s Ranch houses began to dominate housing construction in the survey area.

It is valuable to recall the specific styles and their characteristic features identified in the reconnaissance level survey. Refer to that document for a full discussion of all major styles found in the survey area, which greatly overlaps with the Intensive Survey area. Descriptions provided in this

document will repeat and elaborate stylistic information only regarding structures being recommended for National Register listing. Below is the full tabulation of the major styles and the dates of their appearance in the survey area. They are listed by the data categories used for architectural classification in National Register nominations.

TABLE 2: BUILDING STYLISTIC INFLUENCES
(R)=Residential or (C)=Commercial

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

Table from: Baxter, Karen Bode and Ruth Keenoy. "Reconnaissance Level Survey of Historic Downtown Wentzville. Wentzville (Saint Charles County, Missouri)," (Historic Preservation Fund Grant Project NO. 29-17-151350-022). Submitted to Wentzville Downtown Committee July 28, 2018.

In general, Wentzville buildings were always less elaborate designs, no matter the style. Since it developed first as a small farm-to-market community and evolved into a commuter suburb, most of its housing stock (at least from what was found in this initial survey area) was built for working- and middle-class families, not wealthier individuals who could have afforded the more embellished designs.

Especially encouraged by the depression of the 1930s, builders began to simplify designs to cut costs of construction especially in residential construction and a much-simplified design eventually evolved into new Mid-Century Modern house styles taking elements of existing popular styles, especially the Tudor Revival and Cape Cod forms to come up with a compromise known as Minimal Traditional that incorporated modern amenities and eliminated decorative details. From this style

and drawing upon the lessons of the Prairie School architects with their emphasis on horizontal, low profile designs, after World War II, the popularity of the Ranch style skyrocketed.

Wentzville homeowners, like those elsewhere were generally conservative and eschewed the more radical new designs especially for the exteriors of their homes, but the principals would be applied more readily to space planning on the interiors and in the use of materials and to simplifying the façades.

In Wentzville, that resulted in the use of two of the styles identified as Mid-Century Modern: first the Minimal Traditional style from 1930 to 1950 and then the Ranch style which began gain in popularity in the 1940s and continued to be used for house designs in Wentzville until 1990. Both were styles that usually had lower pitched roofs and shorter rooflines given the lower ceilings on the interiors. These styles could be easily used by builders developing large subdivision tracts, which were needed as Wentzville's population began to skyrocket with the arrival of the paved highways and interstate system.

Both Minimal Traditional and Ranch styles were found on scattered residences built to infill lots in the older section of town, the study area for the survey. An interesting observation here was the Ranch style was also found on a number of small office buildings, possibly because they are houses that were later converted to commercial use, but they could also have been built originally in the Ranch style to harmonize with the developing suburban character of the community.

RECOMMENDATIONS

As stated by Author and Professor Howard Wight Marshall:

The distinctive character of each community creates the “sense of place.” We must save and improve the usefulness as well as the beauty of our existing buildings. Long after we are gone, the built landscape we leave behind will tell the story of our place and time, testifying to values and shared ideals. The signposts to our heritage will be the cultural landscape - the greatest portion of which is made up of ordinary buildings and familiar places⁵⁸

This survey agrees with the recommendation for three distinct historic districts from the Reconnaissance Level Survey, although with somewhat differing resource counts and boundaries. The continuity of buildings with integrity does not exist in a way to link these potential districts: the Wentzville Community Club, the Wentzville Main Street Historic District, and the Pearce Boulevard Old Highway 40 Historic District. With the information gleaned in the intensive survey, there are specific outlines provided for the boundaries of each district [A: Fig 2].

Proposed National Register District: Main Street Historic District

21 properties, 15 contributing. Period of Significance 1860-1924. Criterion A Commerce.

This district will define remaining historic connective structures in the area that first developed as the commercial district in the town when it was originally platted in the **1850s** as the Wabash Railroad was being routed through St. Charles County.

Wentzville’s viability achieved through its agricultural industry and railroad prominence led to its incorporation in 1872. By that time, the original town of seven blocks had more than doubled in size, extending along both sides of the railroad’s tracks with residential and commercial properties. For this reason, historic buildings on the north side of the tracks, directly north of the other contributing properties, should also be included in this district. One historic property meeting this criteria remains on the north side of the tracks, the Schierbaum Building. Other building types in this area are the 1880s grain elevators in MFA area, and early 20th century commercial block buildings constructed of brick to replace earlier wood buildings lost to fires. By the 1920s, the proposed district contained a lumber yard, school, church, bank, drug store, and mercantile businesses, along with other commercial entities. In 1924, Highway 40 was routed through Wentzville along what is now Pearce Boulevard, two blocks north of the proposed district. Businesses associated with automobile traffic filled the streets north of the railroad. The National Petroleum Company was established at 210 South Linn at this time, which distributed gasoline to the service stations in and around Wentzville. Most of the buildings within the proposed district sit on the sidewalk, featuring large display windows to cater to foot traffic. Many of the buildings on Main Street have recessed, central entrances, while some of the auto related buildings on South Linn also feature overhead garage doors. The district reflects the early 20th century building design, as well as representing Wentzville’s original commercial center.

Until the mid-twentieth century, commercial building designs in Wentzville focused on the functional elements of the building and utilized very few stylistic embellishments. 1860 is the date the oldest two buildings in Wentzville were constructed, beginning the period of significance. In 1924, Highway

⁵⁸ Marshall, Howard Wight. *Vernacular Architecture in Rural and Small Town Missouri: An Introduction*. University Extension, University of Missouri-Columbia, 1994. Page 7



1. 109 South Linn Avenue



2. 200 South Linn Avenue



3. 203 South Linn Avenue



4. 206 South Linn Avenue



5. 207 South Linn Avenue



6. 210 South Linn Avenue



7. 2 East Main Street



8. 6 East Main Street



9. 8 East Main Street



10. 2 West Main Street



11. 6 West Main Street



12. 24 West Main Street



13. 201 West Main Street



14. 210 West Main Street



15. 1 East Allen Street

Contributing Resources

1. 109 South Linn Avenue

- This vernacular style 2-part commercial block building was constructed between 1905-27. appears as three, one-story brick storefronts on the 1927 fire insurance map with the south two storefronts shown as open on the interior to each other but the north storefront was a different business, not internally connected on the map. The land is shown as a vacant lot when the 1905 plat map was printed. Despite recent alterations, the brick storefront openings and parapet remain intact and as such this building would contribute to a proposed downtown historic district since the second-floor addition was added during the period of development for the downtown.

2. 200 South Linn Avenue
 - The assessor dates this vernacular style 1-part commercial block building as 1900 and the 1905 plat map shows this building as the local post office, although it is known that the Post Office moved to the Schierbaum Building at 1 East Allen where it would remain until the new post office was built in 1960. By 1927, the fire insurance map shows this as a printing office. The building retains its clipped corner doorway and Doric style cast iron column at the corner supporting the parapet as well as its original fenestration pattern, but unfortunately, an August 2017 Google street view shows masons removing and rebuilding what had still been a nice stepped parapet on the June 2013 Google street view. As such, the building is not individually eligible for listing in the National Register but it still retains enough integrity to be contributing in the proposed historic district.
3. 203 South Linn Avenue
 - Constructed in 1960, the vernacular style 1-part commercial block building is not individually eligible for listing in the National Register due to alterations to this traditional brick pattern, but it still retains enough integrity to be contributing in the proposed historic district.
4. 206 South Linn Avenue
 - This vernacular commercial building was built in 1926, according to the assessor's records and that seems fairly accurate dating since the building was not yet completed when the 1905 plat map was printed, but it was shown on the 1927 fire insurance map as a blacksmith shop. Although the façade was updated, probably in the 1940s given the buff brick below the display window and the style of the wood paneled garage door and the display window framing, its appearance seems to date from the period of development for the historic downtown and as such would be a contributing building in the proposed historic district.
5. 207 South Linn Avenue
 - Built in 1931, this vernacular commercial service garage was an important part of the mid-century development of downtown Wentzville, now that Hwy 40 had been completed through Wentzville just three blocks north. As such it would be a contributing building in the proposed historic district.
6. 210 South Linn Avenue
 - This vernacular commercial service garage was built ca. 1930 for the National Petroleum Company, replacing a wood framed "garage" and "oil storage" building of the same dimension according to the 1927 fire insurance map. NPC was established in 1930 by Melvin Moritz, to supply petroleum products to service stations and farms in the Wentzville area. Within a few years he was distributor for Texaco and built his own service stations as well as three reservoir tanks downhill on South Church St. with pipes connecting to the railroad line where the oil was delivered to town. NPC would continue to grow, becoming the largest petroleum distributor (heating oil and gasoline) in northwest St. Charles County. In addition to its importance to the commercial development of Wentzville, this building is an excellent example of a masonry service garage with its stepped parapet and unusual, large size brick façade (see historic photo, p. 55 of Bowman and Marshall,
 - Wentzville) and as such appears individually eligible for listing in the National Register under Criterion A for Commerce or a contributing resource in a district.
7. 2 East Main Street
 - The Masonic Hall Building was a three-story Frame building situated on the northeast corner of East South Main Street and Linn Avenue. Erected c.1858, it burned shortly after and rebuilt in brick in 1866. Through the years, the Masonic Lodge occupied the

third floor, with the Wentzville public school on the second floor, and a drug store owned by D.B. Van Huffle on the first. The building once had balconies on the second and third floors. Other alterations make the best chance for listing is as a contributing resource in the district.

8. 6 East Main Street

- Turn of the century photos show the building on this site was the Wentzville Bank, with a gabled roof. By 1936 the building been rebuilt (clearly shown in a photo when it was being used as the Republican Headquarters, see Bowman, p. 108) with the distinctive brickwork parapet and the 5 light transom spanning the façade above the central recessed entry. It is not clear whether Gus Tenne had his shoe repair shop in this building, but Clarence "Tink" Mette learned the trade from Gus and bought his business in October 1941, opening Mette Family Shoe Store and Repair Shop in this location, selling shoes as well as repairing them. Gus was already known for his public service in town as a city collector, and in the 1940s he became the justice of the peace and in 1964 mayor of Wentzville. The building probably is not individually eligible for the National Register, but it would be a contributing building in the proposed historic district.

9. 8 East Main Street

- Constructed in 1955, the vernacular style 1-part commercial block building is not individually eligible for listing in the National Register due to alterations to this traditional brick pattern, but it still retains enough integrity to be contributing in the proposed historic district.

10. 2 West Main Street

- This vernacular style 2-story 2-part commercial block building was constructed in 1900 and would be a contributing resource in the district.

11. 6 West Main Street

- Despite the fact that the Assessor's Office dates the building as 1909, this commercial building appears to date back prior to 1878 based upon historic photos that show the second floor of a two-story brick building with a sashed windows flanking a doorway that opened onto a balcony over the sidewalk with a storefront entry below. By 1880, what was apparently originally a separate, slightly shorter, narrow, two-story brick dwelling had been added to the west side (with its doorway with two windows above), but over the years the façade was altered, and a 1935 photo shows the same window configuration, but the balcony was missing and the parapet over the western bay dwelling had been extended up to become part of the corbelled parapet of the storefront façade. Then by the 1940s, the façade had been reworked (or rebuilt), changing the façade to its current 3-window bay configuration on the second floor. The 1927 fire insurance map identifies this as a drug store, with an internal opening connecting into the dwelling on the west side, and the 1940s photo shows this was Mueller's Drug Store by that time. The Wentzville Main Street Historic District has potential for listing as a historic district and this building would be a contributing building in this proposed district.

12. 24 West Main Street

- The Marley Hotel was built in 1925 on the site of the original Thompson Hotel building on east South Main Street. A year after it was built it was sold and became the Hotel Wentzville, often referred to as the Southside Hotel. It sat just across the street from the Wabash Train Station and when passenger service was discontinued, the hotel was sold once again and used as a long-term rooming house. That venture lasted into the early 1980s when it was left vacant until it was sold about 2005 and converted into the Trinity Building. The Trinity Building houses several offices and various businesses today.

13. 201 West Main Street

- The Missouri Farmers Association complex located at 210 West Main Street and across the street is at 201 West Main is potentially eligible for individual listing to the National Register of Historic Places under Criterion A. The 1905 plat map shows two elevators on the property on the north side of Main next to the railroad tracks, and an 1880 post card found in Bowman's book portrays a similar shaped building to the east most elevator now sitting on the north side of Main. During the early 20th century, MFA utilized access to the railroad, supplying the local economy from the buildings north of West Main Street. According to the county assessor's office records, the MFA constructed the commercial building at 210 West Main Street in 1959, thus expanding the business across the street while continuing use of the original structures. The property continues to function as a agricultural supply center for the city, making the farm supply cooperative a fixture in the city for more than 70 years. Further research needs to be done to determine the age of the additions to the grain elevators on the north side of the street, as well as dating the structures on the south side of Main, though the complex would be considered contributing to the proposed historic district. The Wentzville Main Street Historic District has potential for listing as a historic district.

14. 210 West Main Street

- The Missouri Farmers Association complex located at 210 West Main Street and across the street (inventoried separately as 201 West Main Street) is potentially eligible for individual listing to the National Register of Historic Places under Criterion A. The 1905 plat map shows two elevators on the property, and an 1880 post card found in Bowman's book portrays a similar shaped building to the east most elevator now sitting on the north side of the property. During the early 20th century, MFA utilized access to the railroad, supplying the local economy from the buildings north of West Main Street. According to the county assessor's office records, the MFA constructed the commercial building at 210 West Main Street in 1959, thus expanding the business across the street while continuing use of the original structures. The property continues to function as a agricultural supply center for the city, making the farm supply cooperative a fixture in the city for more than 70 years. Further research needs to be done to determine the age of the additions to the grain elevators on the north side of the street, as well as dating the structures on the south side of Main, though the complex would be considered contributing to the proposed historic district.

15. 1 East Allen Street

- The Fritz Schierbaum building, constructed about 1884 is the only contributing building on the north side of the railroad tracks. It is essential to understanding the first phase of growth in Wentzville which occurred on both the north and south sides of the tracks. It has historically functioned as both a residence and commercial building. The building is an example of the Folk Victorian substyle of Late Victorian. Following the Civil War, stylistic movements associated with the Late Victorian era grew in popularity, but the survey area in Wentzville, most house designs utilized the stylistic elements of the Late Victorian era without falling into one of the high style classifications. Those houses that could be specifically identified as Folk Victorian designs utilized a variety of vernacular house forms, whether one or two stories, and most often could be identified by the applied porches with spindlework detailing, delicate turned porch posts, lace-like spandrels, and jig-saw cut trim to dress up the building. While usually less elaborate than the Victorian styles they are attempting to mimic, the details are inspired by Queen Anne or Italianate styles. Most of the

detailing is located on the porch, cornice line, or gable ends. Several examples exist in the survey area, although many appear to be missing pieces of the decorative detailing, especially the shaped shingles in the gable ends or the spandrels or spindlework friezes on the porches and in some cases it appears that the spindlework friezes or cutwork brackets are re-creations added in recent years. Porch railings have generally been replaced with taller railings (to meet current building code requirements), although some tried to keep the spindlework baluster design or retained the turned porch posts. While many of the Folk Victorian residences were frame houses, which offered the opportunity to utilize a variety of millwork on the exterior walls, in Wentzville some were brick houses, which depended more often on the complex rooflines and asymmetrical plans along with elaborate porch details or gable end details, like the shingles and Palladian window in the front gable end of the Schierbaum Building, which unfortunately has lost its original second floor cutwork porch railing.

Folk Victorian



1 East Allen Street (Photographer: Christina Clagett, 2021).

Non-contributing Resources

16. 105 South Linn Avenue
17. 208 South Linn Avenue
18. 10 East Main Street
19. 14 East Main Street
20. 12 West Main Street
21. 112 West Main Street

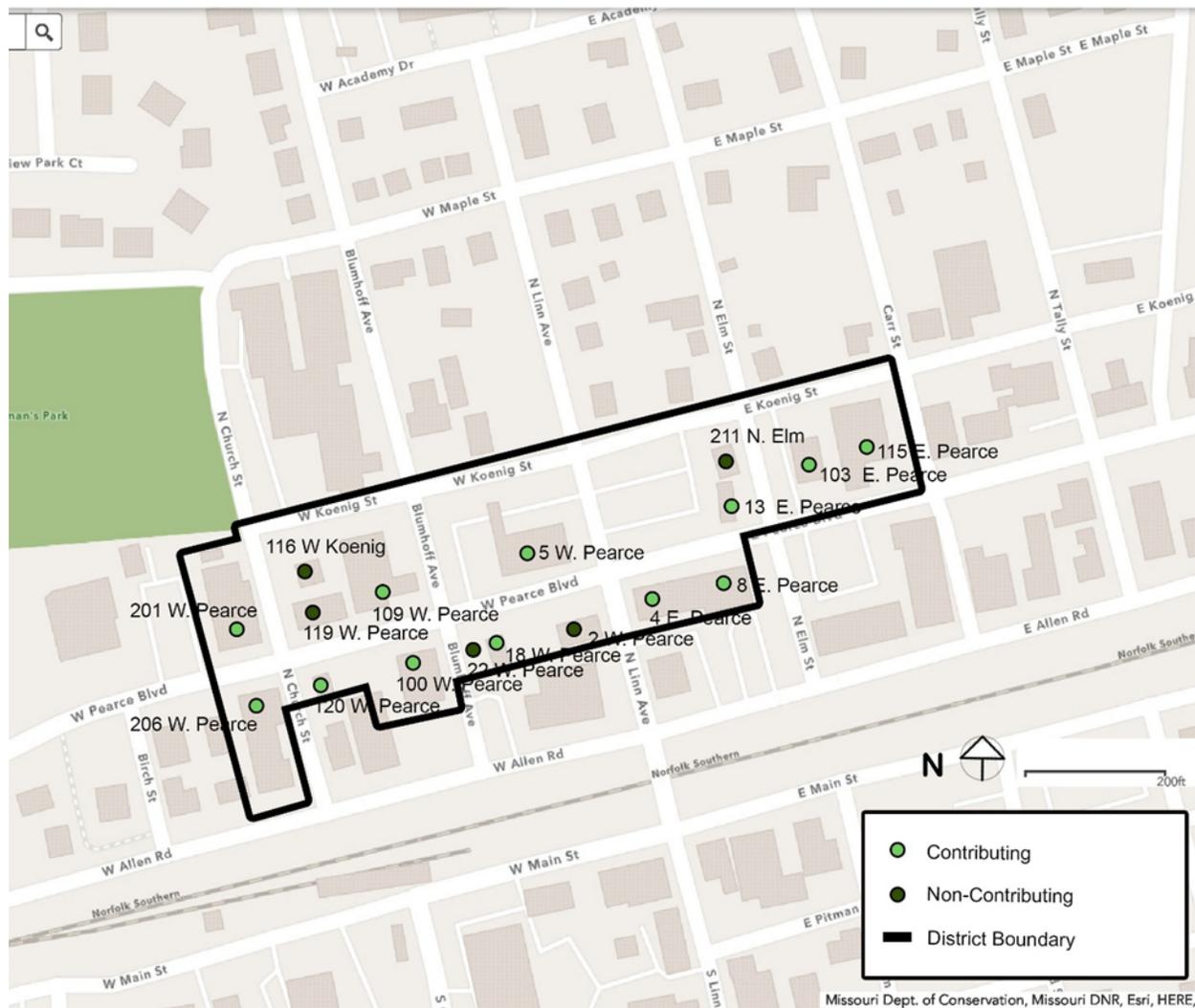
Proposed National Register District: Pearce Old 40 Historic District

The district would include 17 properties, 12 contributing: Period of Significance 1924- late 1960s. Criterion A Commerce.



The proposed Pearce Boulevard Old 40 Historic District was the focus commercial activity in Wentzville, catering to the automotive traffic and resulting in numerous buildings built for automotive businesses or serving those new, more mobile customers. While much of the historic commercial development was concentrated within the proposed historic district boundaries, historic commercial development was widely spaced and scattered along Pearce to the east end of Wentzville at what is now Luetkenhaus Boulevard (old Highway 61) The more avant-garde styles of the twentieth century were utilized on commercial buildings rather than private residences, styles like the Spanish Colonial Revival style automotive building at 109 W. Pearce, the Art Deco, which is seen on the in the zigzag elements of a small roadside stand at 706 E. Pearce and the Contemporary design to the

EMS Station at 402 E. Pearce. With the exception of two buildings, the Wentzville First Assembly of God church at 111 W. Allen and the U.S. Post Office at 201 E. Allen, which are both Modern designs, all the buildings identified as Modern or Streamline Moderne in the survey area are the commercial buildings located along Pearce that were built between 1937 and 1970, which coincides with the commercial development of Pearce as U.S. Highway 40. Some commercial buildings identified as Ranch style are along Pearce Blvd. and may have originally been residential buildings that were converted to commercial use at a later date or were specifically designed to fit into the suburban residential character that was beginning to dominate Wentzville's development in the latter half of the twentieth century.



Proposed Pearce Old 40 Historic District.

Source: Missouri Department of Natural Resources. Historic sites and map viewer. Web: Accessed 12 March 2022. Boundary and labels added by report authors. (38°48'42.8"N 90°51'13.7"W).

Contributing Resources by Style:
Mid-Century Modern Movement:

By 1920, modern architecture began to impact architectural designs. Proponents of modern architecture argued for rationalism and utility in design—spaces that suit their functions, designed defined by their structural systems, utilizing contemporary products. Design theory discouraged the arbitrary use of symmetry or extraneous ornament. The basic design theory would be readily applied to small commercial buildings as a way of identifying businesses as new and sophisticated. That was certainly the case in Wentzville, where various Modern designs can be seen along Pearce Blvd. where the popularity of the style coincided (1930s-1960s) with its development as the commercial corridor for U.S. Highway 40. There are 14 examples of Modern designs (sometimes referred to as Mid-Century Modern) utilized only on non-residential buildings in this area of Wentzville, and only 4 of those had enough distinctive detailing to be identified by the subtypes of Streamline Moderne or Contemporary design. In Wentzville, these are generally simple one story, freestanding, commercial buildings, usually built with a lighter colored brick or sandstone and flat roofs, although the bank building at 5 West Pearce is clad with a contrast of cream colored brick and black lava rock and the commercial building at 206 W. Pearce is finished with a tan, glazed terra cotta block and two small office buildings at 18 W. Pearce and 510 W. Pearce have red brick walls (as did the Water Control Building at 802 E. Pearce) until it was refaced in 2007 with vinyl siding and a stone veneer).

Mid-Century Modern Movement:



18 West Pearce Blvd. (Photographer: Adam Flock, 2021).

1. 18 West Pearce Blvd
 - This is a nice example of a mid-century modern style applied to a small commercial building. Further research might identify the original use of the building. Although not individually eligible for listing in the National Register, this 1960 building could potentially contribute to the proposed Pearce Boulevard/ Old Highway 40 Historic District which has potential for listing as a historic district.
2. 5 West Pearce Blvd
 - The assessor estimates the date of construction of this bank building with black lava rock as 1970 and while it appears to retain much of its historic appearance, it is not

old enough to be evaluated for individual listing in the National Register. However, with its drive-in banking facilities that catered to the automobile traffic along Pearce and Hwy 40, it is a contributing building in the proposed district.

3. 8 East Pearce Blvd

- Built ca. 1945, this small, Mid-Century Modern commercial building may be a contributing building in the proposed Pearce Boulevard/ Old Highway 40 Historic District, which has potential for listing as a historic district.

4. 206 West Pearce Blvd

- Built in 1928, this commercial building was one of the earliest commercial buildings developed after the paved highway reached Wentzville. The structure includes a unique architectural detailing, specifically the terra cotta ship tile, which appears to be found on midcentury commercial buildings across the country, including buildings in Kansas, Virginia, and Arkansas. The Illinois SHPO indicated a likely manufacturer of these tiles as the Northwestern Terra Cotta Company of Chicago, which operated from the 1870s to the 1950s. The overall style and type of building make this property a contributing building to the proposed Pearce Boulevard/ Old Highway 40 Historic District,

Streamline Moderne Movement:

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

5. 4 East Pearce Blvd

- Built ca. 1945, this small Streamline Moderne commercial building is a great example of the mid-century commercial development building designs being built along Pearce. While not individually eligible, it could be a contributing building in the proposed Pearce Boulevard/ Old Highway 40 Historic District

Streamline Moderne:



4 East Pearce Blvd. (Photographer: Adam Flock, 2021).

6. 115 East Pearce Blvd

- Built in 1940 according to the assessor's records as the new home of Schram Chevrolet Company, a longstanding auto dealership and service garage business in Wentzville owned by Dutch Schramm which moved to his new building when it was finished in 1940. In one advertisement, for Schramm, it also shows a sign for "Standard Service" at the row of gas pumps on what is now the parking area of the building. Despite blocking in garage bays and the lower parts of the curved façade's original showroom window openings, the building still conveys its original use and appearance and its Streamline Moderne design. Because of these infills, it is not currently individually eligible, but appears it could be a contributing in the potential historic district along Pearce related to the commercial developments when Highway 40 was routed along Pearce.

Streamline Moderne



115 East Pearce Blvd. (Photographer: Teresa Basye, 2021).

7. 100 West Pearce Blvd
 - This 1947 modest Streamline Moderne style commercial building is not individually eligible for listing in the National Register, but it retains enough architectural integrity to reflect its mid- century commercial function that it could be a contributing building in the proposed Pearce Boulevard/ Old Highway 40 Historic District.

Spanish Colonial Revival:

Spanish Colonial Revival Unlike other variants of Colonial Revival design which drew on precedents in eastern seaboard colonial houses, the Spanish Colonial Revival drew upon the designs common in the American Southwest when it was part of the Spanish Empire. It became a popular alternative, used in Missouri primarily for residential buildings, but it was also adapted to the commercial buildings being built from 1915-1940, often for those that were automotive dealerships and retail businesses which tended to design with more distinctive façades to create an iconic image for their business.

8. 109 West Pearce Blvd
 - A typical example of Spanish Colonial Revival in Wentzville, the Swatner Motor Company (which sold Fords and John Deere equipment) at 109 W. Pearce which utilized a light brick, which references the adobe finishes in Spanish Colonial buildings, a curvilinear parapet and an enriched, round arched, classical door surround that are common features in Spanish Colonial Revival designs.

Spanish Colonial Revival



109 West Pearce Blvd. (Photographer: Teresa Basye, 2021).

Commercial Vernacular Styles:

9. 201 West Pearce Blvd

- This two story, commercial building was finished in 1959, and although it has some recent modifications to the façade, it could still be a contributing building in the proposed historic district for its associations with the commercial development of Pearce with the arrival of Highway 40. Further research might identify the original use of the building, but the broad, sweeping display windows were popularized in the mid-century to display large merchandise with better visibility to the automobile traffic.

10. 13 East Pearce Blvd

- Built ca. 1930, on a previously undeveloped lot, this small frame building may be a contributing building in the proposed Pearce Boulevard/ Old Highway 40 Historic District.

11. 103 East Pearce Blvd

- While this house was not part of the commercial development along Pearce, its rear elevation has always been part of the district and even though the original building address has been changed from Koenig to Pearce, and the rear porch converted into a commercial entry. This was one of the few properties developed along Pearce before the arrival of Hwy 40 and it provides a visible reminder that the early development of the community north of the commercial district a block south straddling the railroad tracks was more residential in character and the arrival of the paved highway drastically altered the future developments of Pearce, converting it into a commercial corridor. This house retains its historic appearance and as such it might be a contributing building in the potential historic district along Pearce.

12. 120 West Pearce Blvd

- This 1950, small gable front building appears to have been one of the early commercial enterprises along Hwy 40. On the 1927 fire insurance map, there was a small filling station with a canopy that looks like it had the same footprint as the current building and further investigation of the building's structure might determine

whether the date of construction actually predates 1927 and the current façade is the 1950 renovation, which has gained its own significance in the early commercial development of Pearce Blvd. It would be considered a contributing building in the proposed historic district.

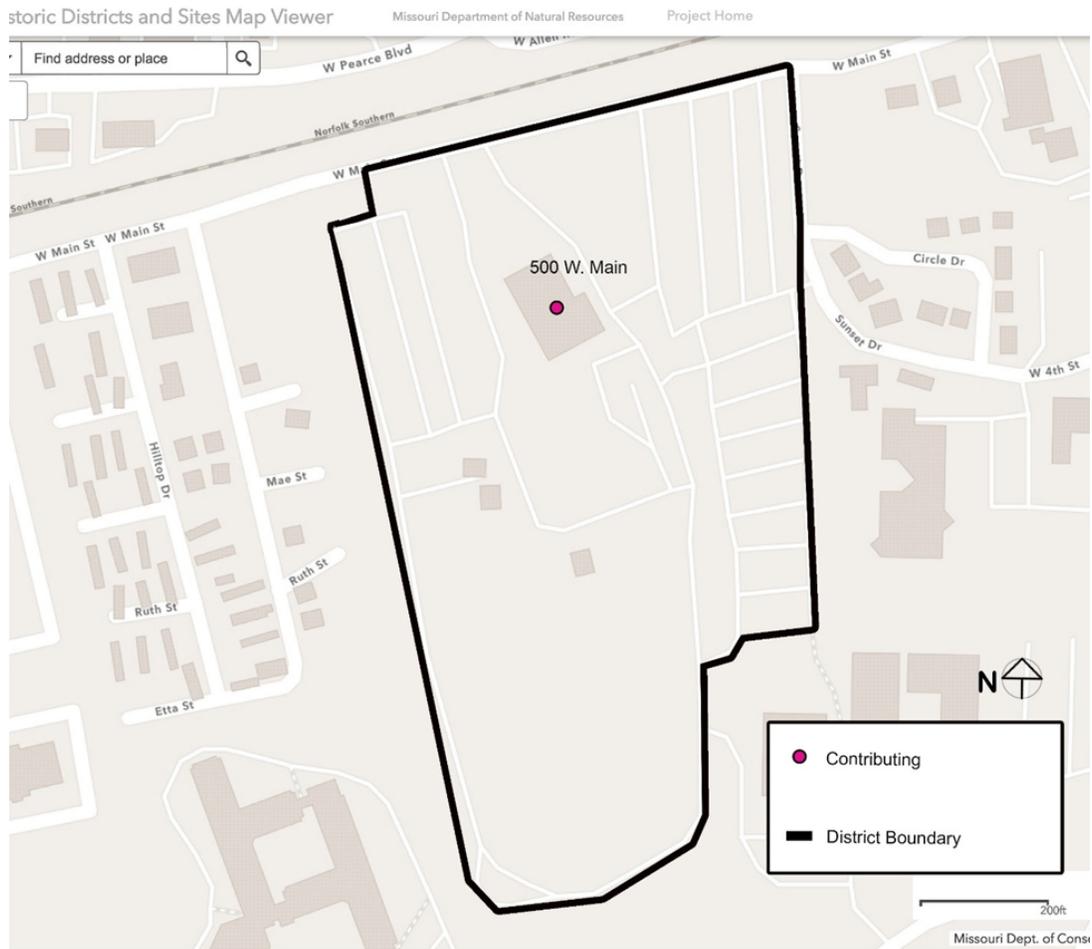
Non-contributing Resources

13. 211 North Elm Street
14. 116 West Koenig Street
15. 2 West Pearce Blvd
16. 22 West Pearce Blvd
17. 119 West Pearce Blvd

Proposed Community Club Historic District

The district would include clubhouse and grounds at 500 West Main. Under Criterion A for Social Significance.

The Wentzville Community Club is an extremely important organization in the historical development of the community (see Bowman, pp. 87-115 for photos and an historical overview of the property and the club's activities). It had worked for 2 years to raise money to fund the construction of the city's first waterworks and water tower in 1935, organizing annual parades and events that became an important part of the social life in the community. In 1937, the Wentzville Community Club completed the construction of a pavilion, roller rink and meeting hall that served the community for the next generation and in 1962 they began building a new roller rink which has evolved into the current club building facing West Main Street. Over the years a number of smaller buildings and pavilions have been added to the property, but further research needs to be done to date all of the current buildings and structures as well as the landscaping features before a definitive determination can be made that this large park is eligible for listing in the National Register of Historic Places, but if most of the buildings and the landscaping elements of the park are related to the historical development of the club, this could be eligible for listing in the National Register under Criterion A: Social. It is likely eligible with further research as an historic district, in which case, the interior integrity of the club building would not be as critical. The city's most influential business booster during the early twentieth century was Wentzville's Community Club, established in 1933 to "combat the effects of the Great Depression" by bringing together business leaders to enhance the community as a whole (city's first water tower)



Proposed Community Club Historic District.

Source: Missouri Department of Natural Resources. Historic sites and map viewer. Web: Accessed 12 March 2022. Boundary and labels added by report authors. (38°48'36.3"N 90°51'27.8"W).



500 W. Main (Photographer: Adam Flock, 2021).

PROPOSED INDIVIDUAL LISTINGS

Outside of the proposed districts, there are 13 properties that are potentially individually eligible for NRHP listing.

1. 408 East Main Street

**Mid-Nineteenth Century:
Greek Revival**

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

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

The archetype of this house: The I-House was described in Howard Wight Marshall's "The Folk Architecture of Little Dixie" as "The Farmer's Mansion." This type dominates the "Little Dixie" landscape east of "The Rhineland" region where Wentzville is squarely located. It makes sense because this home is the oldest in town, and was built by a tobacco farmer in the early days of Wentzville when the focus was more squarely on farming and agriculture.

Greek Revival



408 East Main Street (Photographer: Megan Knapp, 2021).

2. 317 West Pearce

- The Gothic Revival Immanuel Lutheran Church 1899 should absolutely be listed individually on the NRHP. The church is visible, not only in relation to its parishioners, but has also been a landmark and icon for over a century. It has been suggested that renovations and additions have taken too much of the architectural integrity, but after careful study in this Intensive Level Survey, those concerns seem misguided. The church maintains the historic exterior appearance from the overall form to details like windows and exterior ornament. The newer construction around the building is not actually attached, with the exception of a conditioned corridor lined with windows that connects a school building and has been done in a sensitive way as to disturb a very small segment of the church.

Gothic Revival



317 West Pearce (Photographer: Teresa Basye, 2022).

3. 907 East Koenig Street

- The Grant African Methodist Episcopal Church located on the corner of Koenig and Cherry. Congregation/site/cemetery 1868, building 1911. In an article posted on social media by the Wentzville Historical Society, the church was established as Grant Chapel African Methodist Episcopal Church in 1868 in a log cabin that was donated for the purpose of holding church services. The log cabin was located south of Wentzville on Highway Z (Church Street) next to Peruque Creek. The AMEC grew out of the Free African Society (FAS) which Richard Allen, Absalom Jones, and others established in Philadelphia in 1787. The most significant era of denominational development occurred during the Civil War and Reconstruction, and it was during this time that the Wentzville Church was formed.

Today, the African Methodist Episcopal Church has membership in twenty Episcopal Districts in thirty-nine countries on five continents. The work of the Church is administered by twenty-one active bishops, and nine General Officers who manage the departments of the Church. In 1886 under the leadership of Rev. C.H. Wright land was purchased in Wentzville at the Cherry St./Koenig location. In 1887 under the leadership of Rev. William Hamilton the church was built. The designer of the building was Mr. George Abington. In 1890 under the leadership of Rev. George Slach a parsonage was built from material of the A.M.E. Church in O'Fallon, after its congregation had either moved or died. Twice the church has been hit by a tornado. The first time in 1890, the church was demolished and was not rebuilt until 1911 under the leadership of Rev. Jackson. The second time was in 1915, when a tornado roared through Wentzville and Gilmore. Both the church and the parsonage were damaged and both were repaired under the leadership of Rev. E.T. Taylor. An old cemetery is behind the church. The oldest stone is that of Sarah Robinson who died in 1880 at age 57 years. The style of the Church is Minimal Traditional with Gothic Revival Elements.

Minimal Traditional: Gothic



907 East Koenig Street (Photographer: Teresa Basye, 2021).

Late Victorian Styles:

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

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

4. 517 South Linn Avenue

Late Victorian – Queen Anne

- Since most of these houses were built for workmen, not wealthy residents, there is only one example of a more elaborate Late Victorian style, identified as a Queen Anne design at 517 S. Linn. The houses also feature partial or full width porches that extend around onto at least one side wall, as does this house at 517 S. Linn. While most iconic Queen Anne residences elsewhere feature a tall corner tower, that is not always the case and is not found on this example, just the characteristic hipped roof with cross gabled bays. As is characteristic elsewhere, this example of a Queen Anne design features lace-like ornamentation on the porch and under the wall overhangs and spindlework detailing as a frieze below the porch ceiling as well as delicate turned porch supports. Named for the long reign of Britain's Queen Victoria, most of the Victorian styles were popular in American architecture from 1860 to 1900, but in Wentzville this basic style remained popular into the first decades of the twentieth century

Late Victorian – Queen Anne



517 South Linn Avenue (Photographer: Megan Knapp, 2021).

5. 117 West Allen Street

- Another Late Victorian home, this large brick house has the massing, windows, and large porch often associated with Late Victorian houses but with simpler detailing because of the use of brick walls and it may be eligible for listing in the National Register if it can be determined that the front porch posts are similar to the originals and if a survey of Wentzville historic houses is completed to determine the local architectural significance of this house. The 1905 plat map shows that the house had been constructed at least by that date.

Late Victorian



117 West Allen Street (Photographer: Adam Flock, 2021).

**Late Nineteenth and Early Twentieth Century American Movements:
Colonial Revival**

- As the name implies, Colonial Revival style buildings drew upon the colonial American designs, which in turn were brought by the initial settlers on the Atlantic seaboard from their homes in Europe. The increasingly popular Colonial Revival

designs were not usually historically accurate copies, rather they used the details on colonial examples as inspiration. Colonial Revival houses continued to be extremely popular for more than a half-century, with an evolving series of forms. Several examples were found in the survey area in Wentzville, generally starting around 1900 and extending into the 1930s. Colonial Revival buildings could have other classically inspired details: Palladian style windows, cornice box returns that emulate broken pediments in the gable ends, pilasters and smaller pediments on dormers, modillions or dentils in frieze-like boxed cornices at the roofline, oval or ocular windows, and decorative urns on top of pediments or to accentuate the turned balusters on porches. As a contrast to these embellishments, Colonial Revival designs have simple wall finishes, unlike the preceding Victorian era designs, and most of the Wentzville examples are frame buildings and are more restrained, and less likely to be heavily embellished, in keeping with the middle-class character of the community. The examples in Wentzville are all early twentieth century designs.

6. 521 South Linn Avenue

- Two of the Colonial Revival designs are a subtype known as Dutch Colonial Revival, distinguished by the use of a gambrel roof form, such as the one 521 S. Linn, which has an entablature and pilaster entry surround, bay windows, and clustered columns on the corner porch.

Dutch Colonial Revival



521 South Linn Street (Photographer: Megan Knapp, 2021).

7. 100 East Pitman Avenue

- A commercial vernacular building constructed in 1900 with a false-front. The Wentzville Creamery and Ice Company, located at 100 East Pitman, is potentially eligible for individual listing. Ed Kerrenbrock had the building constructed to house the first creamery in the city in 1915. It now houses the Friendship Brewery. Though the façade has lost a few of the openings (loading bay doorways), the building continues to retain its design, as seen in the Bowman and Marshall book on page 78. The creamery was known for its Frozen Gold Ice Cream. The site was developed south of the original 7 block town on the south side of the railroad tracks in what was

labeled "F.S. Whitehead's Southern Addition" on the 1905 plat map.

Vernacular – Commercial False Front



100 East Pitman Avenue (Photographer: Megan Knapp, 2021).

Late Nineteenth and Early Twentieth Century American Movements: Craftsman

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

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

East Allen Street is one of the larger Craftsman houses in Wentzville, having many of the stylistic details seen on most of the Wentzville examples: wide eaves, knee braces, tapered square porch columns resting on stone piers and vertical lights in the upper sashes.

8. 205 East Allen Street

- This house is an excellent example of a larger Craftsman bungalow, which retains most of its original detailing, including the distinctive knee braces under the eaves, original 4/1 sashed windows, and original porch railings with the tapered square columns on faux stone piers. As such, it appears that it might be individually eligible for listing in the National Register. This building served as the telephone exchange which had first been located in the Wentzville House Hotel in 1908 and run by Addie Lusby Anselm and her two sisters, Cordelia and Elsie, who rebuilt their home at 205 E. Allen to make room for the telephone exchange when it needed more space. On the 1927 fire insurance map, there is a small insert titled "Located 3 Blocks N.E. of Depot" that depicts this property and marks the house as Telephone Exchange (Bowman, p. 8). Bowman's book notes on p. 104 that Dr. W. C. Schroeder owned the telephone company housed at this address but did not clarify if this was also his residence or his relationship to Cordelia and Elsie. The building could be evaluated for individual listing under National Register Criterion C for architecture as an intact example of the Craftsman style.

Craftsman



205 East Allen Street (Photographer: Adam Flock, 2021).

9. 503 South Linn Avenue

- This house was built for Charles E. Musick in 1916 and inherited by his daughter and son-in-law, Charlie and Alma Lee Musick Richards in 1929. There is an historic photo of this house taken in 1935, as part of a city commission to document prominent and landmark homes in Wentzville and to this day this is still one of the most notable historic homes in Wentzville and an excellent example of a Craftsman bungalow--one that retains all of its exterior historic details which characterize it as Craftsman in design, including the knee braces under the wide eaves, and the original 4/1 wood sashed windows. The house is eligible for listing in the National Register under Criterion C for its significance to the local architectural legacy. It also

may be eligible under Criterion A for its significance associated with Musick. The property also includes an old barn, which may have additional significance either as an architectural rarity left intact in suburbanized St. Charles County.

Craftsman



503 South Linn Avenue (Photographer: Megan Knapp, 2021).

Mid-Century Modern Movement:

10. 201 East Allen Street

- The Modern style was selected for the new Wentzville U.S. Post Office at 201 E. Allen, one of the most distinctive Modern designs in Wentzville. The use of modern building materials, such as aluminum framed windows which had narrow frames became a popular choice for Modern commercial buildings and some examples used flat canopies or roof projections to frame the façade, as is seen in the U.S. Post Office and the small office at 18 W. Pearce.

The State Historic Preservation Office ("SHPO") informed the United States Postal Service ("Postal Service") that the former Wentzville Post Office at 201 East Allen St. (the "Building") exhibited some historic integrity and would need to have a Preservation Covenant to help ensure that the historic elements of the building were protected as part of the sale to a private entity.

The significant historic character defining features of the property include an asymmetrical façade with canopy over the windows and entry visually balanced by the masonry signage wall, the low profile, flat roof, flat canopy cantilevered over façade windows, the entry with square recessed lights stacked sandstone veneer façade wall with a projecting wall on east end of the façade, anodized aluminum windows, entry doors original configuration/proportions, light buff colored, textured brick walls, and marble sills on lobby windows.

Mid-Century Modern Movement:



201 East Allen Street (Photographer: Adam Flock, 2021).

11. 1015 East Pitman Avenue

- This is an interesting commercial vernacular building design constructed in 1938 that retains its original windows and even the paired freight doors as well as the attached gable roof canopy. Pohl & King Monument Company has been in business in Wentzville and St. Louis area since 1898, and this building may have been built for that business. With further research, this building appears it could be individual eligible for listing in the National Register under Criterion A for its significance in the commercial development of Wentzville, especially since this business was located 8 blocks east of the downtown business district, positioned next to the recently arrived US highways--both 40 and 61 intersected just to the east and this building's construction and placement may be part of the commercial development that occurred in Wentzville after the arrival of the highways. This site is indicated as part of the 47-acre H.H. Koenig estate on the 1905 plat map on the far east end of Wentzville. The grouping of residences on the block were constructed mainly in the 1930s-40s, along with this building, along Old Business 61, now referred to as Luetkenhouse Boulevard.

Commercial Vernacular



1015 East Pitman Avenue (Photographer: Megan Knapp, 2021).

12. 1009 East Pearce Blvd.

- Pete's Drive In, located at 1009 East Pearce, is potentially eligible for individual listing. The building opened in 1966, catering to automobile traffic from Highway 40 (now known as East Pearce Avenue) and nearby Highway 61. The family oriented drive-in diner has been owned by Pete and Marilyn Leukenhaus since it opened, offering both walk up service and indoor seating, as well as intercom ordering for walk out delivery with window trays for cars. It initially was an A&W operation, but in later years Pete decided to abandon the A&W franchise and operate independently. The building retains nearly all its original architectural details, making it eligible for both commerce and architecture.

Commercial Vernacular



1009 East Pearce Blvd (Photographer: Teresa Basye, 2021).

13. 101 North Walnut Street

- The Water tower is also an iconic landmark in town worth listing. This 300,000 gallon

elevated water tank was finished in 1962 as an additional water tower for the City of Wentzville to provide increased water pressure and supply to the east end of town that began growing after the completion of Hwy 40 through town on Pearce Blvd. (the intersecting street where the water tower is located) rapidly increasing its population. The history of water service in this community was an especially significant component of its early development, as the downtown faced several devastating fires before the Community Club succeeded in leading the efforts to get water service and build the first water tower (further west near Pearce) in 1935. The implementation of the water works was such an important event that there was a three-day community celebration with a parade and festival activities. A year later, the community of 700 people passed a \$45,000 bond, and received a Public Works Administration grant, to fund their waterworks projects. It took the community another two decades to fund another water related project, the construction of a new fire station through a 1955 bond, but during the 1950s the population of Wentzville more than doubled to 2,742 people. Indicative of the necessity for water pressure on the east end of the city, Wentzville residents agreed to construct a new water tower in 1962. It was positioned on the east end of Pearce Blvd., which was Hwy 40, a prominent location that immediately made this water tower a local landmark. The construction of the tower also coincided with the completion of the section of Interstate 70 approaching to the east of Wentzville, a project the citizens anticipated would further increase development on that end of the city. However, it would be another four years before the city would concede to a bond updating the 1935 original waterworks by creating a new water treatment plant. The vital incorporation of the 1962 water tower alleviated immediate issues for the vast population growth the city would see during the 1960s. As such, it appears eligible for listing in the National Register under Criterion A for Community Planning and Development.

Water Tower



101 North Walnut Street (Photographer: Megan Knapp, 2021).

OTHER FINDINGS: Black Enclave

There are less documents and resources available regarding black culture and history in the area and how it developed by comparison. However, black residents have been a part of Wentzville since before the existence of the town. The northeast corner of town in the survey area is a traditionally black neighborhood going back as far as the oldest buildings in town. As mentioned earlier, the Grant African Methodist Episcopal Church located on the corner of Koenig and Cherry was an early and important religious institution in town and includes a cemetery. The neighborhood surrounding it was settled by emancipated slaves who remained to continue to be a part of the community after slavery. There was a black school in the area as well, of which portions do remain today. Although there are historic integrity issues, it is possible the school could also be candidate for the National Register of Historic Places upon further investigation. We have found a few references to this area in the Wentzville Union, which called the area "Needmore [B: Fig 9]." It is unclear if the designation was adopted or accepted by the residents. More information is needed to determine if a district nomination might be an option instead of separate nominations for the Church, School, and homes that may connect under a single area of significance.

FURTHER RECOMMENDATIONS:

Protecting Integrity of all Historic Properties

Wentzville's citizens, government, and cultural organizations have been doing wonderful things to bring attention to Wentzville's historic buildings and places. This report is a perfect opportunity to recognize the important work done thus far by the Wentzville Historical Society, the Downtown Committee, and the Crossroads Arts Council. That energy should be encouraged to continue, expand, and flourish in addition to other recommendations from this survey. Innovative and nimble efforts to celebrate and promote historic buildings and districts are highly encouraged; especially those that can reach an ever-wider range of people through shrewd use of social media and technology.

Listing on the National Register of Historic Places is not the end-all be-all goal or even possible for many historic properties. Many of the benefits of listing can be received via efforts and recognition outside of the Federal designation. The concept of "cultural conservation" encourages us to treat our history as a living heritage, rather than trying to freeze-dry the past behind a museum door or perfectly restored mansion.⁵⁹ Cultural conservation includes these goals: 1) To encourage governmental decision on land use, policies, codes regulating development, etc., that respond to the community's concepts of history and heritage 2) to develop programs and materials for public education, and to help people better understand and appreciated their special place and heritage through curriculum development, exhibition, and public programs.⁶⁰ Local recognition of historic homes and properties should be increased and celebrated via tours, events, and plaques to increase the number of invested and excited citizens.

⁵⁹ Marshall, Howard Wight. *Vernacular Architecture in Rural and Small Town Missouri: An Introduction*. University Extension, University of Missouri-Columbia, 1994. Page 8.

⁶⁰ *Ibid.* 9.

Entertaining social activities are a great way to keep passion for historic places alive for citizens. The iconic events put on over the decades by the Community Club as one example, as are the activities and social media posts by the Wentzville Historical Society. Our team was delighted to find historic murals all over town, and maps and pamphlets listing historic sites were easy to find on the web. We encourage groups who have made these efforts to push further into the community to share these items and places with new residents and schoolchildren who are not yet aware of what downtown and the historic neighborhoods have to offer.

Preservation Covenants

The City of Wentzville has already been a party to Preservation Covenants as a precautionary measure to protect the value of historic properties from alterations that could put the historic integrity of structures at risk. To protect the future possibility of being added to the NRHP, the covenant describes in great detail the changes that would jeopardize historic integrity, as described in the discussion of the post office previously. The Federal postal service took action to investigate before selling the building because they are beholden to Federal review of such sales. Covenants like this do not typically apply to National Register Listings unless Federal money or grants are being applied to a project or if a Federal building is being transferred to private ownership.

"HD-1" Historic Downtown Core District.

The City of Wentzville and the Downtown Committee have been demonstrating a desire to recognize and protect historic structures. One recent action has been the designation of the Historic Downtown Core District. The purpose of the "HD-1" Historic Downtown Core District is to recognize the unique and historic attributes of the area identified in the Wentzville Downtown Phase II Implementation Plan and Program as the "Village Center" and to encourage the redevelopment and revitalization of this area as a pedestrian-oriented, neo-traditional downtown including a mix of retail, service, professional and governmental office, restaurant and hospitality uses together with upper story residential uses in live/work units as well as to encourage preservation and restoration of the historic character of the buildings, streetscapes and surrounding public and private spaces within the area.

If some efforts described here can be implemented, along with fresh ideas from the community, and that is combined with more official efforts such as NRHP Listings (and grants and tax credits that follow), Wentzville is in a position to use the foundations of town to enrich the lives of all Wentzville residents and provide them all a central "place" to play, experience community, maybe work or live in, and protect for the next generations.

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BOUNDARY MAP

APPENDIX A: MAPS

Figure1: Wentzville Intensive Survey. Context map including area of study and proposed historic districts, Source: Google Earth Pro. Web: Accessed 7 March 2022. Boundary and labels added by report authors. (38°48'40.2"N 90°51'10.5"W).



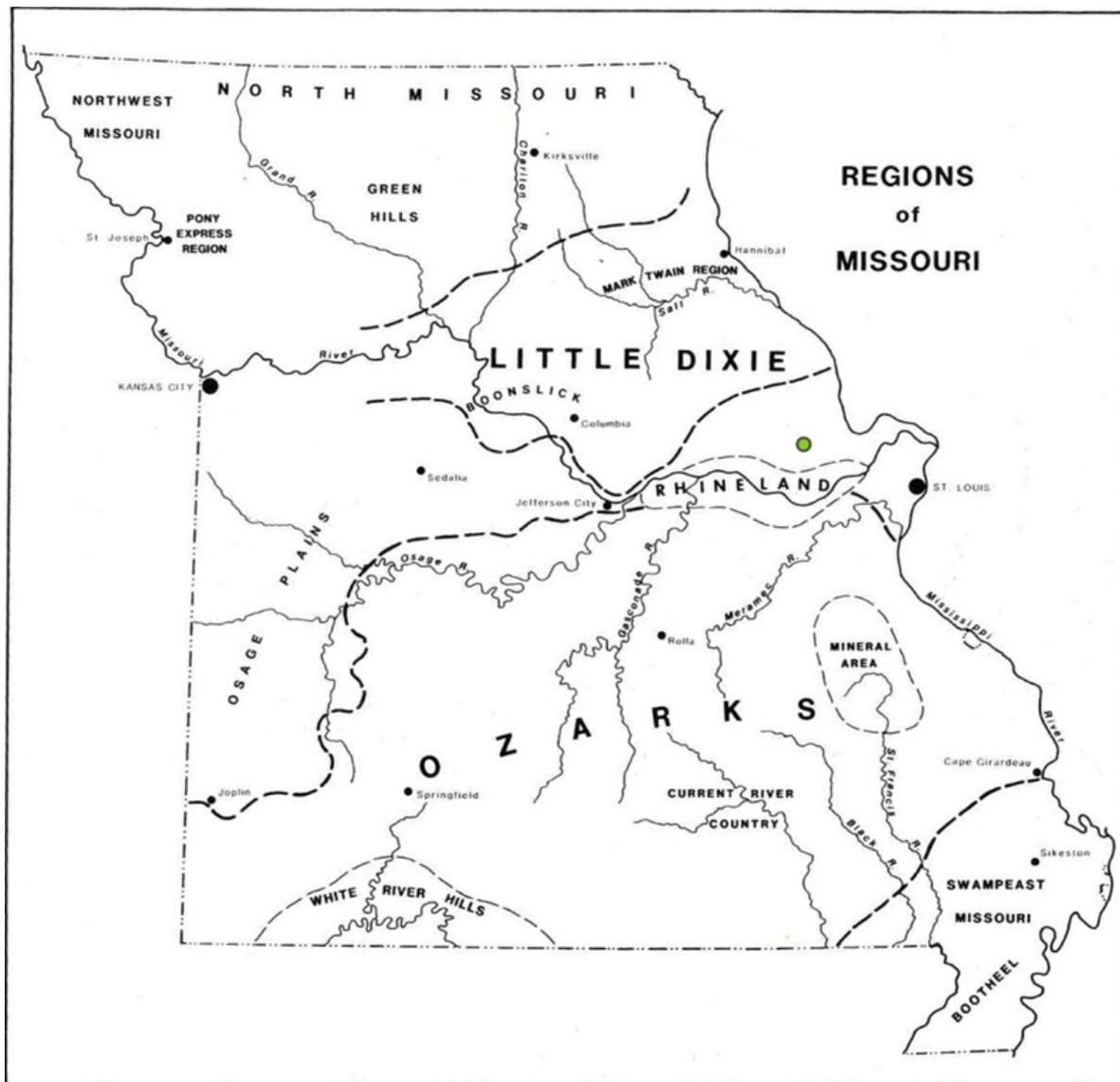


Figure 4. 1875 Atlas detail map of Wentzville – original town blocks line the south side of the tracks. Map is not to scale (Brink, p. 21).

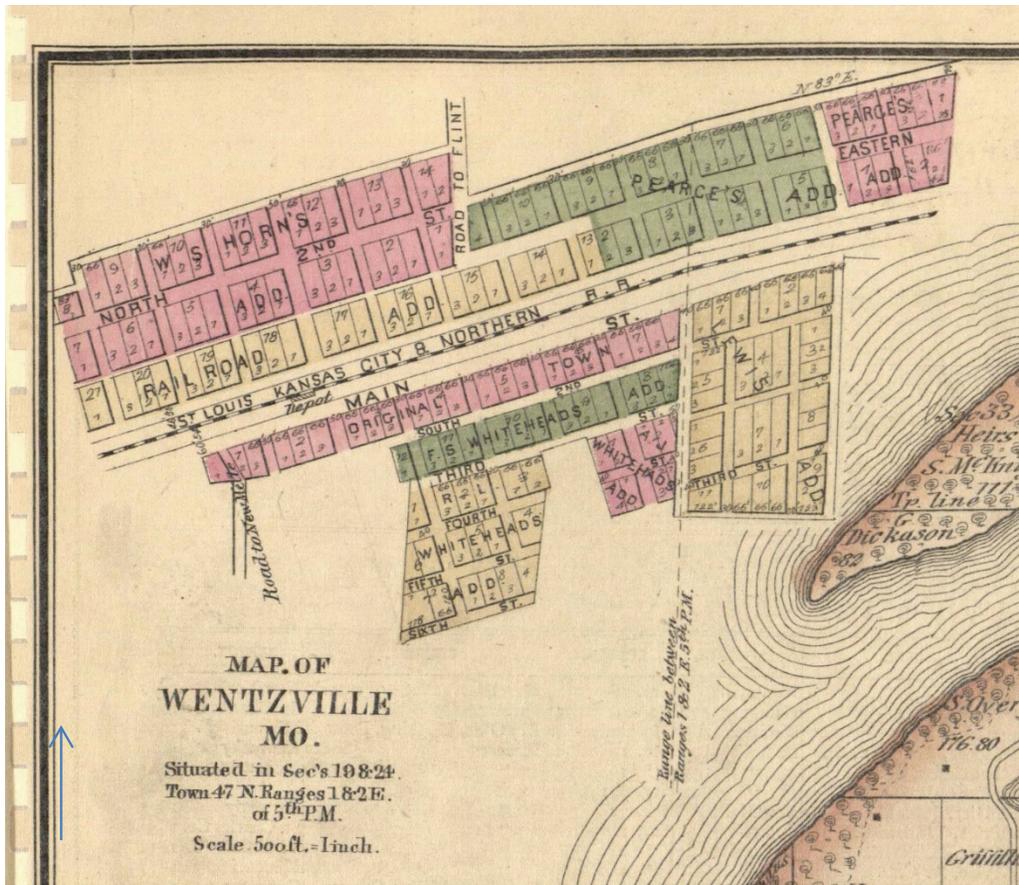


Figure 5. St. Charles County, 1905 (Source: Plat Book of St. Charles Missouri, 1905, p. 2-3).

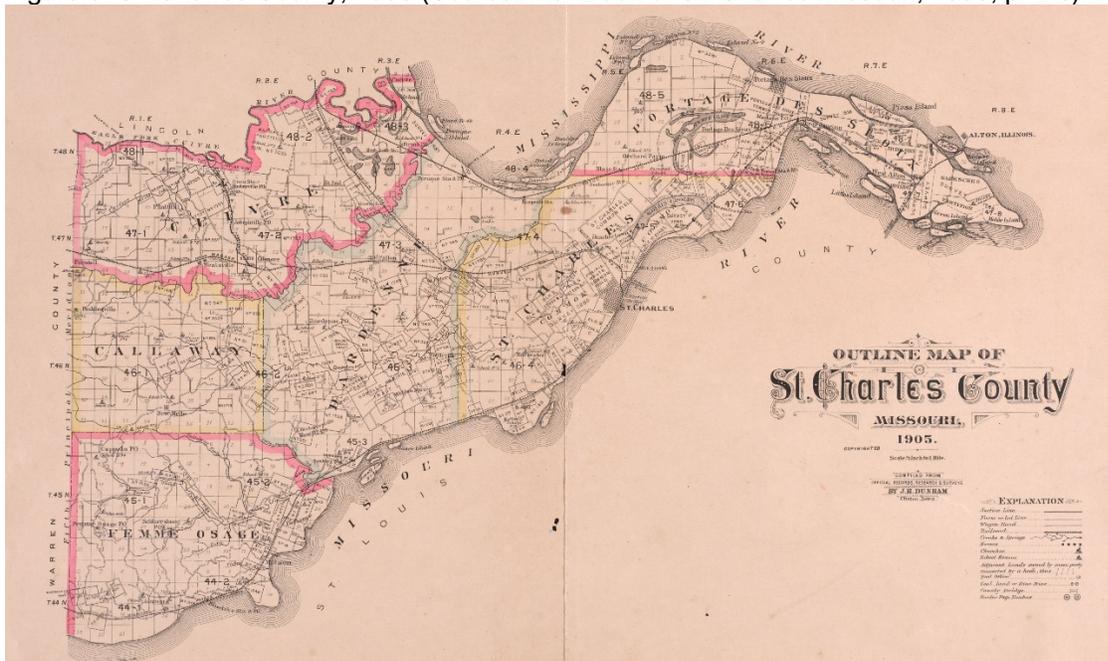


Figure 6. Wentzville, 1905 (Source: Plat Book of St. Charles Missouri, 1905, p. 15).

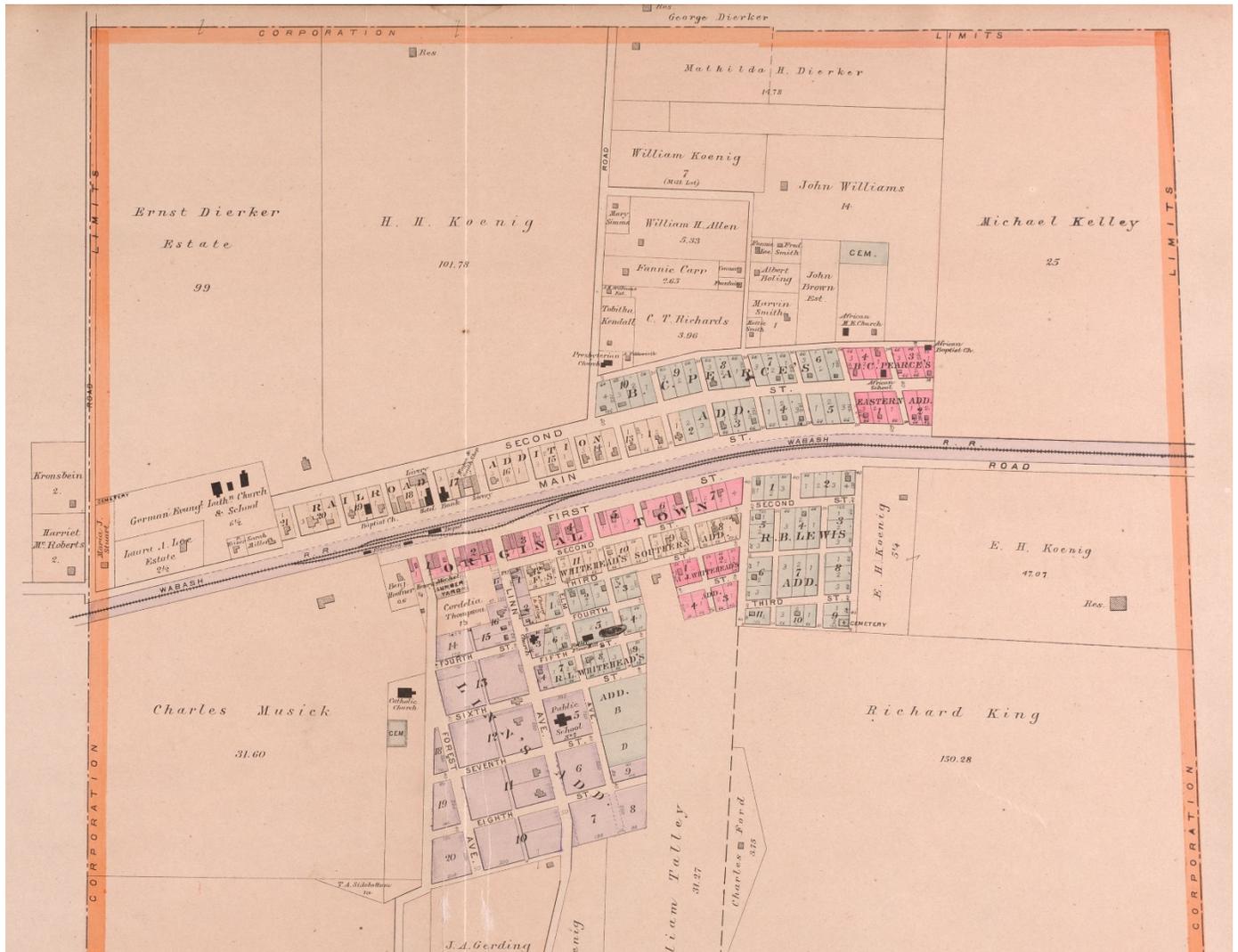
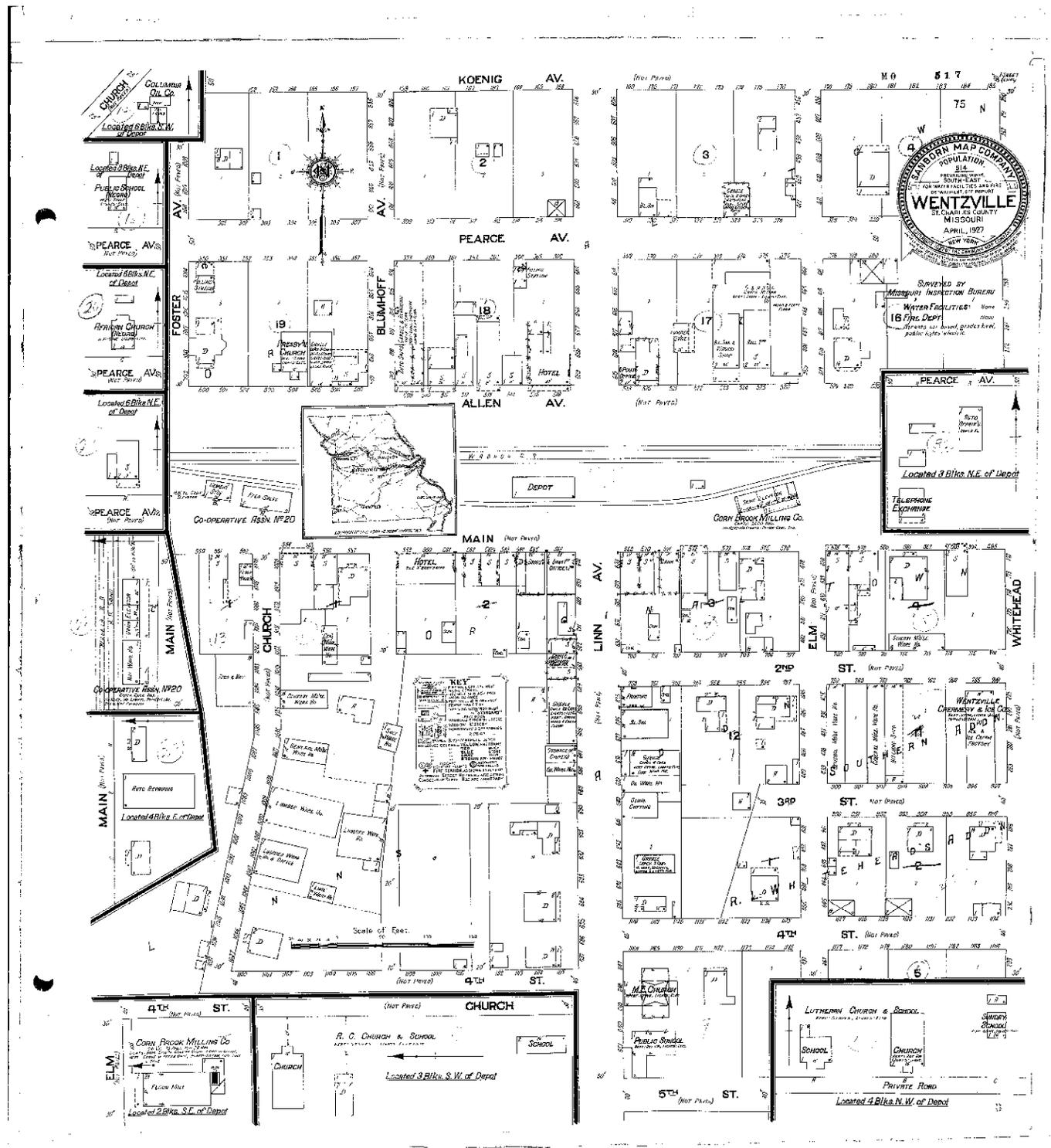


Figure 7. "Wentzville, St. Charles County, Missouri." New York: Sanborn Map Company, 1927.



APPENDIX B: HISTORIC CONTEXT IMAGES

Figure 1. A postcard of Wentzville dated as 1880 illustrates expansion south of the railroad tracks (Bowman and Marshall, p. 11).

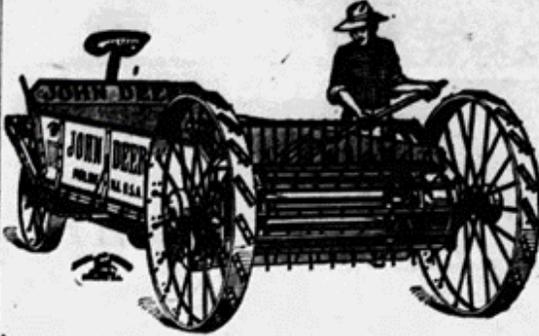


Figure 2. The first automobile dealership in Wentzville, pictured here, was established by George Freese in 1914 on present day Allen Street. This photo is dated as 1919 (Source: Freese Family History-online).



Figure 3. Schierbaum's sold automobiles by catalog in the 1910s. The business started in the 1880s as a blacksmith's shop that sold wagons and farm implements (Source: The Wentzville Union, 30 January 1914).

**THE EXPERIENCED
FARMER**



Nails and Automobiles

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

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

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

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




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

SCHIERBAUM "HAS IT."

Figure 4. Advertisement for Swantner Motor Company, which opened dealerships in Wentzville

along Highway 40 (Source: *The Wentzville Union*. 18 April 1941, p. 3)

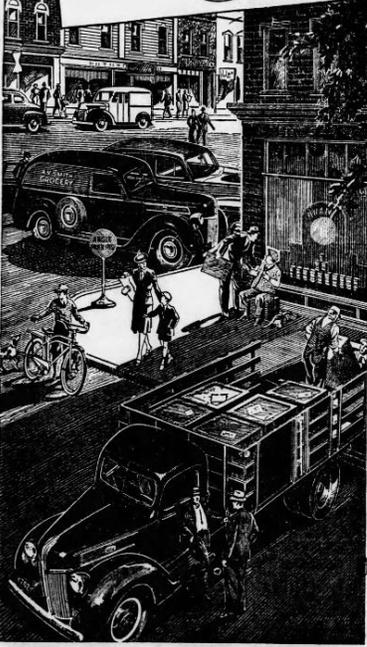
Look at the
FORD TRUCKS
ON MAIN STREET!

IN VILLAGE, town, and big city—on farms and on the highways . . . wherever you look, you see Ford Trucks at work. There are *more Ford Trucks at work on the nation's hauling jobs than trucks of any other make!*

There are definite reasons why. Truck owners want a truck with the power, performance and dependability that Ford Trucks deliver. They want economy that starts with low first cost and continues with low operating and low maintenance cost. In Ford Trucks they get *what they want!*

It's no wonder Ford Trucks are as popular on Main Street as on Broadway! And they'll add to their popularity once you try them on your job. See your Ford Dealer today.

FORD TRUCKS
AND COMMERCIAL CARS
FORD MOTOR COMPANY . . . BUILDERS OF FORD AND MERCURY CARS, FORD TRUCKS, COMMERCIAL CARS, STATION WAGONS AND TRANSIT BUSES



SWANTNER MOTOR CO., Wentzville
Ford-Mercury Dealer
Heavy Duty Wrecker Phone 64

Figure 5. Wentzville Mural #5: WENTZVILLE 1855 – 1920 On west side of Wentzville

Millworks. Artist Twig Loughry, the Crossroads Arts Council, sponsored by the Wentzville Community Club. Illustrations from historical calendar in 2000. The only extant buildings are the Immanuel Lutheran Church, the old Schierbaum residence/Post Office, and the (altered) Wentzville Public School.

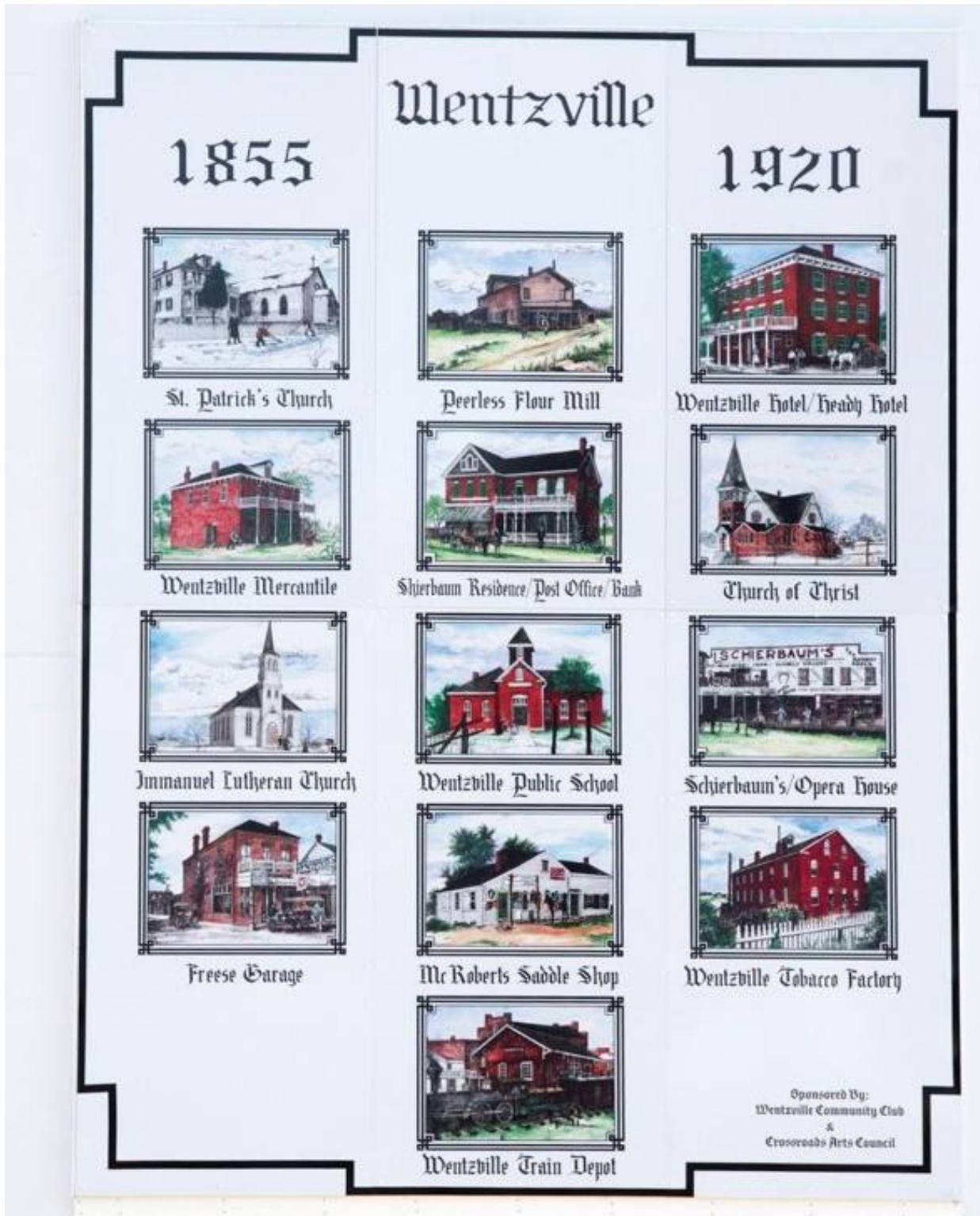


Figure 6. Advertisement by Wentzville's Commercial Club in 1939 for the city's annual

Homecoming event ("Homecoming News," *The Wentzville Union*, 1 September 1939: 1).

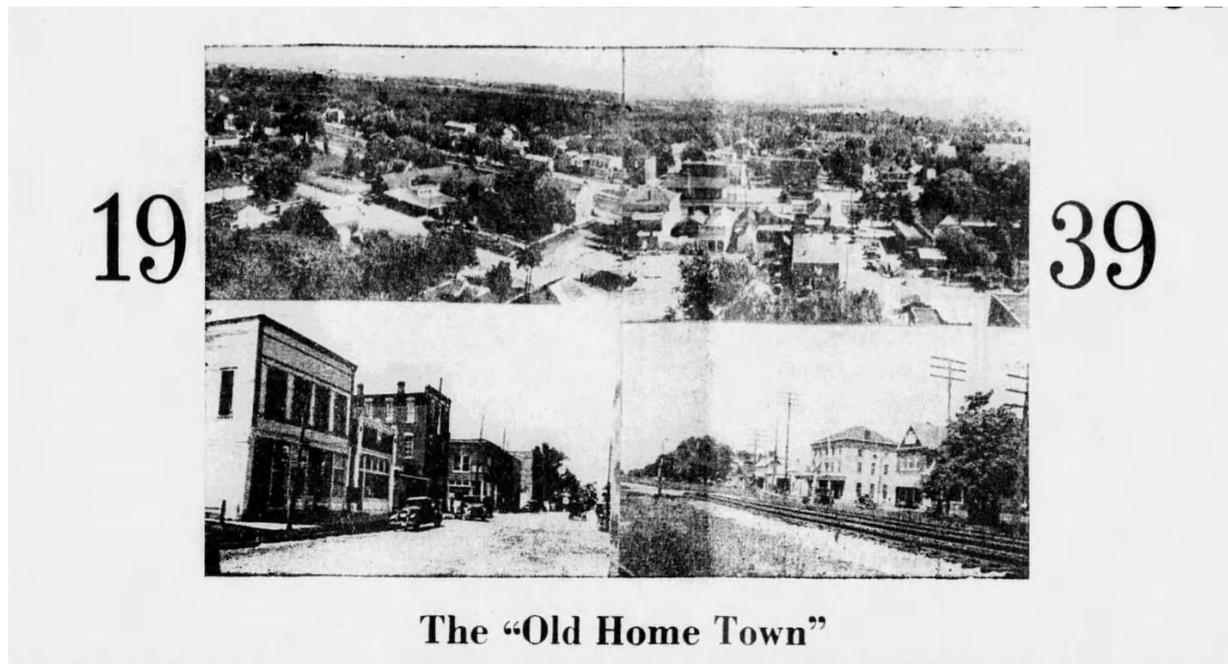


Figure 7. The Southern Air Restaurant in 1996. The building currently supports classrooms used by Lindenwood University (Source: Dimmit, 1996, 1C).

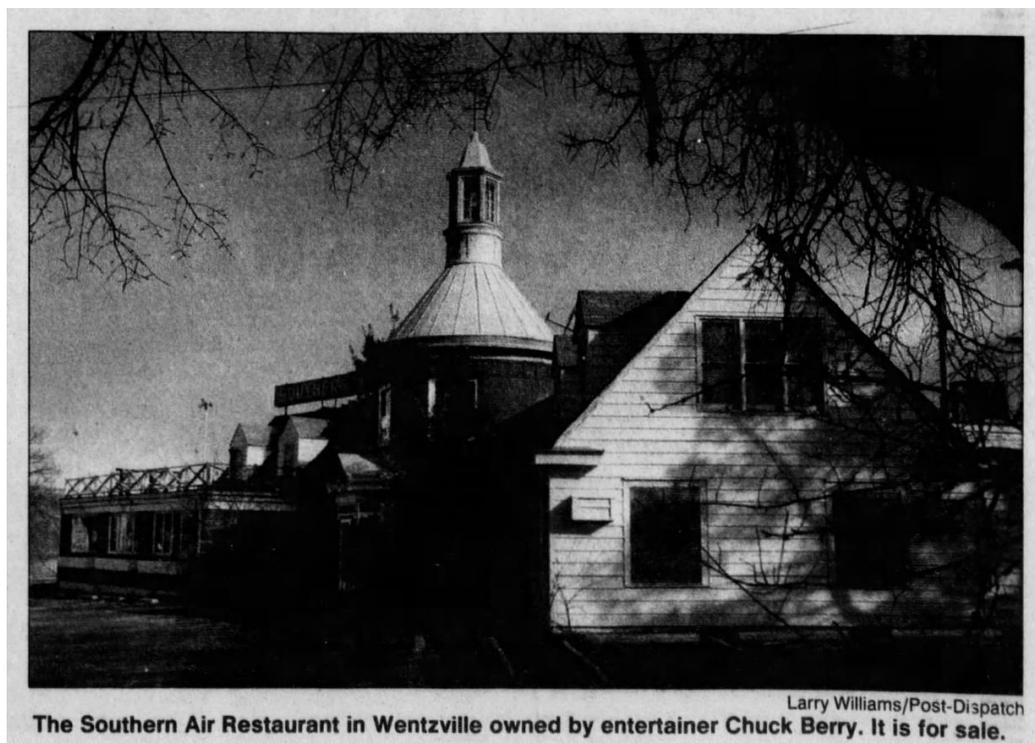


Figure 8. Aerial view of General Motors plant in Wentzville, 1982 (Source: *St. Louis Post-Dispatch*,

30 December 1982:3SC).



Figure 9. "Gigantic Storm Swept Over This Section Wednesday" The Wentzville Union. 9 July 1915: 1

ed.
Needmore, the colored section
of Wentzville, was damaged pret-
ty badly. Seven or eight houses
were completely demolished, be-
sides the church and school being
wrecked.
Following is a partial list of the
houses which were destroyed or
damaged: Harry Koenig's house
was blown away, H. H. Koenig's
house was wrecked, the new brick
house belonging to F. J. Goellner
was torn to pieces, houses occupied
by the following persons were also
damaged: Henry Schmueker, Hen-
ry Schulz, Geo. Dierker, Miss Han-
nah Lee, house and barn of Hen-

APPENDIX C:

Table 3-5. Inventory Resource Data: Status of buildings within Potential Districts

Main Street Historic District					
53-South Linn Avenue	109	Vernacular	2	1905	X-D Contributing
54-South Linn Avenue	200	Vernacular	1	1900	X-D Contributing
55-South Linn Avenue	203	Vernacular	1	1960	X-D Contributing
56-South Linn Avenue	206	Vernacular	1	1926	X-D Contributing
57-South Linn Avenue	207	Vernacular	1	1931	X-D Contributing
59-South Linn Avenue	210	Vernacular	1	1930	X-I and D Contributing
86-East Main Street	2	Vernacular	3	1860	X-D Contributing
87-East Main Street	6	Vernacular	1	1935	X-D Contributing
88-East Main Street	8	Vernacular	1	1955	X-D Contributing
105-West Main Street	2	Vernacular	2	1900	X-D Contributing
106-West Main Street	6	Vernacular	2	1940	X-D Contributing
108-West Main Street	24	Vernacular	3	1890	X-D Contributing
110-West Main Street	201	Vernacular	2	1927	X-I and D Contributing
111-West Main Street	210	Vernacular	1	1959	X-I and D Contributing
11-East Allen Street	1	Folk Victorian	2	1885	X-I
52-South Linn Avenue	105	Vernacular	1	1905	X-D Noncontributing
58-South Linn Avenue	208	Vernacular	1	1970	X-D Noncontributing
89-East Main Street	10	Commercial	1	1980	X-D Noncontributing
90-East Main Street	14	Commercial	1	1950	X-D Noncontributing
107-West Main Street	12	Vacant	N/A	N/A	X-D Noncontributing
109-West Main Street	112	Industrial	2	1982	X-D Noncontributing

Pearce Old 40 Historic District					
122-East Pearce Blvd	4	Modern Movement	1	1945	X-D Contributing
123-East Pearce Blvd	8	Modern Movement	1	1945	X-D Contributing
124-East Pearce Blvd	13	Vernacular	1	1930	X-D Contributing
126-East Pearce Blvd	103	Colonial Revival	1	1914	X-D Contributing
127-East Pearce Blvd	115	Modern Movement	1	1940	X-D Contributing
161-West Pearce Blvd	5	Modern Movement	1	1970	X-D Contributing

162-West Pearce Blvd	18	Modern Movement	1	1960	X-D Contributing
164-West Pearce Blvd	100	Streamline Moderne	1	1947	X-D Contributing
165-West Pearce Blvd	109	Colonial Revival	2	1932	X-I and D Contributing
167-West Pearce Blvd	120	Vernacular	1	1950	X-D Contributing
168-West Pearce Blvd	201	Modern Movement	2	1959	X-D Contributing
169-West Pearce Blvd	206	Vernacular	1	1928	X-D Contributing
36-North Elm Street	211	Vernacular	1	1930	X-D Noncontributing
48-West Koenig Street	116	Late Victorian	1.5	1920	X-D Noncontributing
160-West Pearce Blvd	2	Vernacular	1	1960	X-D Noncontributing
163-West Pearce Blvd	22	Civic	N/A	1976	X-D Noncontributing
166-West Pearce Blvd	119	Modern Movement	1	1937	X-D Noncontributing

Individual Listings

12-East Allen Street	201	Utilitarian	1.5	N/A	X-I
13-East Allen Street	205	Craftsman	1.5	1910	X-I
24-West Allen Street	117	Late Victorian	2	1900	X-I
67-South Linn Avenue	503	Bungalow	1.5	1916	X-I
70-South Linn Avenue	517	Folk Victorian	2	1917	X-I
71-South Linn Avenue	521	Colonial Revival	2	1921	X-I
98-East Main Street	408	Vernacular	2	1860	X-I
193-East Pitman Avenue	100	Vernacular	1.5	1914	X-I
202-East Pitman Avenue	1015	Vernacular	2	1938	X-I
159-East Pearce Blvd	1009	Vernacular	1	1966	X-I
216- ILC W Pearce	317	Gothic Revival	1.5	1899	X-I Church
217 - E Koenig Street	907	Minimal Traditional	1	1887	X-I Church
210-N Walnut Street	101	Vernacular	N/A	1962	X-I Water Tower

APPENDIX D:**Table 6. Inventory Resource Data: Properties by Date of Construction**

Inv.Form# & STREET	STREET #	Style	Const. Date
86-East Main Street	2	Commercial	1860
98-East Main Street	408	Vernacular	1860
11-East Allen Street	1	Folk Victorian	1885
217 - E Koenig Street	907	Minimal Traditional	1887
69-South Linn Avenue	513	Folk Victorian	1890
108-West Main Street	24	Commercial	1890
155-East Pearce Blvd	909	Commercial	1895
72-South Linn Avenue	603	Folk Victorian	1897
216- ILC W Pearce	317	Gothic Revival	1899
3-3rd Street	108	Vernacular	1900
6-East 4th Street	9	Vernacular	1900
17-East Allen Street	409	Vernacular	1900
24-West Allen Street	117	Late Victorian	1900
27-West Allen Street	303	Vernacular	1900
54-South Linn Avenue	200	Vernacular	1900
64-South Linn Avenue	306	Folk Victorian	1900
65-South Linn Avenue	309	Vernacular	1900
68-South Linn Avenue	507	Folk Victorian	1900
105-West Main Street	2	Commercial	1900
116-East Maple Street	12	Minimal Traditional	1900
142-East Pearce Blvd	628	Minimal Traditional	1900
172-West Pearce Blvd	300	Vernacular	1904
52-South Linn Avenue	105	Vernacular	1905
53-South Linn Avenue	109	Vernacular	1905
13-East Allen Street	205	Craftsman	1910
15-East Allen Street	301	Bungalow	1910
18-East Allen Street	501	Gothic Revival	1910
40-East Koenig Street	1	Colonial Revival	1910
41-East Koenig Street	5	Bungalow	1910
73-South Linn Avenue	609	Folk Victorian	1910
63-South Linn Avenue	305	Four Square	1913
126-East Pearce Blvd	103	Colonial Revival	1914
193-East Pitman Avenue	100	Vernacular	1914
67-South Linn Avenue	503	Bungalow	1916
70-South Linn Avenue	517	Folk Victorian	1917
194-East Pitman Avenue	240	Bungalow	1918

22-West Allen Street	13	Vernacular	1920
48-West Koenig Street	116	Late Victorian	1920
51-North Linn Avenue	310	Vernacular	1920
103-East Main Street	802	Bungalow	1920
114-East Maple Street	2	Colonial Revival	1920
152-East Pearce Blvd	901	Vernacular	1920
154-East Pearce Blvd	906	Bungalow	1920
175-West Pearce Blvd	409	Bungalow	1920
71-South Linn Avenue	521	Colonial Revival	1921
37-South Elm Street	201	Colonial Revival	1926
56-South Linn Avenue	206	Vernacular	1926
213 Whitehead Street	301	Bungalow	1926
76-South Linn Avenue	705	Bungalow	1927
110-West Main Street	201	Vernacular	1927
169-West Pearce Blvd	206	Vernacular	1928
4-3rd Street	203	Bungalow	1929
1-3rd Street	102	Colonial Revival	1930
32-South Church Street	602	Bungalow	1930
36-North Elm Street	211	Vernacular	1930
59-South Linn Avenue	210	Vernacular	1930
99-East Main Street	502	Colonial Revival	1930
115-East Maple Street	8	Vernacular	1930
124-East Pearce Blvd	13	Vernacular	1930
128-East Pearce Blvd	201	Minimal Traditional	1930
57-South Linn Avenue	207	Vernacular	1931
79-South Linn Avenue	813	Neo-Eclectic	1931
74-South Linn Avenue	611	Folk Victorian	1932
165-West Pearce Blvd	109	Colonial Revival	1932
50-North Linn Avenue	308	Neo-Eclectic	1935
87-East Main Street	6	Commercial	1935
166-West Pearce Blvd	119	Modern Movement	1937
199-East Pitman Avenue	1005	Minimal Traditional	1937
14-East Allen Street	211	Vernacular	1938
96-East Main Street	402	Minimal Traditional	1938
198-East Pitman Avenue	909	Colonial Revival	1938
202-East Pitman Avenue	1015	Vernacular	1938
119-West Maple Street	12	Neo-Eclectic	1939
10-6th Street	105	Neo-Eclectic	1940
31-South Church Street	508	Ranch	1940

106-West Main Street	6	Commercial	1940
112-West Main Street	216	Minimal Traditional	1940
117-West Maple Street	2	Minimal Traditional	1940
118-West Maple Street	8	Folk Victorian	1940
127-East Pearce Blvd	115	Modern Movement	1940
186-West Pearce Blvd	600	Vernacular	1940
200-East Pitman Avenue	1007	Minimal Traditional	1940
8-6th Street	103	Neo-Eclectic	1941
97-East Main Street	404	Vernacular	1941
101-East Main Street	606	Vernacular	1941
84-Luetkhenhause Blvd	403	Commercial	1943
122-East Pearce Blvd	4	Modern Movement	1945
123-East Pearce Blvd	8	Modern Movement	1945
129-East Pearce Blvd	212	Vernacular	1945
141-East Pearce Blvd	606	Vernacular	1945
148-East Pearce Blvd	806	Minimal Traditional	1945
173-West Pearce Blvd	306	Minimal Traditional	1945
187-West Pearce Blvd	602	Vernacular	1945
208-Wagner Street	103	Vernacular	1945
209-Wagner Street	105	Vernacular	1945
20-West Allen Street	9	Vernacular	1946
45-West Koenig Street	3	Bungalow	1947
164-West Pearce Blvd	100	Streamline Moderne	1947
80-South Locust Street	104	Ranch	1948
5-3rd Street	207	Vernacular	1950
21-West Allen Street	11	Vernacular	1950
42-East Koenig Street	207	Vernacular	1950
46-West Koenig Street	9	Commercial	1950
90-East Main Street	14	Commercial	1950
91-East Main Street	100	Industrial	1950
100-East Main Street	512	Vernacular	1950
102-East Main Street	610	Neo-Eclectic	1950
136-East Pearce Blvd	407	Minimal Traditional	1950
138-East Pearce Blvd	411	Vernacular	1950
146-East Pearce Blvd	706	Vernacular	1950
167-West Pearce Blvd	120	Vernacular	1950
171-West Pearce Blvd	212	Ranch	1950
197-East Pitman Avenue	813	Minimal Traditional	1950
201-East Pitman Avenue	1009	Minimal Traditional	1950

75-South Linn Avenue	701	Neo-Eclectic	1951
139-East Pearce Blvd	508	Vernacular	1951
170-West Pearce Blvd	208	Minimal Traditional	1952
19-East Allen Street	805	Neo-Eclectic	1953
26-West Allen Street	205	Ranch	1953
179-West Pearce Blvd	507	Ranch	1953
25-West Allen Street	203	Neo-Eclectic	1955
29-Cherry Street	209	Ranch	1955
88-East Main Street	8	Commercial	1955
143-East Pearce Blvd	701	Industrial	1955
206-Wagner Street	7	Ranch	1955
2-3rd Street	107	Vernacular	1956
111-West Main Street	210	Vernacular	1959
168-West Pearce Blvd	201	Modern Movement	1959
176-West Pearce Blvd	411	Ranch	1959
23-West Allen Street	111	Modern Movement	1960
55-South Linn Avenue	203	Vernacular	1960
81-Luetkhenhause Blvd	305	Vernacular	1960
83-Luetkhenhause Blvd	359	Commercial	1960
85-Luetkhenhause Blvd	425	Industrial	1960
104-East Main Street	810(811 E PIT)	Ranch	1960
134-East Pearce Blvd	402	Vernacular	1960
144-East Pearce Blvd	702	Vernacular	1960
160-West Pearce Blvd	2	Vernacular	1960
162-West Pearce Blvd	18	Modern Movement	1960
178-West Pearce Blvd	506	Ranch	1960
184-West Pearce Blvd	513	Vernacular	1960
185-West Pearce Blvd	519	Vernacular	1960
191-West Pearce Blvd	715	Generic contemporary	1960
9-6th Street	104	Ranch	1962
113-West Main Street	500	Recreational	1962
145-East Pearce Blvd	704	Vernacular	1962
147-East Pearce Blvd	802	Modern Movement	1962
210-N Walnut Street	101	Vernacular	1962
43-East Koenig Street	710	Ranch	1963
181-West Pearce Blvd	510	Modern Movement	1963
183-West Pearce Blvd	512	Vernacular	1963
188-West Pearce Blvd	702	Vernacular	1964

47-West Koenig Street	109	Commercial	1965
156-East Pearce Blvd	910	Industrial	1965
190-West Pearce Blvd	712	Vernacular	1965
159-East Pearce Blvd	1009	Vernacular	1966
157-East Pearce Blvd	1002	Industrial	1967
30-South Church Street	402	Ranch	1968
180-West Pearce Blvd	508	Minimal Traditional	1968
174-West Pearce Blvd	310	Minimal Traditional	1969
58-South Linn Avenue	208	Vernacular	1970
62-South Linn Avenue	302	Industrial	1970
161-West Pearce Blvd	5	Modern Movement	1970
182-West Pearce Blvd	511	Neo-Classical Revival	1970
125-East Pearce Blvd	100	Commercial	1972
82-Luetkhenhause Blvd	309	Industrial	1973
150-East Pearce Blvd	809	Ranch	1976
163-West Pearce Blvd	22	Civic	1976
132-East Pearce Blvd	302	Vernacular	1977
135-East Pearce Blvd	405	Vernacular	1977
137-East Pearce Blvd	408	Vernacular	1977
89-East Main Street	10	Commercial	1980
109-West Main Street	112	Industrial	1982
149-East Pearce Blvd	807	Commercial	1982
130-East Pearce Blvd	300	Industrial	1984
39-Forest Lane	512	Ranch	1985
131-East Pearce Blvd	301	Vernacular	1986
133-East Pearce Blvd	401	Vernacular	1988
204-South Talley Street	102	Vernacular	1988
212-Whitehead Street	200	Industrial	1988
203-North Talley Street	251	Ranch	1989
60-South Linn Avenue	300	Industrial	1990
140-East Pearce Blvd	602	Vernacular	1991
49-North Linn Avenue	208	Vacant lot	1992
94-East Main Street	302	Neo-Traditional	1998
95-East Main Street	304	Neo-Traditional	1998
120-McRoberts Street	101	Neo-Traditional	1998
121-McRoberts Street	103	Neo-Traditional	1998
195-East Pitman Avenue	301	Neo-Traditional	1998
196-East Pitman Avenue	303	Neo-Traditional	1998
205-South Talley Street	104	Vernacular	1998

192-East Pitman Avenue	10	Minimal Traditional	1999
16-East Allen Street	403	Vernacular	2000
28-Blumhoff Avenue	314	Vernacular	2000
92-East Main Street	200	Vacant lot	2000
93-East Main Street	201	N/A	2000
211-S Walnut Street	103	Vernacular	2000
33-South Church Street	606	Vernacular	2003
177-West Pearce Blvd	500	Generic contemporary	2004
34-South Church Street	702	Commercial	2006
189-West Pearce Blvd	703	Vernacular	2007
35-South Church Street	708	Commercial	2013
44-West Koenig Street	1	Commercial	2016
61-South Linn Avenue	301	New Traditional	2021
66-South Linn Avenue	403	Vernacular	2021
214-East Pearce Blvd	601	Minimal Traditional	2021
7-West 4th Street	102	Vacant lot	N/A
12-East Allen Street	201	Utilitarian	N/A
38-Forest Lane	411	Vacant lot	N/A
77-South Linn Avenue	803	Vacant lot	N/A
78-South Linn Avenue	807	Vacant lot	N/A
107-West Main Street	12	Vacant	N/A
151-East Pearce Blvd	810	Vacant	N/A
153-East Pearce Blvd	902	Vacant	N/A
158-East Pearce Blvd	1004	Vacant	N/A
207-Wagner Street	100	Vacant	N/A
215 -Train Plat see Allen St.	801	Utilitarian	N/A

APPENDIX E:**Table 7. Inventory Resource Data: Architectural Styles and Vernacular Subtypes**

Architectural Classifications	Count
Bungalow	12
Craftsman	8
gable front	1
Side gable	1
Craftsman, side gable	2
Civic	1
Memorial	1
Colonial Revival	9
Cross gable	3
Dutch Colonial Revival	2
hipped	1
I-House	1
Pyramidal	1
Spanish Colonial Revival	1
Commercial	18
Commercial storefront	1
Commercial, one-part block	3
Commercial, service garage, gable	1
Commercial, two-part block	2
fast food chain, irregular shape	2
Manufacturing Facility	1
Mixed use, central bay	1
Office Building	2
Prefabricated Building	1
Shopping Strip	4
Craftsman	1
Medium side gable	1
Folk Victorian	9
Cross gable	1
Cross gable with hip	1
gable front	2
Gable, front and wing	2
Queen Anne	1
Side gable	1
Truncated hip, hipped wing	1
Four Square	1
Craftsman, hipped	1

Generic contemporary	2
Commercial	1
Commercial, shopping strip	1
Gothic Revival	2
Cross gable	1
Ecclesiastical	1
Industrial	12
Industrial, solid brutalist	1
Prefabricated Building	10
Warehouse	1
Installation	1
Caboose and deck	1
Late Victorian	2
Cross gable	2
Minimal Traditional	19
Commercial, shopping strip	1
Cross gable	6
Ecclesiastical, Gothic	1
Gable front	1
Municipal, Fire station	1
Pyramidal	6
Pyramidal, commercial	1
Side gable	2
Modern Movement	10
Church	1
Commercial storefront	1
Commercial, one-part block	1
Commercial, one-part block	1
commercial, one-part block, split volcanic rock	1
Commercial, shopping strip	2
Commercial, two-part block	1
Streamline Moderne	2
Neo-Classical Revival	1
Cross gable	1
Neo-Eclectic	9
Cape Cod	9
Neo-Traditional	7
Bungalow, Craftsman, side gable	1
Neo-Traditional, townhouse	6
Ranch	16

Cross gable	1
Cross gable	3
Gable	1
Ranch	8
Side gable	3
Recreational	1
Mixed use, central gable	1
Streamline Moderne	1
Commercial, one-part block	1
Utilitarian	2
Train Platform	2
Vacant lot	11
Vacant lot	11
Vernacular	70
Commercial	1
Commercial, agricultural	1
Commercial, false front	1
Commercial, gable end storefront	1
Commercial, one-part block	9
commercial, one-part block, split stone	1
Commercial, service garage	1
Commercial, shopping strip	5
Commercial, two-part block	3
Commercial, vaulted roof	2
Commercial, wood frame storefront	1
Commercial, end gable, office building	1
Commercial, gas station	2
Commercial, service garage	6
Contemporary, Low gable	1
Craftsman, massed plan, side gable	1
Cross gable	2
Cross gable	1
Drive-in diner	1
End gable	5
Hall and parlor, side gable	2
I-House	1
I-House, center hall	1
Mass plan, side gabled	4
Massed plan, side gable	2
Massed plan, side gable	4

Roadside stand	2
Side gable	7
Water Tower	1
Grand Total	217

APPENDIX F: Survey Photo Log

APPENDIX G: Survey Inventory Forms