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INTRODUCTION

The intensive-level historic resources survey of Frederick Avenue, initiated by the City of St. Joseph (City), is a comprehensive project designed to document the neighborhood's properties, gain an understanding of the historical development of the area, and identify resources or groups of resources that may be eligible for listing in the National Register of Historic Places. The survey was initiated in association with the Memorandum of Agreement (MOA) of a Section 106 mitigation. The survey area is primarily commercial in function and follows Frederick Avenue, a central northeast-southwest thoroughfare, as it originates in the eastern portion of St. Joseph's central business district. The linear Survey Area encompassed several small plats dating from 1854 through 1865. Rosin Preservation documented 117 primary resources, predominantly one- and two-part commercial blocks, free-standing commercial buildings, and non-historic surface parking lots.

In the summer of 2019, the City contracted with Rosin Preservation to conduct the intensive-level survey of historic resources on both sides of Frederick Avenue in east St. Joseph. During the summer and fall of 2019, Rosin Preservation associate Emily Lenhausen and sub-consultant Brad Finch, performed survey activities. Ms. Lenhausen and Mr. Finch completed field survey and photography. Ms. Lenhausen and Rosin associate Rachel Nugent entered the resulting data into a Microsoft Access database, analyzed the data, prepared a historic context of the Survey Area, developed recommendations, and prepared this report of findings.

The linear Survey Area encompasses properties lining both sides of Frederick Avenue and stretches roughly 1.25 miles. Tenth Street is the southwest terminus and the Survey Area extends northeast from this point to Fairleigh Terrace (*Figures 1-2*). The Survey Area includes eight historic plats. F.W. Smith filed Smith's Addition in January 1854. The St. Joseph Improvement Addition, Kemper's Addition, and Highly's Addition were all platted in May 1857. St. Joseph Eastern Extension Addition, Landis & Hull's Addition, Harris's Second Addition, and Oliver, Glass, & Wilson's Addition were filed by 1884. Rosin Preservation documented 117 primary resources and fifty-seven secondary resources, for a total of 174 resources within the Survey Area. The majority of resources are commercial while eight (7 percent) were historically domestic.¹ Only approximately 7 percent of the primary resources have an associated secondary resource, such as a garage or shed. The primary resources represent a range of construction dates from c. 1857 to 2016, with the highest concentration of resources constructed from c.1850 through the 1920s (sixty-three of the 117 primary resources were constructed during this time frame). The architectural styles and forms represented by the resources reflect trends from the late nineteenth

¹ Only one historically domestic resource retains a domestic use. The remaining historically domestic resources have been demolished or converted to commercial use.

century through the early twentieth century as Frederick Avenue initially developed and later transitioned to an automobile row following the proliferation of the automobile in local culture.

FIGURE 1: FREDERICK AVENUE SURVEY AREA BOUNDARY, WEST HALF

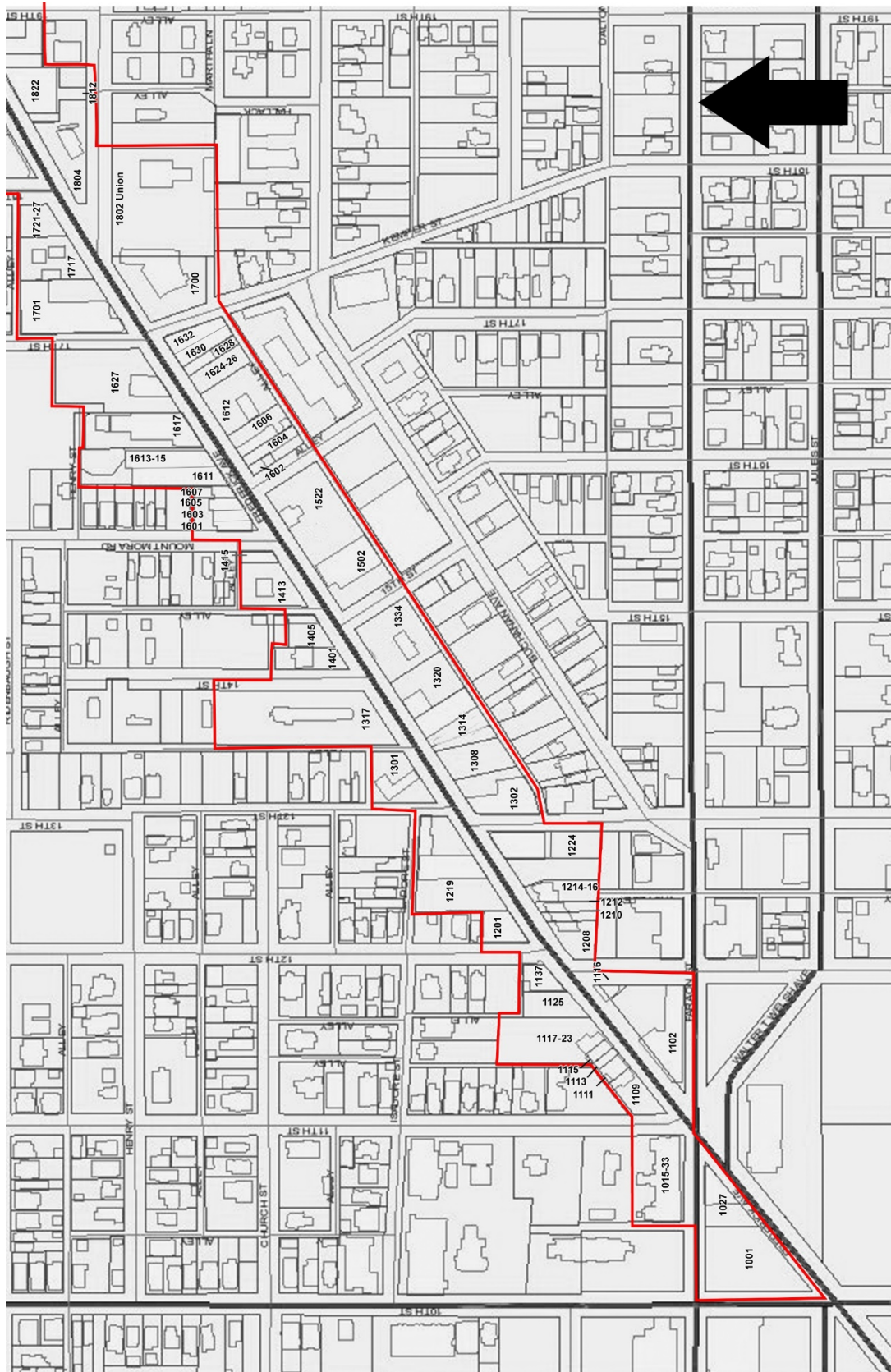


FIGURE 2: FREDERICK AVENUE SURVEY AREA BOUNDARY, EAST HALF

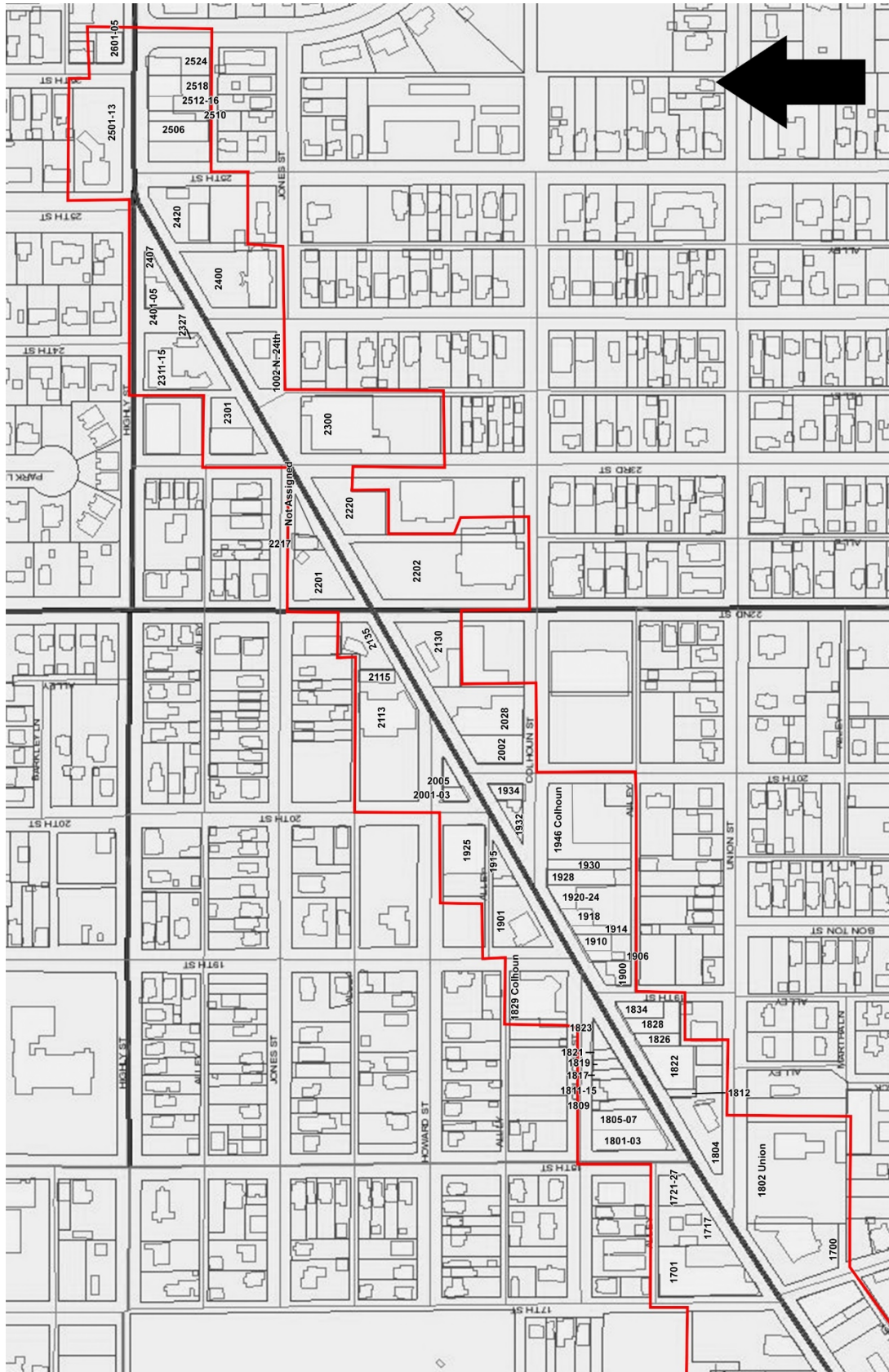
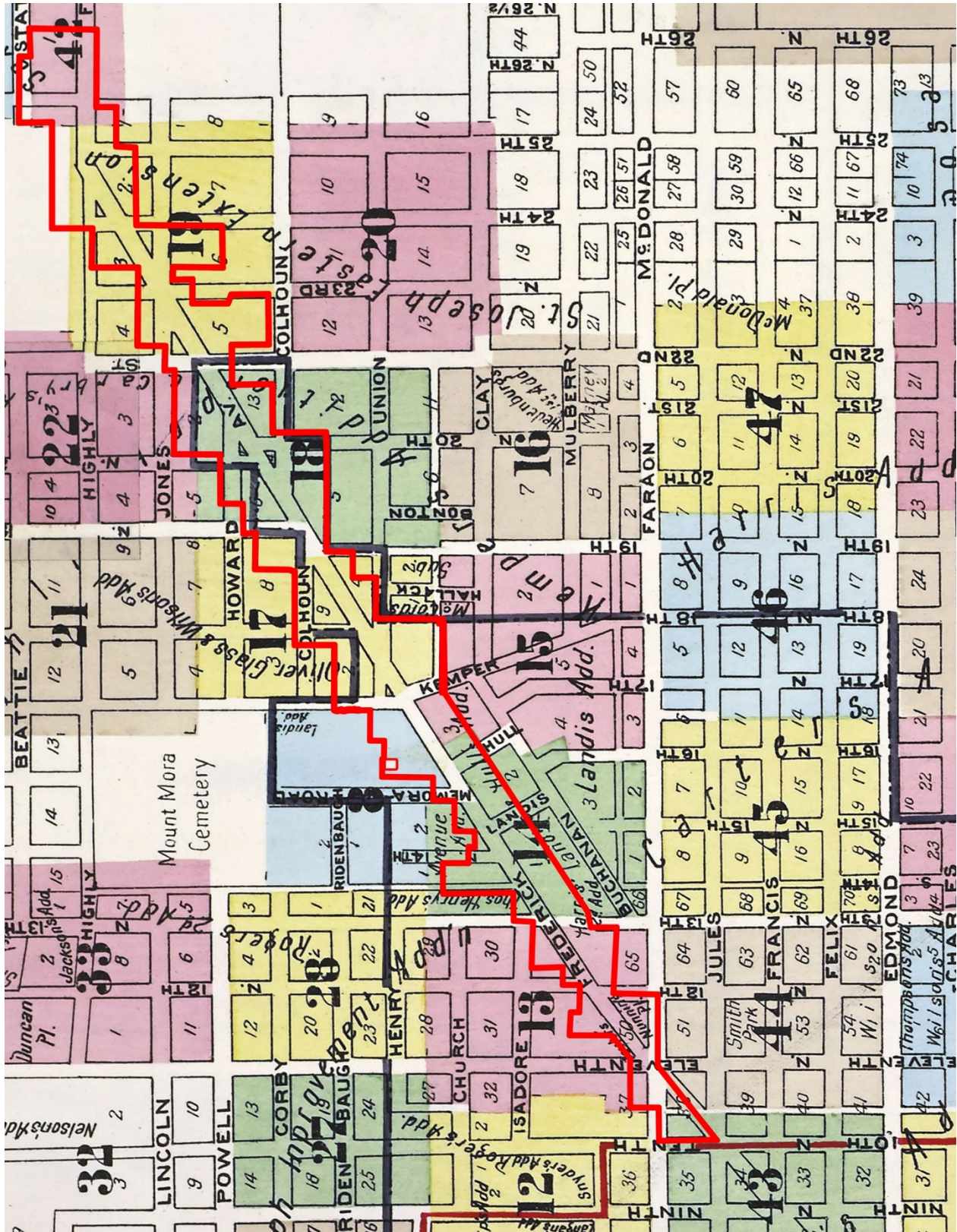


FIGURE 3: FREDERICK AVENUE – HISTORIC PLATS



METHODOLOGY

Rosin Preservation completed The Frederick Avenue Architectural Survey in conformance with the procedures for historic resources surveys outlined in *National Register Bulletin 24: Guidelines for Local Survey: A Basis for Preservation Planning* and the Missouri State Historic Preservation Office's *Standards for Professional Surveys* and *Architectural Survey Form Instructions*. Evaluation of resources for significance was in accordance with *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*.

The scope of work included the following:

- Field survey and photography of individual properties.
- Archival research to document changes in occupancy every five years up to and including the year 1975²
- Archival research sufficient to develop a historic context for the Survey Area and to estimate dates of construction for all resources surveyed.
- Compilation of physical and historical information in a database and preparation of a report that summarizes the findings.
- Identification of each resource's architectural style or property type, period of construction, and architectural integrity.
- Identification of all architecturally significant sites, objects, buildings, structures, and districts within the Survey Area.
- Analysis of changes within the Survey Area since the prior survey in 1981
- Evaluation and determination of properties and districts that appear eligible for listing in the National Register of Historic Places.
- Recommendations for future preservation of historic resources identified in the Survey Area.

² A copy of the 1975 directory was not available at area repositories at the time research was completed. The next closest available year, 1977, was consulted in its place.

- A public meeting to inform residents and stakeholders of the survey process and results.

FIELD SURVEY

During field survey the consultants examined every resource in the Survey Area regardless of age, whether it had been previously surveyed, or its existing National Register designation. The team took high-resolution digital photographs and recorded information about the exterior physical appearance of each resource, specifically building materials, architectural style, and condition. Primary elevation photographs conform to standards for survey documentation set forth by the Missouri State Historic Preservation Office (SHPO).

PUBLIC MEEETING

Public meetings are essential to the success of a survey. These meetings provide an opportunity to discuss with property owners and stakeholders the survey process and results. However, due to the COVID-19 pandemic, in-person public meetings were not possible during this project. Rosin Preservation presented the findings to the Landmarks Commission during a virtual meeting and provided the City with a handout for property owners and stakeholders. The handout summarized the survey. One public meeting was held in association with this survey process, methods, and findings.

ARCHIVAL RESEARCH

Historical research is critical to understanding the evolution of the built environment as well as the social history of the Survey Area. Research occurred concurrently with field survey and data review. This approach allowed the team to merge field and research data to create a strong and understandable relationship between the events in the history of St. Joseph, Frederick Avenue and the built environment, to develop a historic context for the survey area, and to establish dates of construction for individual properties.

Survey forms completed in association with a prior historic resources survey, conducted by Nancy Sandehn in 1981, were instrumental to the research. These forms supplied fundamental information including dates of construction, early occupants, and alteration dates (when applicable) for most resources. Information provided in the 1981 survey forms was supplemented through additional research. Comprehensive research was conducted for resources not surveyed in 1981.

A variety of primary and secondary resources provided background information about the people, buildings, and developments that created the current commercial corridor. Primary sources, such as city directories, newspaper articles and maps obtained from the St. Joseph Public Library and

the State Historical Society of Missouri were reviewed to understand the development of St. Joseph and the Survey Area. City directories were consulted to establish records of occupancy every five years. When complete copies of city directories of a given year were not available, the next closest complete year was consulted. Other sources included the *Sanborn Fire Insurance Maps* from 1883, 1904, 1911, 1949, 1900, and 1955; Buchanan County plat maps from 1884 and 1887, United States Census records, and aerial photographs. The Buchanan County Tax Assessor records and city building permits, when available, provided dates of construction, which were verified through field survey and the sources listed above. When these sources could not provide a definitive date of construction, a “circa” was estimated based on style or form and known dates of similar resources. Determining accurate dates of construction for secondary resources, additions, and alterations was also a challenge. Early or small additions were often not documented in permits and were in some cases difficult to discern on available maps. Likewise, alterations that did not require substantial construction or which occurred prior to recent decades were frequently not documented in available permits, maps, newspapers, etc. In such cases comparing the current appearance with historic aerial photographs (1969, 1972, 1991, 1997, 2003, 2006-2010, 2012, and 2014-2018), Sanborn Fire Insurance maps, and Google Street View images provided a reasonable range of dates within which an outbuilding, addition, or alteration could have been constructed.

COMPILATION OF DATA

Rosin Preservation compiled survey information for each resource in the Survey Area in a Microsoft Access database. The database fields record each building’s physical features (e.g., plan, materials, architectural style and/or property type, outbuildings, etc.) as well as historical information (e.g., date of construction and historic function). This database enhances the understanding of historic resources in the Survey Area.

DATA ANALYSIS

The consultants analyzed three categories of data to identify contiguous historic districts and/or individual properties that appear potentially eligible for National Register listing. The following three categories address issues important in determining the significance of a property and its National Register eligibility.

- Architectural Style and Form/Property Type
- Date of Construction
- Integrity

The “Survey Results” section of this report provides a description of this analysis and the survey findings.

ARCHITECTURAL ANALYSIS

After compiling and reviewing the results of the field survey, Rosin Preservation analyzed architectural styles and forms, as well as property types, by reviewing photographs and database information. Rosin Preservation assigned each building an architectural style and/or form, and a functional property type. *The Buildings of Main Street: A Guide to American Commercial Architecture* by Richard Longstreth and *A Field Guide to American Houses* by Virginia and Lee McAlester provided guidance for identifying properties by architectural style, building form, and function and ensured the use of terminology consistent with National Register nomenclature.

ESTABLISHING DATES OF CONSTRUCTION AND PROPERTY HISTORIES

Many construction dates were previously identified in the 1981 survey forms. Dates were confirmed and for those resources not previously surveyed, historic maps and atlases, written histories of the area, historic newspaper articles, city permits, and county tax assessor records provided dates of construction. When historic accounts, county tax records, and historic maps did not provide conclusive information, architectural style and comparison to similar buildings in the Survey Area were used to estimate construction dates.

RECORDING PARKING LOTS

Parking lots were inventoried on survey forms as either individual, primary resources or as secondary resources associated with a primary resource, typically a building.³ When the parking lot was the primary resource, this was noted in Boxes 11a and 11b as applicable. In such instances, Box 23 of the form records the parking lot as a structure. When a parking lot was a secondary resource, Box 23 of the form reflects the category of the primary resource only. Although a misnomer, parking lots are included in the “outbuildings” resource count recorded in Box 40 and are further described in Box 40 cont. on the reverse of the form.

EVALUATION OF INTEGRITY

All properties eligible for listing in the National Register, whether for individual significance or as contributing elements to a historic district, must retain sufficient architectural integrity to convey the period of time and area in which they are significant.⁴ The National Park Service uses the following terms to define integrity. A property must retain integrity in a majority of these areas to be eligible for listing.

³ Parking lots were evaluated in accordance with Barbara Wyatt, “Parking Lots in Historic Districts: A National Register White Paper (Draft),” July 16, 2009.

⁴ A contributing property to a historic district does not have to meet the same threshold for integrity as an individual landmark, but it must retain enough historic fabric to contribute to the significance of the district. Properties contributing to a district that is significant in the area of architecture must retain a higher degree of integrity than properties in a district that is significant for associations with an important individual or with historical events or patterns of history.

- Location: The place where the historic property was constructed or the place where the historic event occurred.
- Design: The combination of elements that create the form, plan, space, structure, and style of a property.
- Setting: The physical environment of a historic property.
- Materials: The physical elements that were combined during a particular period of time and in a particular pattern or configuration to form a historic property.
- Workmanship: The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- Feeling: A property's expression of the aesthetic or historic sense of a particular period of time.
- Association: The direct link between an important historic event or person and a historic property.⁵

NATIONAL REGISTER ELIGIBILITY

Following data analysis, the consultants made preliminary evaluations of all inventoried properties according to the criteria and standards for historic resources established by the National Park Service. This included a preliminary assessment of individual eligibility for listing in the National Register and/or as contributing elements to a National Register historic district.

EVALUATING NATIONAL REGISTER ELIGIBILITY

In addition to retaining integrity of their historic architectural design, properties listed in the National Register of Historic Places must meet certain criteria of historic significance. Historic significance is the importance of a property to the history, architecture, archaeology, engineering, or culture of a community, a state, or the nation. Information such as date, function, associations, and physical characteristics affect significance.

To be listed in the National Register, properties must have significance in at least one of the following areas.

- Criterion A: Association with events, activities, or broad patterns of history.
- Criterion B: Association with the lives of persons significant in our past.
- Criterion C: Embody distinctive characteristics of construction, or represent the work of a master, or possess high artistic values, or represent a significant and

⁵ U.S. Department of the Interior, National Park Service, National Register of Historic Places, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington, DC: National Register Publications, 1998), 45.

distinguishable entity whose components may lack individual distinction.

- Criterion D: Have yielded, or be likely to yield information important in prehistory or history.

The consultants analyzed data relating to the architectural integrity and historic significance of each surveyed property to identify contiguous districts and individual properties that appear potentially eligible for National Register listing.⁶ Rosin Preservation used the following terminology to complete this analysis.

- **Individually Eligible** applies to properties that retain integrity and clearly represent associations with the established historic context(s). A property that independently meets the National Register Criteria for Evaluation can also be contributing to a historic district if it falls within the district boundaries and has associations with the district's areas of significance.
- **Contributing to a District** applies to properties that do not retain sufficient integrity or associations to merit individual listing but would enhance the historic associations and the architectural qualities of a historic district. A National Register district is a significant concentration of sites, buildings, structures, or objects that are united historically or aesthetically by design, physical development, or historic events. Contributing properties do not have to be individually distinctive, but must contribute to a grouping that achieves significance as a whole. The majority of the components that define a district's historic character, even if they are individually undistinguished, must possess integrity, as must the district as a whole. Contributing buildings retain integrity, were constructed or achieved significance within the period of significance, and have historical associations with the proposed area(s) of significance.

Some resources are difficult to categorize. Each resource is evaluated individually for integrity and association. Despite the list of integrity evaluation criteria, the alterations are evaluated for their overall impact on the feeling and association of the resource. Resources can have multiple alterations but the cumulative effect is that the resources are still be recognizable to their historic period. Additionally, resources are evaluated in relation to one another. An intact grouping of resources with marginal integrity conveys feelings and associations with certain areas of significance, particularly for Criterion A, despite the alterations to individual resources.

⁶ SHPO staff makes official determinations of National Register eligibility for properties in Missouri.

- **Non-Contributing to a District** applies to individual properties located within a historic district that have lost their historical integrity, were not present during the period of significance or do not relate to the documented significance of the district. In some cases, non-contributing buildings which lack integrity at the time of evaluation can be reclassified as contributing if alterations are reversed to reveal intact historic fabric and features.

Resources located within a potential historic district are identified as Non-Contributing if they are less than fifty years of age and do not exhibit exceptional significance as it is defined in National Register Criteria Consideration G. The National Park Service considers fifty years to be the length of time needed to develop historical perspective and to evaluate significance.

- **Not Eligible** applies to individual properties located outside an area of resources that could potentially form a historic district. These resources either no longer possess historical integrity due to alterations, or do not represent significant associations with historical events, or provide excellent examples of an architectural styles. These could also be resources that are less than fifty years of age and do not exhibit exceptional significance.

HISTORIC CONTEXT

HISTORY OF THE CITY OF ST. JOSEPH

Early Missouri Settlement

Hernando de Soto was the first European explorer to enter what would become Missouri. De Soto and his companions left Florida in spring 1540 and headed north. In May 1541, the company became the first Europeans to cross the Mississippi River.⁷ The de Soto company ventured as far north as present-day New Madrid County and then headed west across the Ozark Mountains and into Arkansas.⁸ Over a century later, in 1662 René Robert Sieur de La Salle of Quebec led an expedition down the Mississippi and claimed preemption rights for King Louis XIV of France.⁹ While the Spanish and French made separate claims on what would become Missouri, neither established substantial settlements. Mining, fur trading, and missionary settlements proliferated throughout the following fifty years after the de la Salle expedition. The first permanent settlement in Missouri was not established until 1735, when St. Genevieve was founded.¹⁰ The first settlement north of the Missouri River was located at present day St. Charles and established in 1769.¹¹ The territory remained under French and, less formally, Spanish control until the Louisiana Purchase in 1803. Under President Thomas Jefferson, the United States acquired all of Louisiana, totaling 828,000 square miles of territory, from France for fifteen million dollars.¹²

The Missouri Territory was formed less than a decade later on June 4, 1812. The first general assembly of the newly formed territory convened December 7, 1812 in St. Louis at the home of Joseph Robidoux, Sr.¹³ The territory boundaries were altered March 2, 1819 when the Missouri Compromise designated all Missouri Territory south of the 36th parallel, excluding the Missouri Bootheel, the Territory of Arkansas. After Missouri was granted statehood in 1821, the treaty of Prairie du Chien designated a section of land along the Missouri River as Indian territory “in

⁷ Mariners’ Museum and Park. “Hernando De Soto.” <https://exploration.marinersmuseum.org/subject/hernando-de-soto/> (accessed 10 October 2019).

⁸ Elwood L. McDonald. *History of Buchanan County and St. Joseph, MO. From the Time of the Platte Purchase to the End of the Year 1915*. St. Joseph, Missouri: Midland Printing Company, 1915: 3.

⁹ McDonald. *History of Buchanan County*...3.

¹⁰ Ibid.

¹¹ McDonald. *History of Buchanan County*...4.

¹² Equivalent to approximately \$340,563,717 in 2019 currency. William E. Foley. “Louisiana Purchase and Missouri.” State Historical Society of Missouri. <https://missourencyclopedia.org/demo/type/events/louisiana-purchase-and-missouri> (accessed 12 September 2019).

¹³ McDonald. *History of Buchanan County*...5. Father of Joseph Robidoux, founder of St. Joseph.

perpetuity.”¹⁴ While the treaty barred white settlement in the area, the location proved too attractive to settlers who disregarded the treaty and settled within the boundary.¹⁵ In response to ongoing white settlement in the boundaries established in the treaty of Prairie du Chien, the Platte Purchase treaty was formed on September 17, 1836. William Clark, then Indian Agent for all Native Americans west of the Mississippi River, brokered the treaty.¹⁶ The treaty, ratified in 1837, purchased approximately 2.6 million acres and officially opened it to settlement.¹⁷ The purchased acreage included the section of territory between the Missouri River and the west boundary line of Missouri and included what would later become St. Joseph.¹⁸

St. Joseph Early Years

Prior to the Platte Purchase treaty, Joseph Robidoux established a trading post with the American Fur Company at the south end of the Blacksnake Hills. In 1830, Robidoux purchased the American Fur Company interest in the trading post and became the sole proprietor.¹⁹ In addition to the trade post, Robidoux also ran a ferry and grist mill. These resources formed the center of the community which then expanded.²⁰ Robidoux filed the St. Joseph town plan in July 1843.²¹ Frederick Smith, for whom Frederick Avenue is named, drew the plat.²² The plat measured less than 160 acres, most of which was under cultivation for hemp.²³ The filing had an immense and immediate effect. The population more than doubled from two hundred to five hundred between July and December 1843 after people learned the town was opening for settlement.²⁴ Most new residents were from the Upper South, which included Kentucky, Tennessee, and Virginia, as well as earlier settlements in Indiana, eastern Missouri, and Ohio.²⁵ European immigrants also migrated to the area, although in fewer numbers.²⁶

Initial development was centered near the river docks. St. Joseph was a valuable steamboat landing site and Robidoux’s ferry was the only nearby river crossing.²⁷ St. Joseph incorporated in 1845

¹⁴ Deon Wolfenbarger. “Historic Resources of St. Joseph, Buchanan County, MO.” National Register of Historic Places Multiple Property Documentation Form. Three Gables Preservation, Kansas City, Missouri, 1994: E1.

¹⁵ Wolfenbarger. “Historic Resources of St. Joseph, Buchanan County, MO:” E1.

¹⁶ McDonald. History of Buchanan County...,33.

¹⁷ Wolfenbarger. “Historic Resources of St. Joseph, Buchanan County, MO:” E1.

¹⁸ McDonald. History of Buchanan County..., 32.

¹⁹ Wolfenbarger. “Historic Resources of St. Joseph, Buchanan County, MO:” E1.

²⁰ Ibid.

²¹ Ibid.

²² Bonnie Wright. “Historic Resources of Frederick Avenue, St. Joseph.” National Register of Historic Places Inventory-Nomination Form. Missouri Department of Natural Resources, Division of Parks & Historic Preservation. Jefferson City, Missouri, 1985: 8.1

²³ Wolfenbarger. “Historic Resources of St. Joseph, Buchanan County, MO:” E2.

²⁴ Ibid.

²⁵ Ibid.

²⁶ Ibid.

²⁷ Ibid.

and the Buchanan County seat was relocated from Sparta, Buchanan County, Missouri to St. Joseph the following year.²⁸ The discovery of gold at Sutter's Mill in California in 1848 and the subsequent Gold Rush transformed St. Joseph into a main waypoint for westward travel.²⁹ Although St. Joseph had been a jumping off point for immigration to Oregon, Independence, Missouri remained the primary starting point for westward emigration. St. Joseph's location to the northwest saved valuable time for those seeking gold in California. St. Joseph markets also offered cheaper goods and supplies for westward travel.³⁰ Consequently, St. Joseph it increased in popularity with the so called "forty-niners" and other immigrating parties.

Increased westward traffic through St. Joseph engendered an economic boom with many new businesses established to cater to settlers headed west. Some settlers chose to remain and between 1846 and 1850, the population in St. Joseph rose sharply from 800 to 3,460.³¹ Nearby Fort Leavenworth also contributed significantly to the early St. Joseph economy. St. Joseph served as the regional trade and outfitting center and supplied beef, pork, wagons, and other essential goods to the fort and its associated troops.³²

Nineteenth Century Expansion and St. Joseph's Golden Age

Over the next decade, the St. Joseph population again more than doubled from 3,460 in 1850 to 8,932 in 1860.³³ Once again, economics and infrastructure greatly influenced the city's growth. The Hannibal and St. Joseph Railroad Line reached St. Joseph on February 15, 1859 and linked city to regional hubs including Chicago, Toledo, and Kansas City.³⁴ While railroad infrastructure expansions were underway, St. Joseph briefly became a communication hub as well. Although Congress contracted the Butterfield Overland Mail Company to provide semimonthly mail service by stagecoach to the west, the freight firm Russell, Majors, and Waddell believed it could provide faster mail service and consequently established its Pony Express service to deliver mail to Sacramento.³⁵ St. Joseph was selected as the starting point due to existing infrastructure and connections with cities such as Chicago, St. Louis, and New York.³⁶ The approximately 2,000-mile route from St. Joseph to Sacramento took roughly ten days to complete and left St. Joseph weekly.³⁷ The first delivery left St. Joseph on April 3, 1860. However, the service was short lived. The firm declared bankruptcy in January 1861 and that spring the Pacific Telegraph Company

²⁸ Ibid. Buchanan County was organized December 1838.

²⁹ Ibid.

³⁰ Ibid.

³¹ Ibid.

³² Ibid, E3.

³³ Ibid, E5.

³⁴ Ibid, E3.

³⁵ Ibid, E5.

³⁶ Ibid.

³⁷ Ibid.

began bicoastal construction on its east-west telegraph line. The line met in Salt Lake City, Utah in October and the Pony Express completed its last delivery that month.³⁸

The Civil War brought this period of economic prosperity in St. Joseph to an end. With the outbreak of war, construction and commercial enterprise came to a virtual halt.³⁹ Union troops occupied St. Joseph and the city became the troop distribution depot. Economic hardship, stalled development, and military occupation greatly affected the city of St. Joseph. The St. Joseph population declined significantly from 10,000 to 7,500, a 25% reduction, between 1861 and the end of the Civil War. St. Joseph quickly recovered and the population boomed, rising from 7,500 in 1866 to 19,565 in 1870.⁴⁰ In 1866, the city initiated significant public improvements such as street paving, with twenty-eight miles completed in 1873.⁴¹ That year, St. Joseph established its first streetcar line which ran from 11th Street to Mitchell Street and from 3rd Street to Felix Street.⁴²

Improvements in regional transportation contributed to the population boom as well. Situated between two clusters of cities, St. Joseph was ideal as a distribution and transportation hub for goods via railroad shipping.⁴³ Although steamboats had significantly contributed to St. Joseph's early development, steamboat traffic on the Missouri River peaked in 1868 and then began to steadily decline. Post-Civil War, railroad freight supplanted steamboat shipping.⁴⁴ In 1868, the St. Joseph and Council Bluffs Railroad connected St. Joseph to the Union Pacific lines in Omaha, Nebraska.⁴⁵ The Missouri Valley Railroad reached Kansas City in 1869 and in 1871 extended to Iowa to connect with the Burlington and Missouri River Railroad.⁴⁶ In total, ten railroads constructed lines in St. Joseph through the 1880s.⁴⁷ The new railroad lines connected St. Joseph to significant trade markets. In response, the wholesale industry expanded significantly in the city.⁴⁸

This expansion ushered in the "Golden Age" of St. Joseph, a boom period of economic and general prosperity that extended from c. 1870 to c. 1932.⁴⁹ Prosperity was primarily centered on the wholesale industry with \$45,300,000 in total gross business for the seven leading wholesale groups in St. Joseph reported.⁵⁰ In contrast, Kansas City and Omaha, Nebraska reported only \$31,800,000

³⁸ Ibid.

³⁹ Ibid, E6.

⁴⁰ Ibid.

⁴¹ Ibid.

⁴² Ibid.

⁴³ Ibid.

⁴⁴ Ibid, E7.

⁴⁵ Ibid.

⁴⁶ Ibid.

⁴⁷ Ibid.

⁴⁸ Ibid.

⁴⁹ Wright. "Historic Resources of Frederick Avenue, St. Joseph:"7.1

⁵⁰ Wolfenbarger. "Historic Resources of St. Joseph, Buchanan County, MO:" E7.

and \$21,500,00 respectively. While the wholesale industry formed the bulk of economic activity other sectors also contributed to St. Joseph's economic boom. Manufacturing, particularly furniture, brewing, and banking also significantly influence the economy.⁵¹

Public improvements continued during this period. A waterworks was built in 1880 and an electric plant soon followed in 1883. The streetcar line was expanded with eight new lines constructed between 1876 and 1909.⁵² Over forty miles of double streetcar track circulated through St. Joseph and connected the city center with residential development along the city perimeter.⁵³ In addition to streetcar lines, road pavement projects advanced and forty-eight miles of paved streets were complete in 1900.

St. Joseph was again struck with economic hardship after World War I. During the war, the economy shifted to focus on auxiliary and support activities for the war effort.⁵⁴ Land and agricultural values were inflated and encouraged debt for area farmers. Deflation post-World War I lead to a farm debt crash and economic decline nationwide. Changes in goods distribution trends were disastrous for the wholesale industry on which the city relied. As many manufactures began to sell their goods directly to retail chains, the role of wholesalers was jeopardized. Many St. Joseph wholesale companies liquidated during the 1920s.⁵⁵ With the national economy in turmoil, population growth in St. Joseph stalled between 1910 and 1920. The St. Joseph economy continued to suffer throughout the 1930s as the Great Depression further eroded the national economy. World War II spurred limited economic recovery in St. Joseph through increased agricultural and manufacturing activities associated with the war effort, however much of the city never fully recovered. While the agricultural sector improved, changes in retail operations, particularly the proliferation of chain and franchise stores, continued to weaken the wholesale and retail industry in St. Joseph.⁵⁶

HISTORY OF THE SURVEY AREA

Early Development

What later became Frederick Avenue existed before the city itself. Frederick Avenue was first established as a road which lead from the northeast to the Robidoux trade post.⁵⁷ The first Platte Purchase survey map, made in 1848, notes this road which follows same route as Ashland Avenue

⁵¹ Ibid, E7-8.

⁵² Ibid, E9.

⁵³ Ibid, E10.

⁵⁴ Ibid.

⁵⁵ Wolfenbarger. "Historic Resources of St. Joseph, Buchanan County, MO:" E11.

⁵⁶ Wright. "Historic Resources of Frederick Avenue, St. Joseph:"7.1

⁵⁷ Ibid.

and Frederick Avenue.⁵⁸ The road was first identified on a map by Frederick Smith, for whom it is named, in 1848.⁵⁹ Frederick W. Smith drew the original town plat for Joseph Robidoux in 1843 and owned a large section of land adjacent to the Robidoux property. In 1848, Smith platted the east half of his land which contained the already extant road.⁶⁰

As St. Joseph grew so did development along Frederick Avenue. Rapid development occurred along the road as St. Joseph secured its status as a premier “jumping off” point for westward immigration. Frederick Smith platted Smith’s Addition, the earliest plat within the survey area, in January 1854. As the decade closed, six subsequent additions were platted along both sides of



Figure 4. Surrounding area plats, 1877. *An Illustrated Map of the City of St. Joseph, MO. 1877. Philadelphia, PA: Brick, McDonough & Company, 1877*

⁵⁸ Wright. “Historic Resources of Frederick Avenue, St. Joseph:”8.1
⁵⁹ Ibid, 7.1
⁶⁰ Wright. “Historic Resources of Frederick Avenue, St. Joseph:”8.1

Frederick Avenue to the northeast. The final plat within the survey area, Harris 2nd Addition, was filed March 11, 1865.

Early development on Frederick Avenue was densest near the west end. Commercial resources such as drug and grocery stores, blacksmiths, hotels, and dining facilities characterized the development. These resources catered to the needs of westward moving settlers and permanent St. Joseph citizens alike. Living quarters were often included above shops and single or small-scale multiple family dwellings were constructed on secondary streets intersecting with Frederick Avenue. As development moved east, commercial resources continued to dominate the streetscape, although dwellings became increasingly common. However, density sharply decreased.

The “Golden Age” on Frederick Avenue

As St. Joseph entered its “Golden Age” (c. 1870-1932), development on Frederick Avenue reflected the period of general prosperity within St. Joseph. Approximately 60 percent of resources in the Survey Area were constructed during this period. Commercial resources continued to dominate Frederick Avenue as development moved eastward. Sanborn Maps indicate a rapid increase in density along the commercial corridor as one- and two-story commercial buildings replaced smaller commercial resources and single-family dwellings. The construction of commercial resources significantly altered the streetscape. Unlike the smaller scale commercial buildings and dwellings they replaced, most commercial resources constructed during this period were brick construction with narrow, if any, setbacks. The commercial resources typically shared party walls, which significantly diminished open space along the commercial corridor. Much of the initial construction during this period was concentrated at the west end of Frederick Avenue and in 1911 extended to approximately Thirteenth Street, with an additional cluster between Sixteenth and Seventeenth Streets.⁶¹ As development continued, concentrations of commercial resources were constructed to the east.

Development on Frederick Avenue largely came to a halt as the Great Depression devastated the national economy. Falling land valuations, high crop failure rates, and environmental stressors contributed to a substantial decline in St. Joseph’s agriculturally dependent economy. Between 1930 and 1940, only five resources were constructed within the Survey Area. The resources built during this period were small, one-story commercial resources and included a service station, auto repair shop, and a barber shop. The Rivoli Theater at 2113 Frederick Avenue was also built during this period. Development on Frederick Avenue never regained the rapid pace experienced during the “Golden Age” in St. Joseph. Between 1940 and 1969, sixteen resources were constructed in the Survey Area. Like those built during the 1930s, the resources built during this period were

⁶¹ Sanborn Fire Insurance Map Company. St. Joseph Missouri, 1911. Volume One, Sheets 40; 49; 51-52.

typically one-story commercial and transportation related resources. They included services stations, restaurants, a pharmacy, a dry-cleaning shop, grocers, and specialty stores.

Transportation on Frederick Avenue

During the “Golden Age,” St. Joseph embarked on a series of public improvements that transformed Frederick Avenue. Most notable was the introduction of streetcars. The streetcar was introduced to the city in 1866. The first streetcars were horse drawn streetcars on rails and ran a single line in downtown St. Joseph.⁶² In 1876 a second line was established between Market Square and New Ulm Park.⁶³ The St. Joseph & Lake Railway Company received the charter for the Frederick Avenue line in 1878 and the line was constructed later that year.⁶⁴ The Frederick Avenue line began at Eighth and Edmond Streets and ran northeast to end of Frederick Avenue where car barns were located.⁶⁵ Shortly after construction, the St. Joseph & Lake railway Company went bankrupt. Joseph Corby, Thomas Tootle, and others acquired the line.⁶⁶

Horse drawn streetcars remained the only streetcars for approximately a decade. In the late 1880s, St. Joseph began to experiment with electric streetcar technology. St. Joseph was the first city in the West to use electric streetcars and the first city to run a successful line when the Union Railway Company opened a line which ran from downtown north on St. Joseph Avenue in 1887.⁶⁷ The Union Railway Company line was a success and regular service began in 1888.⁶⁸ Following this success, the Frederick Avenue line became the second electric streetcar line in St. Joseph, reinforcing its status as a main thoroughfare in the city.⁶⁹ In 1890, the People’s Street Railway, Electric Light & Power



Figure 5. Frederick Avenue electric streetcar, 1892 [reprint]. Vertical file, “STJ-Streetcars, Etc.” St. Joseph Public Library, St. Joseph, Missouri.

⁶² David Bergstone. “St. Joseph Had Longest Running Electric Street Cars.” *The Saint Joseph Telegraph* (1 January 1996):32.

⁶³ McDonald. *History of Buchanan County...*,141.

⁶⁴ *Ibid.*

⁶⁵ *Ibid.* The car barns are not extant.

⁶⁶ *Ibid.*

⁶⁷ Dustin Smith. “Who Was First in the Electric Streetcar.” *City Weekly* (19 September 2014). Vertical file, “STJ-Streetcars, Etc.” St. Joseph Public Library, St. Joseph, Missouri.

⁶⁸ Bergstone. “St. Joseph Had Longest Running Electric Street Cars.”

⁶⁹ “Forty-Nine Years of Progress in Public Transportation” *St. Joseph News-Press* (5 July 1936).

Company acquired all electric streetcar lines in the city.⁷⁰ That year, a new electric streetcar spur was constructed from Frederick Avenue at Twenty-Second Street north to Highland Park.⁷¹ The electric streetcar system on Frederick Avenue ran until 1932. In July that year, trolley coaches and motor busses began to replace electric streetcars and on January 23, 1938 the last rail trolley completed its final run.⁷² In 1966, streetcar service ended in St. Joseph when gas powered motor coaches replaced all remaining trolleys.⁷³

This transition, and ultimate end, of the streetcar system occurred during a period of substantial increase in automobile ownership. As automobiles became more affordable and accessible during the early decades of the twentieth century, they became the transportation method of choice for many residents. Unlike streetcars which must follow a defined route with scheduled stops, automobiles offered flexibility and the freedom to choose when and where to stop. As transportation methods began to evolve the built environment along Frederick Avenue began to transition as well. Automobile related resources were built on Frederick Avenue as early as 1910 when Robinson Auto & Supply Co. (1302), Avenue Carriage Works (1226), A. McCarthy & Son (915), and G.W. Hall (1533) all occupied buildings on Frederick Avenue.⁷⁴ The other automobile-related resources recorded in the 1910 city directory were located on North 2nd Street in downtown St. Joseph.⁷⁵ These early twentieth century resources represent the initial spread of automobile use in St. Joseph.

Over the next thirty years, automobile related resources proliferated on both sides of the street and dramatically changed the streetscape (*Figure 6*). By the 1920s, automobile related businesses were interspersed with other commercial businesses all along Frederick Avenue, although there were distinct concentrations of these resources in the 1100, 1200, 1300, 1600, 1800, and 1900 blocks, establishing a pattern that persisted throughout the twentieth century. The auto parts and supply stores often occupied commercial buildings constructed in previous decades, such as the building at 1109 Frederick Avenue (*Figure 7*). This two-story commercial building, constructed in c.1900 housed the Z&M Tire Company in the late 1920s. Purpose-built auto garages, services stations, and car sales facilities were constructed on open lots or, in some cases, replaced earlier nineteenth and twentieth century buildings. Early examples of such purpose-built automobile related resources include the buildings at 1826 and 1828 Frederick Avenue (*Figures 8 and 9*). Constructed in 1922 and 1924, respectively, these one-story brick buildings housed R.W. Seyler Auto Repair

⁷⁰ McDonald. History of Buchanan County..., 142.

⁷¹ Ibid.

⁷² "Union Railway Company Chronology." No date. Vertical file, "STJ-Streetcars, Etc." St, Joseph Public Library, St. Joseph, Missouri.

⁷³ "Frederick Avenue Still Carries Most Traffic in City." *Saint Joseph News-Press* (28 February 1969).

⁷⁴ Polk, R.L. R.L. *Polk's City Directory*, St. Joseph, MO : R.L. Polk & Co., 1910:912. Of these, only 1302 Frederick Avenue is extant. The others were replaced at later dates.

⁷⁵ Ibid. The Wyeth Automobile & Supply Company operated these resources.

and Srite-Pendleton Service Company, respectively, in the 1920s. The building at 1826 Frederick Avenue housed an auto supply store in the late 1930s, into the 1940s. Often rising only one or one and one-half stories tall with simple exteriors, the new automobile resources contrasted greatly with the large, two-part commercial blocks that lined a large portion of Frederick Avenue. With its high concentration of automobile related resources, Frederick Avenue soon developed into an automobile row. Automobile traffic flooded Frederick Avenue as commuter cars replaced public transportation to and from the nearby suburbs.

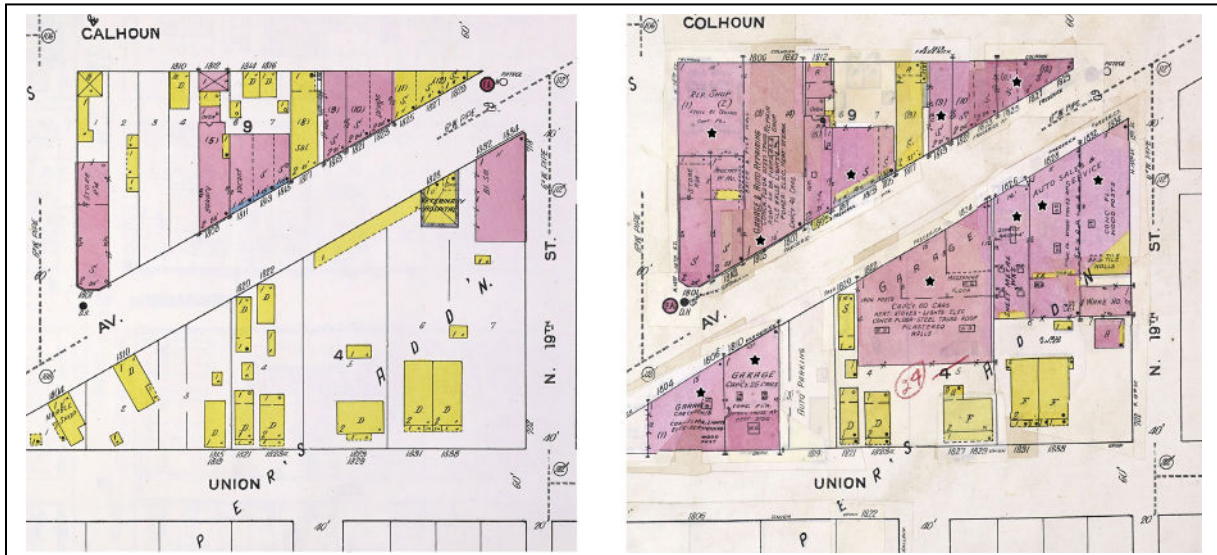


Figure 6. Example of Frederick Avenue auto resources, 1911 (left) vs. 1949. Sanborn Map Company, St. Joseph, Volume 1, Sheet 65, 1911 and 1949. Stars on 1949 map identify automobile related resources.



Figure 7. 1109 Frederick Avenue. Brad Finch, 2019.



Figure 8. 1826 Frederick Avenue. Brad Finch, 2019.



Figure 9. 1828 Frederick Avenue. Brad Finch, 2019.

Late-Twentieth and Early-Twenty-first Century Demolition and Development

Frederick Avenue remained heavily traveled throughout the mid-twentieth century. In 1969, it carried the most traffic of any St. Joseph street, with most traffic measured during rush hour.⁷⁶ This reflected the street's status as a link between commercial St. Joseph and its suburban residential neighborhoods. However, beginning in the late 1950s, the Belt Highway and other commercial corridors began to compete with downtown and consequently shifted development patterns, particularly to the east and away from Frederick Avenue.⁷⁷

The Belt Highway is located approximately two miles east of the survey area. It was initially established in 1931 to redirect heavy and agricultural or livestock traffic off Frederick Avenue, thereby reducing traffic congestion, noise, and odors on the heavily trafficked avenue.⁷⁸ The highway served this purpose and was not otherwise heavily traveled until the late 1970s after many improvements. In 1949, the Belt Highway was fully paved and in 1977 it was widened to four lanes. Following these improvements, it became a popular route for crossing St. Joseph both with residents and travelers. The new route bypassed downtown St. Joseph, and therefore Frederick Avenue. By 1986, the Belt Highway replaced Frederick Avenue as the most heavily trafficked route in St. Joseph.⁷⁹ With a daily average of 24,000 cars and trucks, traffic on the Belt Highway more than doubled that on Frederick Avenue. That year, a city traffic study recorded an approximate 6 percent drop in traffic on Frederick Avenue between 1980 and 1986. Overall, traffic on Frederick Avenue decreased nearly 30 percent between 1969 and 1986.⁸⁰

Changes in the historic fabric on Frederick Avenue accompanied changes in transportation patterns. During the 1980s, vacancies on Frederick Avenue increased. The 1985 city directory lists nineteen vacancies between the 1100 and 1600 blocks alone. Vacancies and dilapidation contributed to the demolition of many large-scale buildings associated with the early development and "Golden Age" of St. Joseph. In response to these stresses, many businesses and building owners sought to revitalize Frederick Avenue. During the late 1980s through the early 2000s, revitalization efforts on Frederick Avenue resulted in many significant building alterations as well as new-construction infill.

⁷⁶ Ibid.

⁷⁷ Wolfenbarger. "Historic Resources of St. Joseph, Buchanan County, MO:" E61

⁷⁸ "Belt Opened in 1931 as Livestock Route." *Saint Joseph News-Press* (30 October 1977).

⁷⁹ "I-229 Easing Congestion on Some of City's Streets." *Saint Joseph News Press-Gazette* (27 November 1986).

⁸⁰ Ibid.

SURVEY RESULTS

PHYSICAL DESCRIPTION OF SURVEY AREA

LOCATION AND SETTING

The Frederick Avenue Re-Survey (Survey Area) is located on the eastern edge of the current central business district of St. Joseph and extends approximately 1.25 miles northeast. Frederick Avenue runs diagonally, northeast to southwest, in contrast to the established orthogonal street grid that characterizes the surrounding area. This diagonal orientation is a distinctive feature of Frederick Avenue. Tenth Street forms the west boundary of the Survey Area and separates the Survey Area from the primary central business district. City Hall is located at the intersection of Frederick Avenue and Tenth Street; however, it is not included in the Survey Area. The predominantly commercial Survey Area follows Frederick Avenue northeast from Tenth Street to Fairleigh Terrace and includes properties with frontage on either side of Frederick Avenue. Four properties include minimal Frederick Avenue street frontage and thus retain secondary street addresses. While the resources within the Survey Area are predominantly commercial, residential development surrounds the Survey Area to the north, east, and south. A secondary commercial hub is located approximately 1.6 miles east of the survey boundary and is centered along Interstate 71 and the Belt Highway.

The Survey Area is characterized by generally flat to slightly undulating terrain as it rises out of the Missouri River valley. Frederick Avenue is paved with asphalt and shallow concrete curbs line both sides of the street. Concrete sidewalks line most of Frederick Avenue on at least one side of the street. Most of the lots are flat, however several lots are slightly to moderately sloped at the rear. Concrete and asphalt curb cuts or drives access most parking lots and some commercial properties. Landscaping within the Survey Area is minimal. Small, grassy areas and infrequent planting beds or foundation plantings characterize the landscaping.

DATES OF CONSTRUCTION

An analysis of the periods of construction represented in the Survey Area was conducted to understand how the area developed over time. Rosin Preservation estimated the date of the construction of the 117 primary resources in the Survey Area by reviewing estimated dates of construction from the previous survey and Buchanan County Tax Assessor. Construction dates were corroborated and/or refined by reviewing city permits, city atlases, Sanborn Fire Insurance Company maps, listings in the U.S. Census or city directories, newspaper articles, and architectural style. The estimated date of construction for outbuildings was determined through visual

inspection, Sanborn Fire Insurance Maps, city directories, and historic aerial photographs. Dates of building additions or alterations were not readily available through city building permits. All available permits reviewed for resources in the survey area, but the alterations and additions did not have associated permits. Historic aerial photographs were consulted for additions, but often did not yield conclusive evidence regarding a date of construction. Figure 10 presents the distribution of resources by dates of construction. The resources constructed in each era are evenly distributed throughout the Survey Area. There do not appear to be concentrations of resources that date to one particular era.

Seventy-three (62 percent) of the primary resources in the Survey Area were constructed between 1850 and 1929. The oldest extant resources in the Survey Area are associated with the early development along Frederick Avenue and during St. Joseph’s “Golden Age.” The resources constructed at various times are thoroughly integrated with one another and reflect changing commercial development on Frederick Avenue during the twentieth century. The geographic distribution of periods of construction is represented in the map in Figures 11 and 12.

Figure 10: DATES OF CONSTRUCTION

PRIMARY RESOURCES		
ERA	TOTAL	PERCENT
1850-1899	29	25%
1900-1929	44	37%
1930-1970	29	25%
1971-PRESENT	15	13%
TOTAL:	117	100%

FIGURE 11: DATES OF CONSTRUCTION OF PRIMARY RESOURCES, WEST HALF

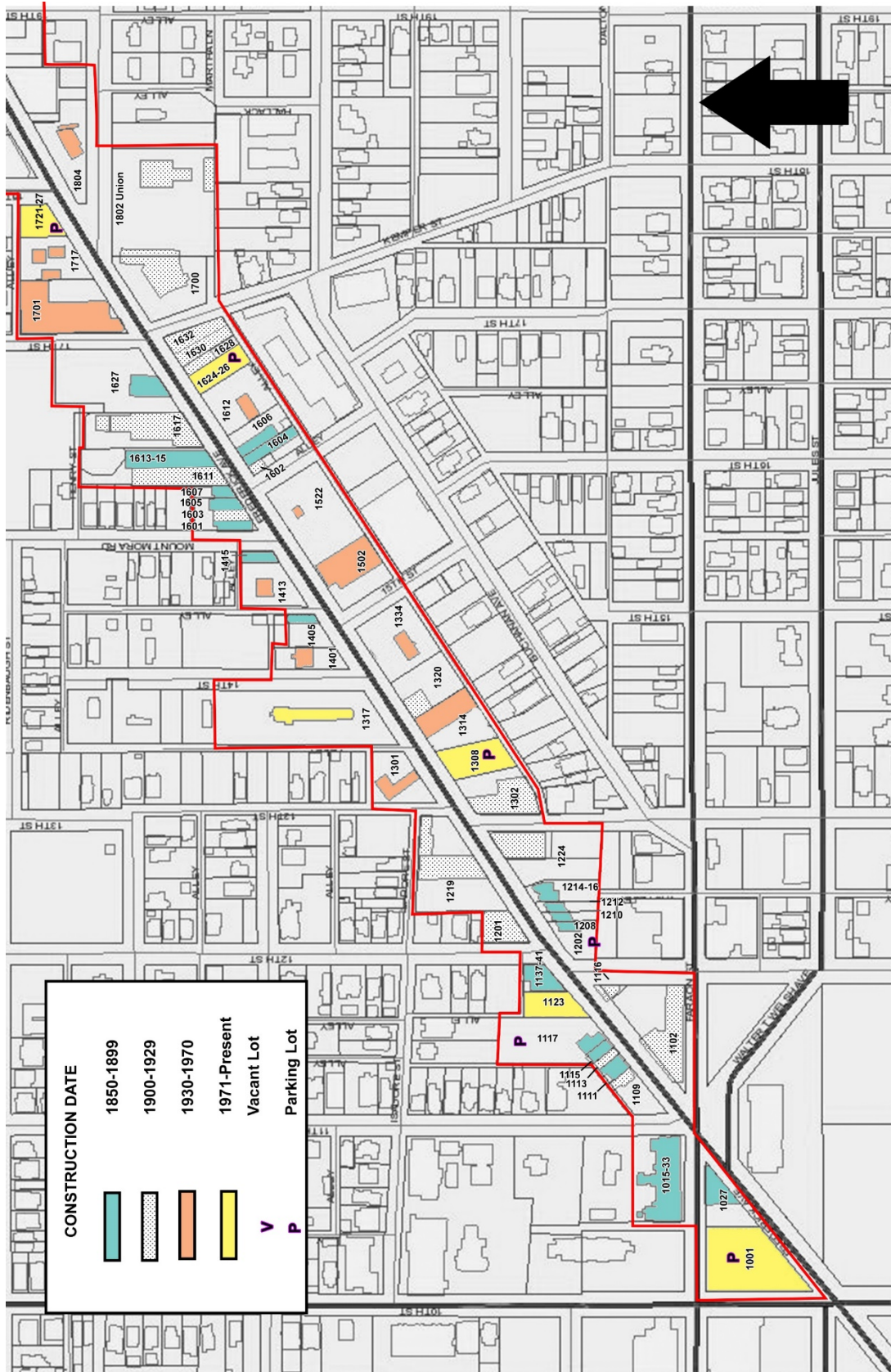
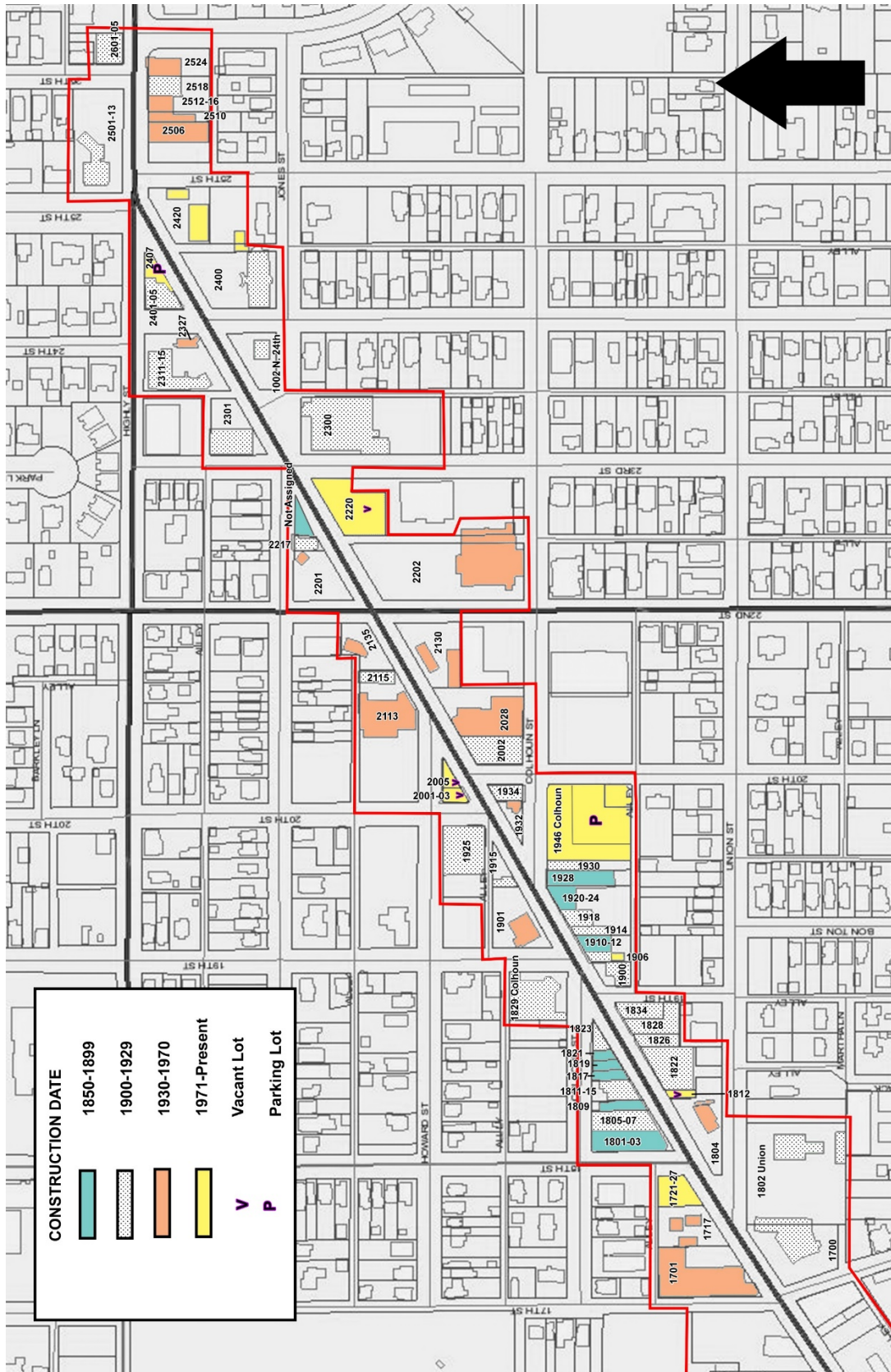


FIGURE 12: DATES OF CONSTRUCTION OF PRIMARY RESOURCES, EAST HALF



HISTORIC PROPERTY FUNCTIONS

To understand the historical development of the Survey Area, Rosin Preservation identified the original function as well as the architectural style and building type of the surveyed resources. Determining the resource's original function allowed for a compilation of the property types represented in the Survey Area. Property types link the themes incorporated in the historic contexts with the physical historic resources that illustrate those ideas. By examining resources according to original function and architectural style, the analysis addresses both shared associative (functional) characteristics as well as physical (architectural style and type) characteristics. This information is useful in analyzing potential trends in purpose-built buildings associated with specific functions. However, this analysis does not necessarily accurately capture all commercial trends when specific functions occupy existing buildings. Thus, it is important to also review occupant data throughout the study period to identify the concentrations of business types regardless of whether they constructed a new building or occupied an existing building.

ORIGINAL FUNCTION

Drawn from the National Register subcategories for function and use, Rosin Preservation identified different categories of original functions for the surveyed primary resources. Most resources in the Survey Area have retained their original or a similar function. While many commercial resources have changed specific function i.e., conversion from a grocery store to restaurant, they retain a commercial use.⁸¹ The majority of the resources, eighty-three of 117, were historically commercial resources. This reflects the early historical development of the Survey Area as a commercial hub in the city of St. Joseph. However, demolition has since reduced their number. The Survey Area contains seventy-four historically commercial resources, twelve transportation related resources, eight historically domestic resources, two healthcare resources, one agricultural/subsistence resource, one funerary resource, one government facility, and one theater.⁸² Eleven parking lots and five vacant lots, one of which was vacant historically, are also present.⁸³ Additionally there are fifty-five surveyed resources that have parking lots that were identified as secondary resources according to the methodology stated above. Nineteen surveyed resources are currently vacant or not in use while two are works in progress. Their intended use is unknown. Figure 13 shows the breakdown of uses represented in the Survey Area. Figure 14 compares the current and original resource uses.

⁸¹ Restaurants, specialty stores, general stores, etc. are included within the broader category of Commerce/Trade resources in U.S. Department of the Interior, National Park Service, National Register of Historic Places, *National Register Bulletin 16a: How to Complete the National Register Registration Form*, 20-23.

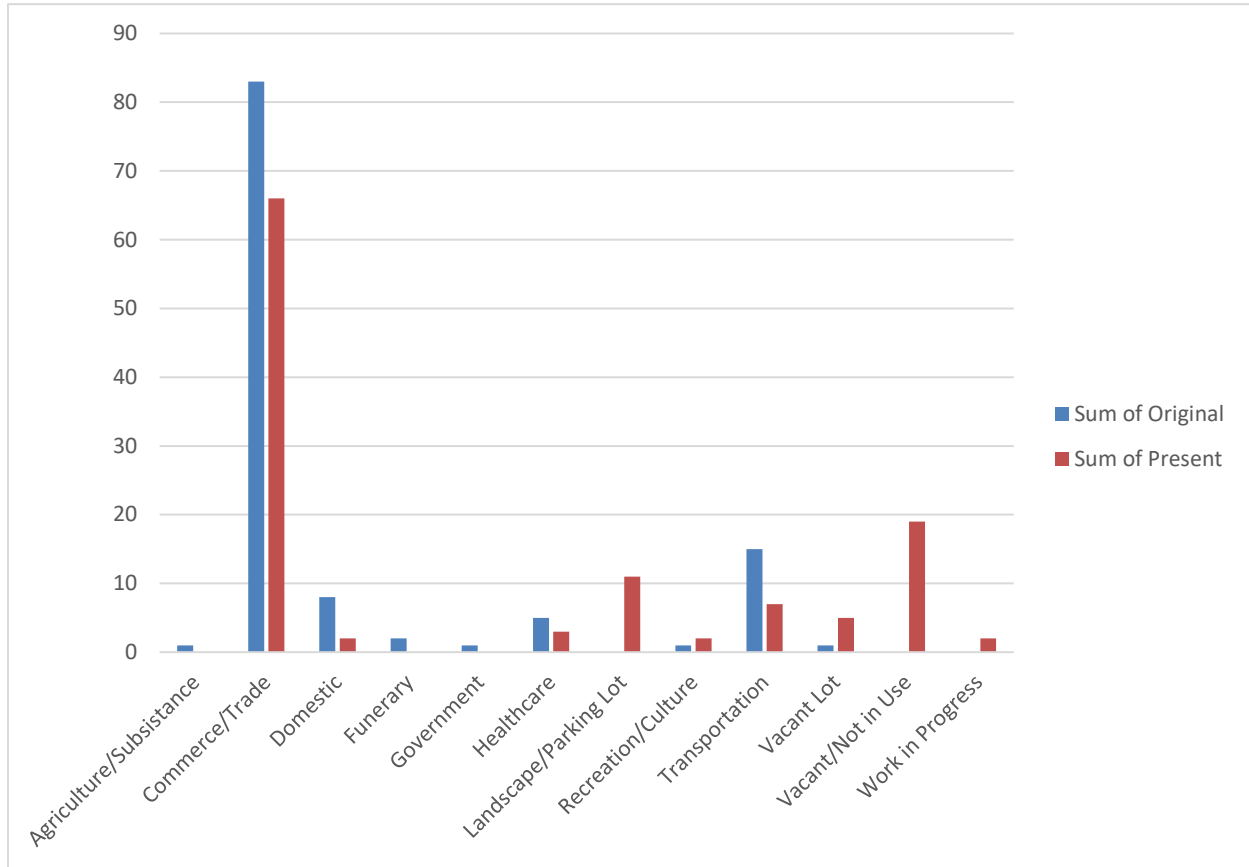
⁸² Transportation resources refer to those resources associated with the act of transportation and include resources such as service stations, airports, train depots, etc. In contrast, resources such as auto showrooms are classified as commercial resources because the main activity taking place is an act of commerce.

⁸³ Commercial resources formerly occupied nine of the vacant or parking lots.

FIGURE 13: ORIGINAL PROPERTY FUNCTIONS

ORIGINAL FUNCTION	TOTAL
AGRICULTURE/SUBSISTENCE: ANIMAL FACILITY	1
COMMERCE/TRADE: BUSINESS	2
COMMERCE/TRADE: DEPARTMENT STORE	5
COMMERCE/TRADE: FINANCIAL INSTITUTION	2
COMMERCE/TRADE: RESTAURANT	12
COMMERCE/TRADE: SPECIALTY STORE	62
DOMESTIC: MULTIPLE DWELLING	3
DOMESTIC: SINGLE DWELLING	3
FUNERARY: MORTUARY	2
GOVERNMENT: FIRE STATION	1
HEALTHCARE: HOSPITAL	1
HEALTHCARE: MEDICAL BUSINESS/OFFICE	4
RECREATION AND CULTURE: THEATER	1
TRANSPORTATION	1
TRANSPORTATION: ROAD-RELATED	14
VACANT LOT	1
TOTAL	117

FIGURE 14: COMPARISON OF ORIGINAL AND PRESENT USE



COMMERCIAL RESOURCES

Commercial properties account for approximately 62% of the primary resources surveyed. They are primarily one and two-part or free-standing commercial blocks. In general, the commercial properties are constructed with masonry or concrete foundations; brick or concrete block wall cladding; and flat roofs. Many feature storefront display systems or fixed sash display windows. The high percentage of commercial resources in the Survey Area reflects the historic status of Frederick Avenue as a main commercial corridor in St. Joseph.

Specialty Stores

The overwhelming majority (76 percent) of small commercial buildings disbursed throughout the survey area had retail sales or service functions that are typical of business districts throughout the country, identified broadly as the “specialty store.” The specialty store includes any commercial entity where goods are available for purchase. The one- to three-story buildings are business houses designed for small operations providing wholesale or retail sales involving the receipt and distribution of goods. Goods and services offered in the specialty stores on Frederick Avenue varied from the Farmer Auto Supply Company/Ayers Auto Supply Company store at 1302 Frederick Avenue (c. 1909) to Arganoff Shoe Repair at 1825-1827 Frederick Avenue (c. 1929) (*Figures 15-16*). The majority of the resources were constructed before 1966, with only three resources constructed between c. 1969 and c. 1985.

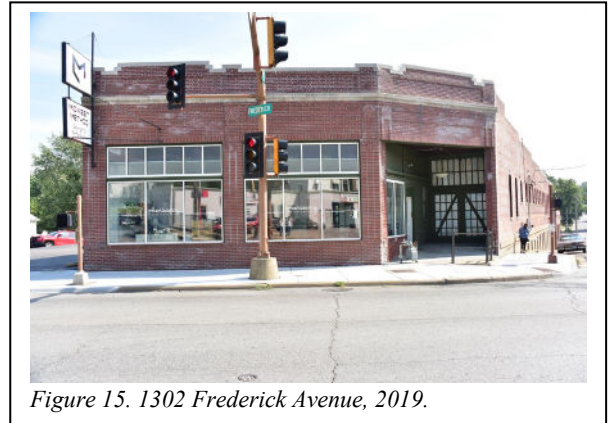


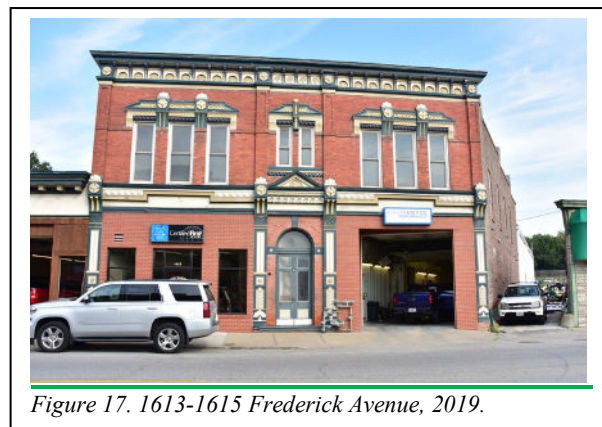
Figure 15. 1302 Frederick Avenue, 2019.



Figure 16. 1825-1827 Frederick Avenue, 2019.

Restaurants

Restaurants were the second-most numerous commercial property use recorded in the Survey Area. Eleven restaurant resources were recorded. Restaurant resources include restaurants, cafes, bars, taverns, saloons, and similar resources. The restaurant resources in the Survey Area are one- and two-story buildings and are typically one- and two-part commercial blocks. Nearly all (10) were built between c. 1880 and 1962.⁸⁴ Examples include the Christian Sachau Saloon (1889) at **1613-1615 Frederick Avenue** and a former fast food restaurant (1962) at **1409-1413 Frederick Avenue** (*Figures 17 and 18*).



Department Stores

The National Register Bulletin *How to Complete the National Register Registration Form* classifies department stores as resources such as general stores, marketplaces, department stores, trading posts, and similar retail resources. Four such resources were recorded in the Survey Area. The department store resources were concentrated in the east half of the Survey Area, in the 2000 through 2500 blocks on Frederick Avenue. Three department store resources, **2518 Fredrick Avenue** (1903), **2506 Frederick Avenue** (1941), and **2202 Frederick Avenue** (1959), are historic. The remaining resource, **2420 Fredrick Avenue**, was constructed in 1980. 2506 Frederick Avenue and 2202 Frederick Avenue were both built in the corporate styles of Safeway Grocers and A&P Grocers, respectively (*Figures 19 and 20*). 2518 Frederick Avenue, another grocery store, is a two-part commercial block brick building typical of many early twentieth century general and grocery store (*Figure 21*).

⁸⁴ 1317 Frederick Avenue is a fast-food restaurant constructed in 2000. It is currently vacant/not in use.



Figure 19. 2506 Frederick Avenue, 2019.



Figure 20. 2202 Frederick Avenue, 2019.

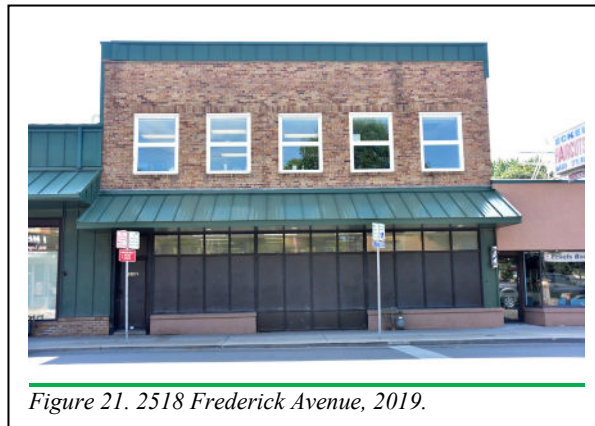


Figure 21. 2518 Frederick Avenue, 2019.

Financial Institutions

Two resources were identified as financial institutions. The Farmers & Traders Bank (1903) at **1906 Frederick Avenue** is a two-story brick bank building (*Figure 22*). Cast metal pediments and cornices accent the primary elevation. In contrast, the Midwest Federal Savings and Loan building (**1901 Frederick Avenue**) was built in the Modern Movement style in 1963 (*Figure 23*). Imitation stone panel cladding and mirrored finish curtain walls at the secondary elevations characterize the bank.



Figure 22. 1906 Frederick Avenue, 2019.



Figure 23. 1901 Frederick Avenue, 2019.

DOMESTIC RESOURCES

Domestic Property Types were uncommon in the Survey Area. While Sanborn Maps indicate domestic property types were historically interspersed with commercial resources on Frederick Avenue, few historic domestic properties are extant.

Single-Dwelling

Two single-dwelling domestic resources were identified in the Survey Area. Both were constructed c. 1911-1912 and have since been converted to commercial use. One resource, 1002 North 24th Street, is currently vacant while the Jacob Geiger Home/Maud Wyeth Painter Residence (2501 Frederick Avenue) contains professional offices. The Dr. Jacob Geiger Home/Maud Wyeth Painter Residence was listed on the National Register of Historic Places on March 12, 1986 in association with the Historic Resources of Frederick Avenue, St. Joseph Multiple Resource Area Documentation.



Figure 24. 1002 North 24th Street 2019.



Figure 25. Dr. Jacob Geiger Home/Maud Wyeth Painter Residence, 2501 Frederick Avenue, 2019.

Multiple-Dwelling

Eight multiple-dwelling domestic resources were identified in the Survey Area. All were constructed c. 1888-1889 and are located at the western end of the Survey Area. Two resources, the Kelley Flats (1208-1212 Fredrick Avenue) and Browne Flats (1214-1216 Frederick Avenue) are rowhouses. Both properties were listed on the National Register of Historic Places as The Kelley and Browne Flats district in 1989. The Wyeth Flats (1015-1033 Faraon Street) is a four-story Renaissance Revival apartment building constructed c. 1888. It was listed on the National Register of Historic Places in 1985.⁸⁵

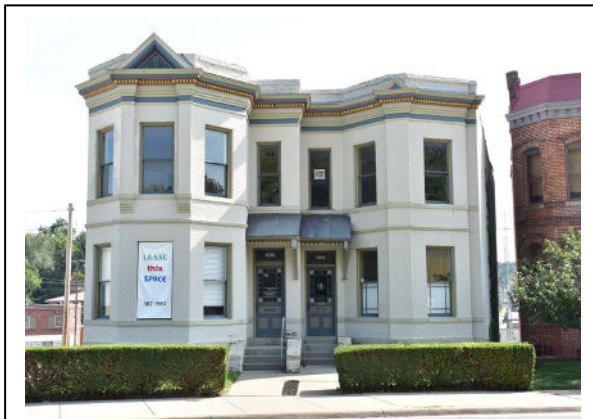


Figure 26. The Browne Flats, 1214-1216 Frederick Avenue, 2019.



Figure 27. The Wyeth Flats, 1015-1033 Faraon Street, 2019.

ADDITIONAL RESOURCES

Transportation Resources

Twelve transportation resources were identified in the Survey Area and compose 10% of primary resources surveyed. Of these, over one-half (eight) are located in the eastern half of the Survey Area. The identified transportation resources are primarily service stations and date to the early- to late-twentieth century. Most were constructed using corporate styles of various oil and gasoline companies. One resource, **1928 Frederick Avenue**, is an outlier (*Figure 29*). It was constructed c. 1870-1885 in association with the Frederick Avenue Horse Car Line horse-drawn streetcar line and served as a horse stable. When the route was electrified, the building was converted to a livery stable.

⁸⁵ The Wyeth Flats was listed as 1015-1031 Faraon however the legal address has since been changed to 1015-1033 Faraon.



Figure 28. 1301 Frederick Avenue, 2019.



Figure 29. 1928 Frederick Avenue, 2019.



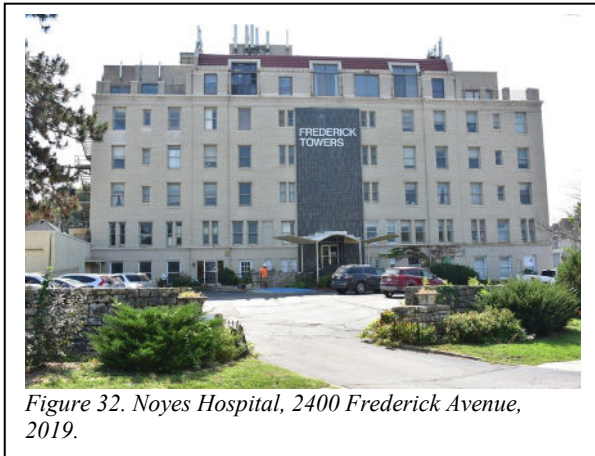
Figure 30. 1932 Frederick Avenue, 2019.



Figure 31. 2201 Frederick Avenue, 2019.

Healthcare Properties

Two healthcare resources were identified within the Survey Area. The Noyes Hospital (2400 Frederick Avenue) was constructed in 1916 and converted into a home for the Missouri Methodist Hospital nurses c. 1931. The Herman Drug store (2524 Frederick Avenue) is a one-part commercial block and historically operated as a pharmacy and medical office. It retains its historic functions. Both buildings are purpose-built for their respective historic functions.



Funerary Properties

Two mortuaries were historically located within the Survey Area, however only one is extant. The H.O. Sidenfaden Funeral Home (1924) is a Georgian Revival building at **1801 Union Street** (*Figure 34*). The Fleeman Funeral Home was built four years later at 1946 Colhoun Street. The Fleeman Funeral Home was demolished c. 2007 and a surface parking lot was built on the site



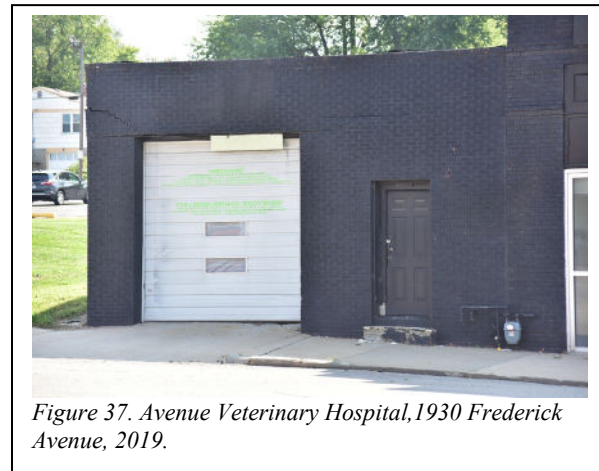
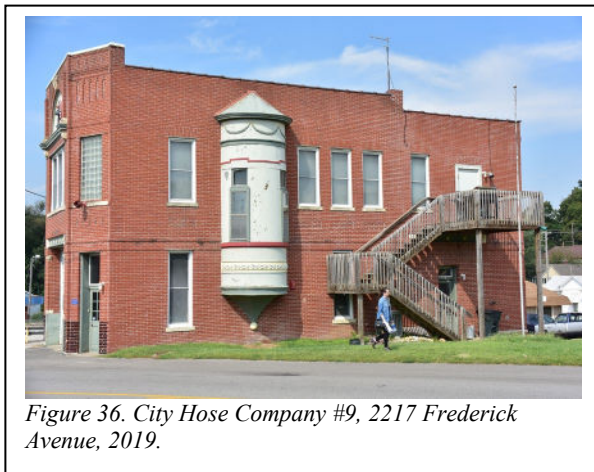
Recreation/Culture Properties

The Rivoli Theatre/Uptown Theatre at **2113 Frederick Avenue** is the one example of a historic recreation/culture resource. The Durwood movie chain built the theater c. 1930 at a time when movies became an increasingly popular form of entertainment. The theater has been heavily altered. (*Figure 35*).



Other Properties

One government resource, one agricultural/subsistence resource, and one historically vacant lot are also present in the Survey Area. The government resource, City Hose Company #9, is a c.1900 fire station (Figure 36). The agricultural/subsistence resource is a veterinary hospital constructed in 1922. It was historically known as the Avenue Veterinary Hospital and has been converted to an auto garage. (Figure 37).



Landscapes

Landscape resources in the Survey Area include eleven surface parking lots. The surface parking lots are asphalt or concrete-paved and typically have irregular plans. All parking lots were constructed between c. 1981 and 2009 and replace a variety of historic property types.



Vacant Lots

Five vacant lots were recorded in the Survey Area. Of these, only one has historically been vacant. This lot is located east of 2217 Frederick Avenue but is not assigned a street number (Figure 39). The remaining lots are vacant due to demolition.



ARCHITECTURAL STYLES AND FORMS

Classifications based on shared physical attributes include categorization by architectural styles and vernacular building forms or types.⁸⁶ The architectural styles and forms identified in the Survey Area and assigned to the properties follow the terminology and classifications accepted by the National Register of Historic Places program. This nomenclature relies heavily on the forms and styles discussed for residential buildings in *The Buildings of Main Street: A Guide to American Commercial Architecture* by Richard Longstreth and *A Field Guide to American Houses* by Virginia and Lee McAlester.

Of the one-hundred primary resources (not including five vacant lots and eleven parking lots, and a non-historic addition which has replaced a historic commercial building for a total of 115 properties) evaluated in the Survey Area, twenty-eight were categorized by a formal architectural style, and seventy were categorized by their architectural form (*Figures 40 and 41*). The majority of resources classified by their form are done so because stylistic ornament was never part of the original design or has since been removed.

Figure 40: ARCHITECTURAL STYLES

STYLE	TOTAL
CLASSICAL REVIVAL	1
GEORGIAN REVIVAL	3
GOTHIC REVIVAL	1
ITALIANATE	5
LATE 19 TH AND 20 TH AMERICAN MOVEMENTS	1
LATE 19TH AND 20TH CENTURY REVIVALS	1
MISSION/SPANISH COLONIAL REVIVAL	2
MODERN MOVEMENT	8
MODERNE	2
RENAISSANCE REVIVAL	1
ROMANESQUE REVIVAL	2
TUDOR REVIVAL	1
TOTAL	28

⁸⁶ The term “vernacular” is used in its broadest application and refers to common local and regional building forms and the use of materials specific to a particular period of time.

Figure 41: ARCHITECTURAL FORMS

FORM	TOTAL
COMMERCIAL BLOCK	1
FOURSQUARE	1
FREE STANDING COMMERCIAL	15
ONE-PART COMMERCIAL BLOCK	28
ROWHOUSE	5
TWO-PART COMMERCIAL BLOCK	21
UTILITARIAN	1
TOTAL	72

COMMERCIAL RESOURCES

Commercial resources make up much of the Survey Area and account for 68% (80) of the 117 primary resources. These resources are typically one to three-story one- and two-part commercial blocks or free-standing commercial buildings.

One-Part Commercial Block

The One-Part Commercial Block building is a simple one-story cube with a decorated façade. In many examples, the street frontage is narrow and the façade comprises little more than plate glass windows and an entrance with a cornice or parapet spanning the width of the façade (*Figure 44*)

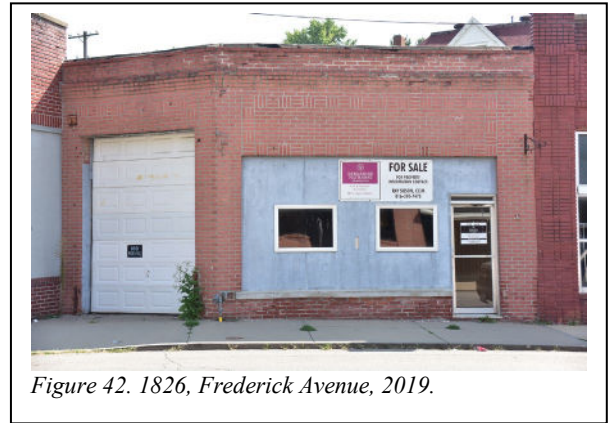


Figure 42. 1826, Frederick Avenue, 2019.

Two-Part Commercial Block

Slightly more complex than their one-story cousins, Two-Part Commercial Block buildings are typically two- to four- stories in height. They have a clear visual separation of use between the first-story customer service/retail space and the upper-story office, meeting room, or residential uses (*Figure 43*). Similar to One-Part Commercial Block buildings, the styling of the first story focuses on the storefront glazing and entrance(s). The design of the upper stories identifies the building's architectural influences.

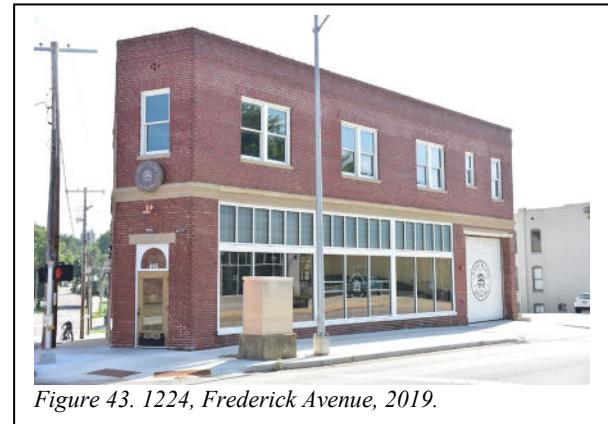


Figure 43. 1224, Frederick Avenue, 2019.

Free Standing Commercial

The years following World War II witnessed a general shift in American commercial architecture away from the densely packed commercial blocks that lined Frederick Avenue. Adapting to the widespread ownership of the automobile, developers erected individual buildings on large lots of land, following the model begun by roadside development in the 1920s. In front of the building was a large area of open space. Initially this might be landscaped green space or filling station gas pumps, although it was soon put to use



Figure 44. 2202 Frederick Avenue, 2019.

for parking. The Modern Movement also ushered in new ways of thinking about buildings. Rather than structures that enclosed space, architects began to think of commercial buildings as three-dimensional objects that defined space. Parking lots on one or all four sides of a building became dominant defining features of the commercial landscape, relegating the building to the role of back drop.⁸⁷ **2202 Frederick Avenue** is an example of a mid-twentieth century Free-Standing Commercial Block. (Figure 44).

The functional subcategories the commercial resources represent include specialty stores (61), restaurants (11), department stores (4), financial institutions (2), and business or office buildings (2). Many two-part commercial blocks contained secondary uses at the upper story in addition to the primary, first-floor commercial function.

Usually sited on one or two lots, the older commercial buildings typically have rectangular plans oriented with the short side facing the street. The two-story designs incorporate public spaces on the first floor and office, residential, meeting, storage, or light industrial spaces on the upper floors. A defining feature of the early commercial property types is a well-defined ground floor “storefront” that distinctly separates it from the upper stories and reflects a difference in public and private uses. Storefronts housed retail or wholesale vending, public entry, showroom, or office spaces. Late-nineteenth and early-twentieth century commercial buildings often have elaborate decorative ornament at the upper stories.

Stylistic treatments for the commercial properties in the survey area reflect architectural styles popular in the era in which they were built. They typically have either a flat or barrel roof, although a few resources have gable roofs behind flat parapets. Depending on the date of construction,

⁸⁷ Richard Longstreth, *The Buildings of Main Street*, (Washington, DC: The Preservation Press, 1987), 126-131.

structural elements include load-bearing stone and brick walls, concrete block, or steel members. Similarly, storefronts incorporate combinations of brick, glass, metal, stone veneer and wood.

RESIDENTIAL ARCHITECTURAL STYLES

Eclectic Period Residential Architectural Styles

McAlester divides the Eclectic Period of American residential architecture into three sub-periods: Anglo-American, English, and French Period Houses; Mediterranean Period Houses; and Modern Houses.⁸⁸ The Eclectic Movement drew inspiration from American Colonial-era architecture as well as the architecture of Europe. Designs emphasized strict adherence to stylistic traditions and minimal variation and innovation. The National Register of Historic Places differentiates between the Revival styles of European and Colonial American antecedents and the distinctly American styles reflecting influences emanating from Chicago (Prairie School) and California (Arts and Crafts). Under the National Register classification of “Late 19th and Early 20th Century Revivals,” McAlester’s Anglo-American, English, and French Period Houses are synonymous with Colonial Revival, Classical Revival, Tudor Revival, Late Gothic Revival, Italian Renaissance, and French Renaissance styles.

Renaissance Revival Style

The Renaissance Revival Style draws from Italian and French architectural antecedents and was popular in America from the late 1890s through the early twentieth century. Italian influenced examples incorporate low-pitched hipped or flat roofs, pilasters or columns, overhanging eaves with decorative brackets, and detailed cornices ornamented with dentils or modillions. Rounded arches often top entrances. Fenestration is typically regularly punched and upper-story windows are commonly less elaborate than lower-story windows.

Masonry construction is common. The **Wyeth Flats** at **1015-1031 Faraon Street** (1888) demonstrates a restrained interpretation of the style through full-height pilasters which divide the primary elevation, regularly punched fenestration, decorative arches above entrances, incised panels, and dentilled cornice (*Figure 45*).



Figure 45. Wyeth Flats, 1015-1031 Faraon Street, 2019.

⁸⁸ McAlester, 407.

Late Gothic Revival Style

The Late Gothic Revival style is a variation of Gothic Revival architecture and which was popular during the late-nineteenth through early-twentieth centuries in America. The Late Gothic Revival incorporates many elements that characterize the Gothic Revival style in general. Elements include masonry construction, battlements, crenellations, pointed arches, and decorative brick work. While the Late and earlier Gothic Revival styles incorporate many of the same elements, the Late Gothic Revival is typically simplified or more restrained.



Figure 46. Dr. Jacob Geiger Home/Maud Wyeth Painter Residence, 2501 Frederick Avenue, 2019.

The **Dr. Jacob Geiger Home/Maud Wyeth Painter Residence** at **2501 Fredrick Avenue** (1911) exemplifies the style through its corner tower, battlements, pointed arch arcade, and crenellations (*Figure 46*).

RESIDENTIAL ARCHITECTURAL FORMS

Throughout the nation's history, its citizens erected modest dwellings constructed of locally available materials without stylistic embellishments. The early colonists brought with them the building traditions of Europe and, using locally available materials, adapted them to their new communities. Frame buildings constructed of hewn timbers and covered with thin wood siding dominated the early folk building in New England, where massed plans more than one room deep became the norm. In the early settlements of the Tidewater South, frame houses that were one room deep became common. As settlement expanded to the West, the Midland tradition of log buildings evolved from blending the two Eastern traditions.

The character of American folk housing changed significantly as the nation's railroad network expanded in the decades from 1850 to 1890. Builders of modest dwellings no longer relied on local materials. Instead, railcars could rapidly and cheaply move mass-manufactured construction materials (pre-cut lumber, nails, window and door frames, and ornamental details) from distant plants. It was not long until vernacular houses of light balloon or braced framing replaced hewn log dwellings. Despite the change in building technique and materials, the older folk house shapes persisted. The resulting houses were simple dwellings defined by their form and massing but lacking strong stylistic characteristics. Even after communities became established, folk house designs remained popular as an affordable alternative to more ornate and complex architectural styles.⁸⁹ These traditional prototypes and new innovative plans comprise distinctive families of

⁸⁹ McAlester, 89-90.

residential forms that dominated American folk building through the first half of the twentieth century.

Resources not associated with a specific architectural style generally have simple forms and little or no ornament. One such resource was identified in the Survey Area. Roof form, massing, and era of construction are the primary characteristics used to identify the resource.

Pyramidal/Hipped Roof

While side-gabled roofs normally cover massed-plan folk houses of rectangular shape, those with more nearly square plans commonly have pyramidal roofs. The pyramidal roof form (an equilateral hipped roof) has a more complex roof framing system but requires fewer long-spanning rafters and is therefore less expensive to build. This Folk House form often appeared in small towns concurrent with the arrival of the railroad and became a favored replacement for the smaller Hall-and-Parlor house and the narrow two-story I-house during the early twentieth century. Like most folk house forms, the roof pitch and the size and location of the porches vary. The survey identified one resource solely by roof type with a hipped roof and square or nearly-square massing.

American Foursquare

The single domestic resource identified by architectural form rather than style has the form and massing commonly referred to as the American Foursquare. Such resources are square in plan and have full-width porches with gabled roofs with eave returns or shallow hipped roofs with center dormers. The square plan, massing, shallow hip roof with dormer, and overhanging eaves identify the dwelling at **1002 North 24th Street** as an American Foursquare house (*Figure 47*). Originally constructed as a single-family dwelling, this resource has since been converted to commercial use.



Figure 47. 1002 North 24th Street, 2019.

ANCILLARY RESOURCES

Ancillary resources such as garages, storage sheds, carports, and carriage houses were uncommon in the Survey Area, however parking lots were often associated with commercial resources. Forty-seven (40%) of the 117 primary resources have at least one associated ancillary resource. Of these, one primary resource has three ancillary resources while eight have two. The remaining primary resources have only one ancillary resource. Dates of construction were estimated by correlating data provided by the Buchanan County Tax Assessor, historic aerial photographs, and Sanborn Fire Insurance Maps with field observation. In total, seventy-one ancillary resources were identified in the Survey Area; they include auto garages; storage outbuildings, and service station canopies. Surface parking lots make up the majority of ancillary resources. Portable sheds without foundations were not included in the ancillary resource count nor were carports or canopies attached to the primary resource. The ancillary resources identified in the Survey Area are typically situated at the rear of the lot, near the rear elevation of the primary resource. Most of the ancillary resources are non-historic, and do not meet the fifty-year threshold for determining historic significance.

INTEGRITY

All properties eligible for listing in the National Register of Historic Places must retain sufficient integrity to convey the period of time and criteria for which they are significant. Figures 48, 56, and 57 illustrate the results of the integrity analysis for the 117 primary resources identified in the Survey Area. Figures 56 and 57 also include the larger parking lots identified as secondary resources.

Figure 48: INTEGRITY OF PRIMARY RESOURCES

INTEGRITY	TOTAL	PERCENT
YES	31	27%
No	83	71%
POST-1975	3	2%
TOTAL:	117	100

An analysis of the Survey Area revealed that the majority of individual resources do not retain sufficient integrity for listing. In addition to the evaluation of each individual resource, the Survey Area was evaluated as a whole to determine if sufficient integrity remained to establish a historic district. As discussed in the Methodology, seven areas are evaluated to determine if a resource does or does not retain integrity. The analysis of these aspects in relation to the Survey Area produced the following results.

Although resources within the Survey Area remain in their original locations and thus retain integrity of location, the setting has been altered. While the Survey Area retains its general setting as a commercial corridor bordered by residential development, changes within the boundaries have negatively impacted the setting. The proliferation of surface parking and vacant lots has altered the relationships between resources and reduced the density which historically characterized the Survey Area. Not only are there more open lots now than there were in previous decades, but there are also more lots where buildings occupy a small portion of the lot while the rest remains open, either for parking or vacant. Much of this is due to the demolition of buildings or the construction of resources that require large parking lots. Figures 49-55 are the 1955 Sanborn Fire Insurance maps edited to indicate buildings that are no longer extant (demolished buildings are significantly lighter than extant buildings). This illustrates the size of the gaps created by the loss of resources. Even if new resources were constructed on some of those lots, the new resources often occupy a smaller footprint than the buildings they replaced.

For purposes of evaluating the integrity of resources, a potential period of significance was identified for the survey area. Based on the historic context identified above, the potential period of significance begins in 1850, with the estimated date of construction for the earliest extant resource, and ends in 1975, when the commercial decline of the area began. Material alterations are common throughout the Survey Area. Some of these changes occurred in the early twentieth century while others occurred much later. There are examples of alterations from every decade in the twentieth century, without any consistent indication of a trend in the alterations, such as an association with a major civic anniversary or a coordinated effort to improve the area. The replacement of windows and storefronts, and the application of incompatible cladding represent the most common material alterations. In many cases, these material alterations obscure or eliminate historic character defining features, particularly when the installation of these new materials alters the historic masonry openings. These alterations further impact integrity in the areas of design and workmanship. Incompatible storefronts and the infill, in whole or in part, of openings and alterations to the exterior surfaces are common in the Survey Area. Since many of the buildings were originally simple in design and lacked ornamentation, the alteration of these elements has a substantial effect on the integrity of design and obscures the historic workmanship. Changes that occurred during the potential period of significance (1850-1975), are not automatically considered significant alterations.

The National Register Bulletin “How to Apply the National Register Criteria for Evaluation” defines “feeling” as “a property’s expression of the aesthetic or historic sense of a particular period of time.”⁹⁰ This results from the combination of physical factors of the property such as setting, design, and materials which together represent the feeling of a given time, place, and context.

⁹⁰ “How to Apply the National Register Criteria for Evaluation,” 45

Although individual resources within the Survey Area may retain integrity of feeling, substantial changes in density and an incohesive mixture of design, age, and material prevent the conveyance of any particular period or aesthetic.

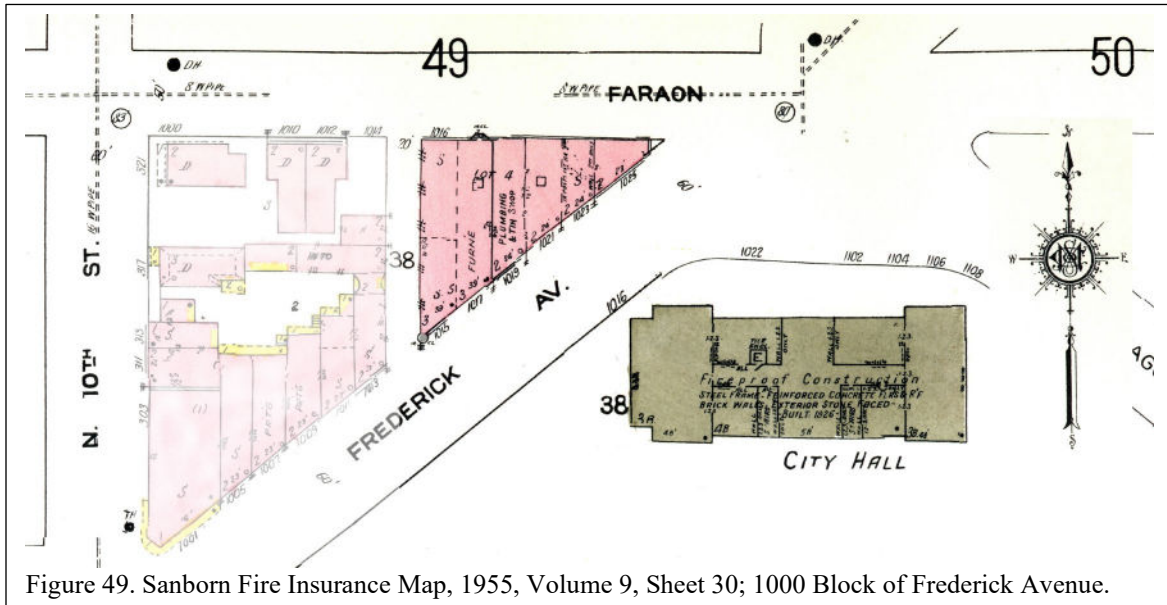


Figure 49. Sanborn Fire Insurance Map, 1955, Volume 9, Sheet 30; 1000 Block of Frederick Avenue.



Figure 50. Sanborn Fire Insurance Map, 1955, Volume 9, Sheet 50; 1100, 1200, and 1300 Blocks.

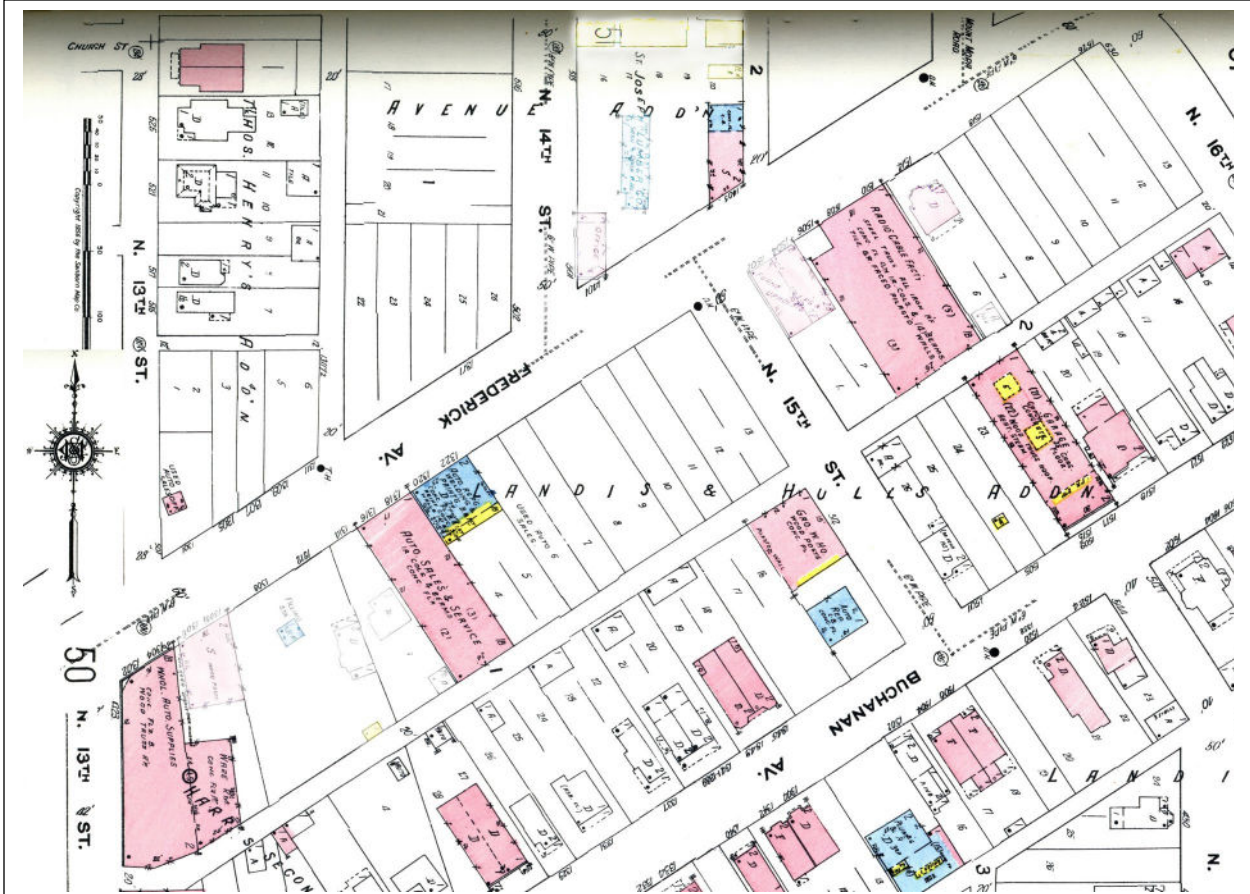


Figure 51. Sanborn Fire Insurance Map, 1955, Volume 9, Sheet 52; 1300, 1400, and 1500 Blocks.



Figure 52. Sanborn Fire Insurance Map, 1955, Volume 9, Sheet 51; 1500 and 1600 Blocks.



Figure 53. Sanborn Fire Insurance Map, 1955, Volume 9, Sheet 65; 1700 and 1800 Blocks.

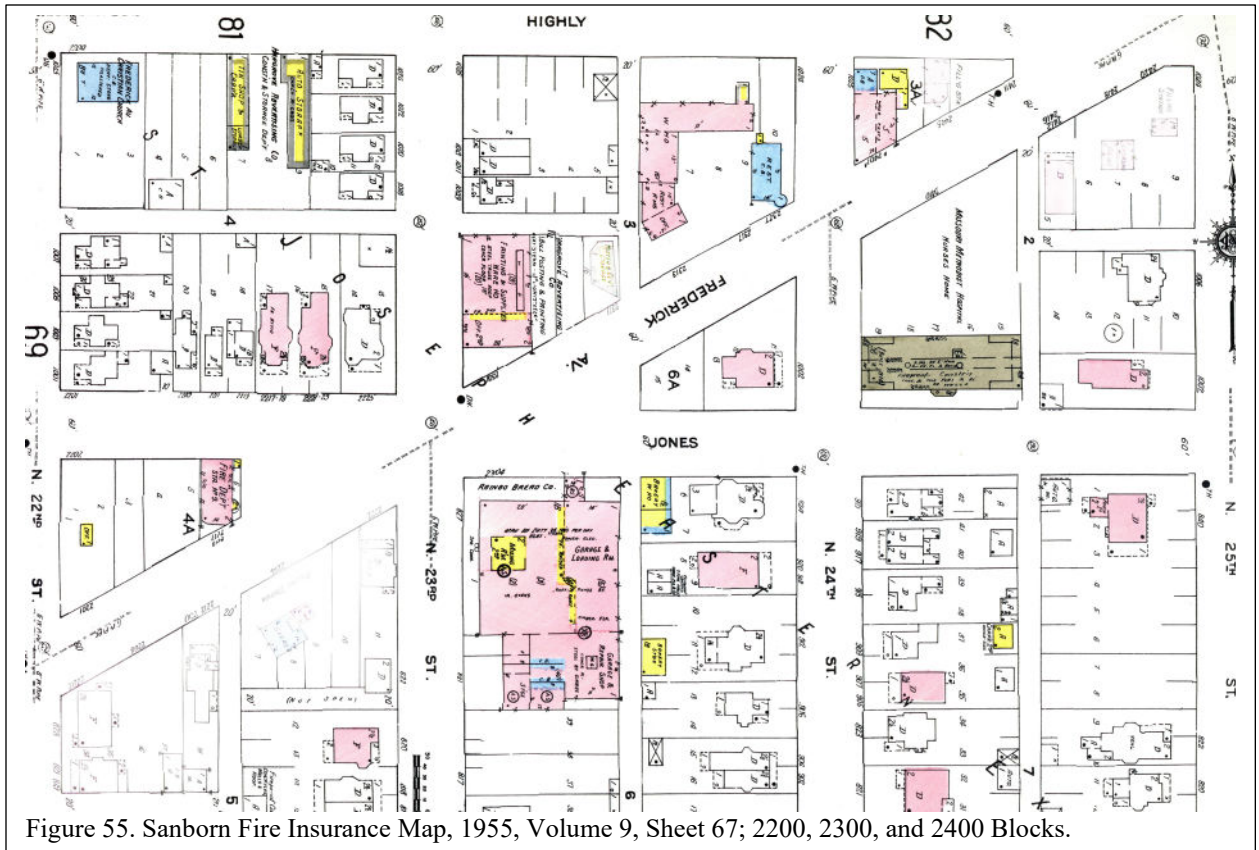
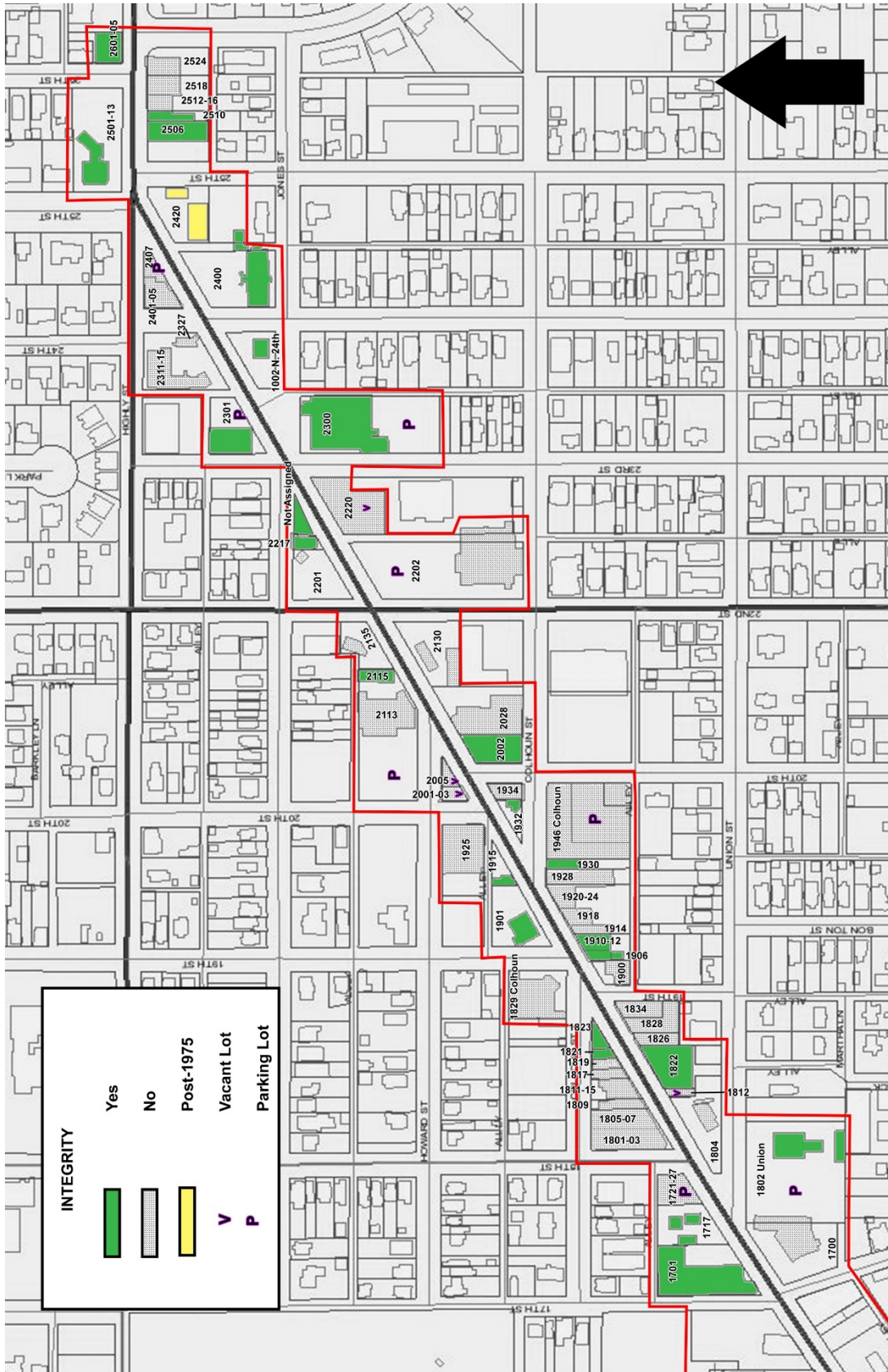


Figure 55. Sanborn Fire Insurance Map, 1955, Volume 9, Sheet 67; 2200, 2300, and 2400 Blocks.

FIGURE 56: INTEGRITY, WEST HALF



FIGURE 57: INTEGRITY, EAST HALF



PREVIOUS VS. CURRENT STUDY

As documented in the historic context, Frederick Avenue has historically served as a primary commercial corridor within the city of St. Joseph. The corridor facilitated travel to and from what would become St. Joseph prior to the city's founding. As St. Joseph became a major center for westward immigration, commercial resources were quickly established along the corridor in order to provide much needed goods and services. Simultaneously, residential development was established among the commercial resources, creating a vibrant hub within the city.

The research and documentation from this survey adds to previous studies of this commercial development context by refining dates, confirming known occupants, and extending the period of study into the late twentieth century to capture additional information relevant to the continued use and adaptation of this historic commercial corridor. Frederick Avenue's status as a primary commercial corridor continued long past this initial development and into the late twentieth century. When the previous survey was conducted in 1981, research was centered on information and resources which were of an age to be considered historic at that time. Consequently, many mid- and late-twentieth century resources were not researched or documented in depth. This study adds to the documentation and understanding of those resources by providing additional research into the respective context(s) of these resources as well as provides updated, detailed architectural descriptions.

This study also seeks to expand on the historic context of Frederick Avenue in regard to transportation. The roots of Frederick Avenue are established in transportation to and from the fledgling settlement in the early nineteenth century. While early transport relied on modes such as walking, wagons, and carriages, rapid technological advancement nationwide in the late nineteenth century revolutionized transport on Frederick Avenue. The establishment of the streetcar system in 1887 reinforced Frederick Avenue's position as a main transportation corridor. This early association with transport in St. Joseph had a profound effect on twentieth century development on Frederick Avenue. As the automobile became increasingly widespread and available during the early twentieth century, resources tailored to its use, sale, and maintenance began to be developed along both sides of the street. The proliferation of the automobile in the early through mid-twentieth century spurred significant development on Frederick Avenue which resulted in a dramatic transformation of the streetscape as new automobile related resources replaced earlier commercial buildings and dwellings alike. At the time of the previous survey, many of the automobile related resources within the survey area were relatively newly constructed when compared to the survey area at large. The succeeding approximate forty years allows these resources to be evaluated through a new lens as their relative property types, use, and the contexts in which they developed are studied further. This study adds to other studies of early automobile-

related resources on Frederick Avenue as well as provides new information on properties that have recently reached the fifty-year threshold.

Previous Studies

Previous study of resources within the survey area has resulted in the creation of one National Register of Historic Places District, one Multiple Resource Area (MRA) listing, one Multiple Property Documentation Form (MPDF), and several individual National Register listings. Listed properties are presented in the table below.

Nomination Name	Address	Period of Significance	Listing Date
Christian Sachau Saloon	1613-1615 Frederick Avenue	1889	10/25/1985
City Hose Company No. 9	2217 Frederick Avenue	1900	10/25/1985
Dr. Jacob Geiger House/Maud Wyeth Painter House	2501 Frederick Avenue	1911	3/12/1986
Kelley and Browne Flats	1208-1216 Frederick Avenue	1888; c. 1890	8/3/1989
Lawler Motor Company Building	1224 Frederick Avenue	1931-1941	1/8/2009
Ryan Block	1137-1141 Frederick Avenue	1889-1945	1/29/2013
Wyeth Flats	1015-1033 Faraon ⁹¹	1888-c.1940	10/25/1985

The contexts associated with these listings focused on two areas of significance, Architecture and Commerce. Periods of significance spanned from the late nineteenth century to approximately World War II.

Nomination Name	Area of Significance
Christian Sachau Saloon	Architecture; Commerce
City Hose Company No. 9	Architecture
Dr. Jacob Geiger House/Maud Wyeth Painter House	Architecture; Science (medical)
Kelley and Browne Flats	Architecture; Commerce
Lawler Motor Company Building	Architecture; Commerce
Ryan Block	Architecture; Commerce
Wyeth Flats	Commerce

Although Frederick Avenue has historically operated as a main transportation corridor in St. Joseph and automobile-related resources have been concentrated along its length, few nominations for the listed resources touch on this context. The Historic Resources of Frederick Avenue MRA documentation established three areas of significance including Commerce, Transportation, and

⁹¹ When listed, the address was 1015-1031 Faraon. The legal address has since been changed to 1015-1033 Faraon.

Architecture, and one primary period of significance extending from roughly 1870 to the Great Depression.⁹² Although Transportation is listed as an area of significance, little information or context is provided to justify this area. The Historic Resources of Saint Joseph, Buchanan County, Missouri Multiple Property Documentation Form (MPDF), mentions transportation in several sections throughout the document, however early railroad and steamboat traffic are the primary subjects in most instances.⁹³ The influence of the automobile on residential architecture is briefly discussed, however this does not apply to Frederick Avenue. Much of this study is concentrated on the late nineteenth and early twentieth century development of the city as a regional commercial center, including the influence of wholesale commerce, and on the residential and suburban development of St. Joseph. Although this document provides relevant context in relation to the development of the city as a whole, it does not provide a study of Frederick Avenue or the Survey Area in particular.

Only one individual nomination, the Lawler Motor Company Building, explores the relationship between the automobile and Fredrick Avenue. Of the listed resources within the survey area, only the Lawler Motor Company Building has a direct, significant association with the automobile. The remaining resources are domestic, civic, or commercial in nature and although located along the transportation corridor, do not possess strong or direct associations with the automobile. Most of the remaining resources were constructed and are associated with periods of significance prior to the advent and later popularization of the automobile. Two resources, the Ryan Block and Wyeth Flats, have periods of significance that extend into the automobile era. The Wyeth Flats nomination makes no mention of the automobile in association with Frederick Avenue while the Ryan Block nomination, submitted in association with the Historic Resources of Saint Joseph, Buchanan County, Missouri MPDF, simply mentions the status of Frederick Avenue as a vehicular artery without further analysis.

Although a prior survey of the current Survey Area was conducted in 1981, an associated report could not be located and may never have existed. Forms associated with this survey were studied and data transcribed for evaluation. In general, forms associated with the 1981 survey provide contextual information consistent with the above-mentioned National Register documents. Architectural elements and commercial operations are the primary focus of each form, with resources pre-dating the mid-twentieth century recorded in greater detail than those associated after.

Current Study

The current study adds to previous studies primarily through the analysis of automobile-related resources within the Survey Area. While passing mention of automobile-related resources on

⁹² Wright, "Historic Resources of Frederick Avenue," 8.4-8.6

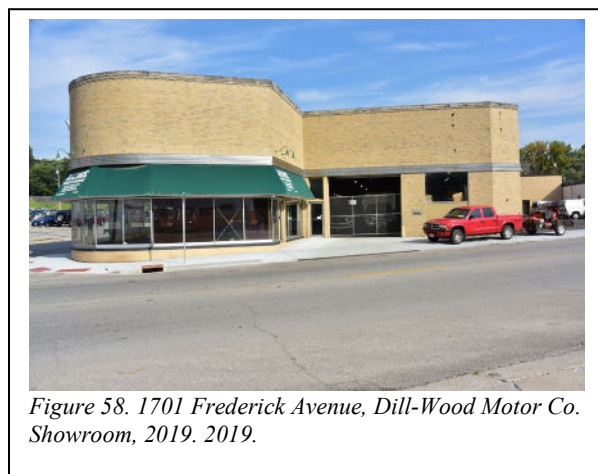
⁹³ Wolfenbarger, "Historic Resources of St. Joseph, Buchanan County, Missouri."

Frederick Avenue and within the Survey Area was made in previous studies, none of the available documentation provides a quantifiable analysis of these resources. The following analysis documents the presence and distribution of automobile-related sources within the Survey Area.

Classification of resource use was completed in accordance with National Parks Service nomenclature as outlined in National Register Bulletin 16a.⁹⁴ The nomenclature outlined in Bulletin 16a is derived from the primary use of, or activity within or at the resource. While this is straightforward for most resources, in some cases the approved nomenclature may obscure more nuanced elements of resource use.

Within the Survey Area, this is evident in the category of Transportation, which refers to those resources related to the act of transport itself such as service stations, and Commerce/Trade: Specialty Store resources which may provide a good or service, such as an auto showroom. While an auto showroom facilitates transportation through the sale of automobiles, the primary activity within the showroom itself is an act of commerce and thus the resource is classified as a commercial resource.

Although classified differently, these resources are related through context and their associations with the automobile and its increasing use. To analyze the prevalence of such resources within the Survey Area, resources classified as Transportation and as Commercial, and which are linked to the automobile in some way were grouped together as “automobile-related” resources. For example, automobile-related transportation resources include several service stations, while automobile-related commercial resources include, among others, auto showrooms, tire stores, and auto repair shops or garages. Figures 58 and 59 demonstrate the variety of these resources.



⁹⁴ U.S. Department of the Interior, National Park Service, National Register of Historic Places, *National Register Bulletin 16a: How to Complete the National Register Registration Form* (Washington, DC: National Register Publications, 1997), 20-23.

While some commercial resources were initially constructed to house automobile-related businesses, others simply housed an auto-related business at one time. Although not purpose-built to house automobile-related functions, these resources contribute to the analysis by providing a larger understanding of the spread and prevalence of automobile-related activities within the Survey Area over time.

Of the 117 primary resources analyzed, forty-seven (40 %) housed automobile-related activities. Twenty-eight (24 %) were originally used as automobile-related facilities while nineteen (16 %) were not originally utilized for automobile-related functions however housed at least one automobile-related business.⁹⁵ The automobile-related resources are concentrated in the western two-thirds of the linear survey area and occupy resources of varying age, size, and form. Figures 60 and 61 illustrate the locations of automobile-related resources in the Survey Area within the study period (1850-1975).

The large percentage of resources that had at least one automobile-related use illustrates the status of Frederick Avenue as an automobile row. Of the twenty-eight resources originally used as auto resources, the majority were constructed during the early twentieth century prior to 1940, as the automobile surged in popularity. Five were constructed during the mid-century between 1950 and 1966 while one was constructed in 1970. Automobile-related occupancy reflects a similar trend, with the greatest levels occurring between 1920 and 1960. During each of these four decades, Frederick Avenue consistently contained between twenty and twenty-five automobile-related resources scattered throughout the survey area. The number of automobile-related resources declined through the 1960s to thirteen by 1970 but was back up to fifteen by 1977. By 1985, there was only one automobile-related resource identified.

⁹⁵ A table of occupants is located in the appendix.

FIGURE 60: AUTOMOBILE-RELATED RESOURCES, WEST HALF

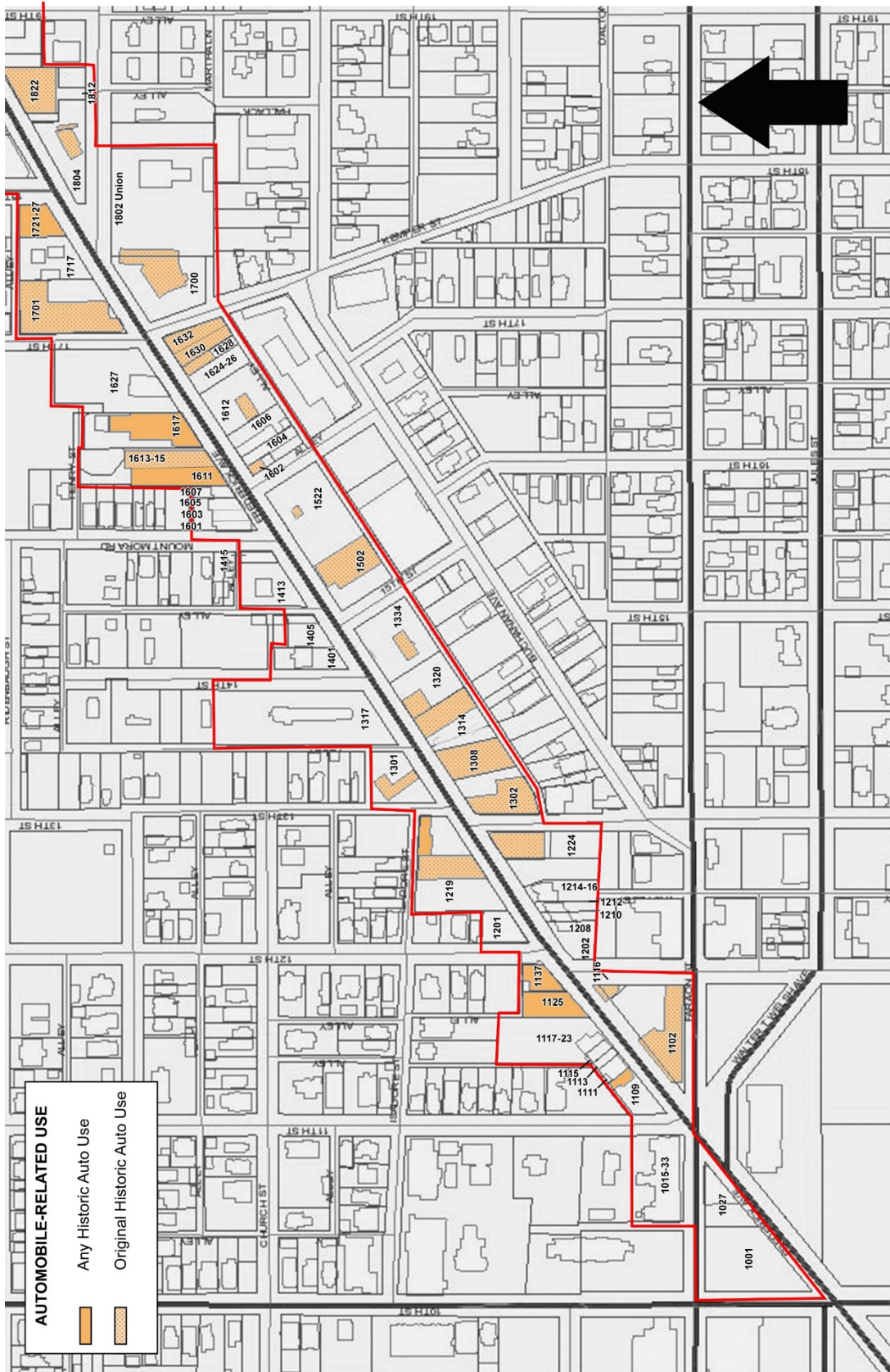
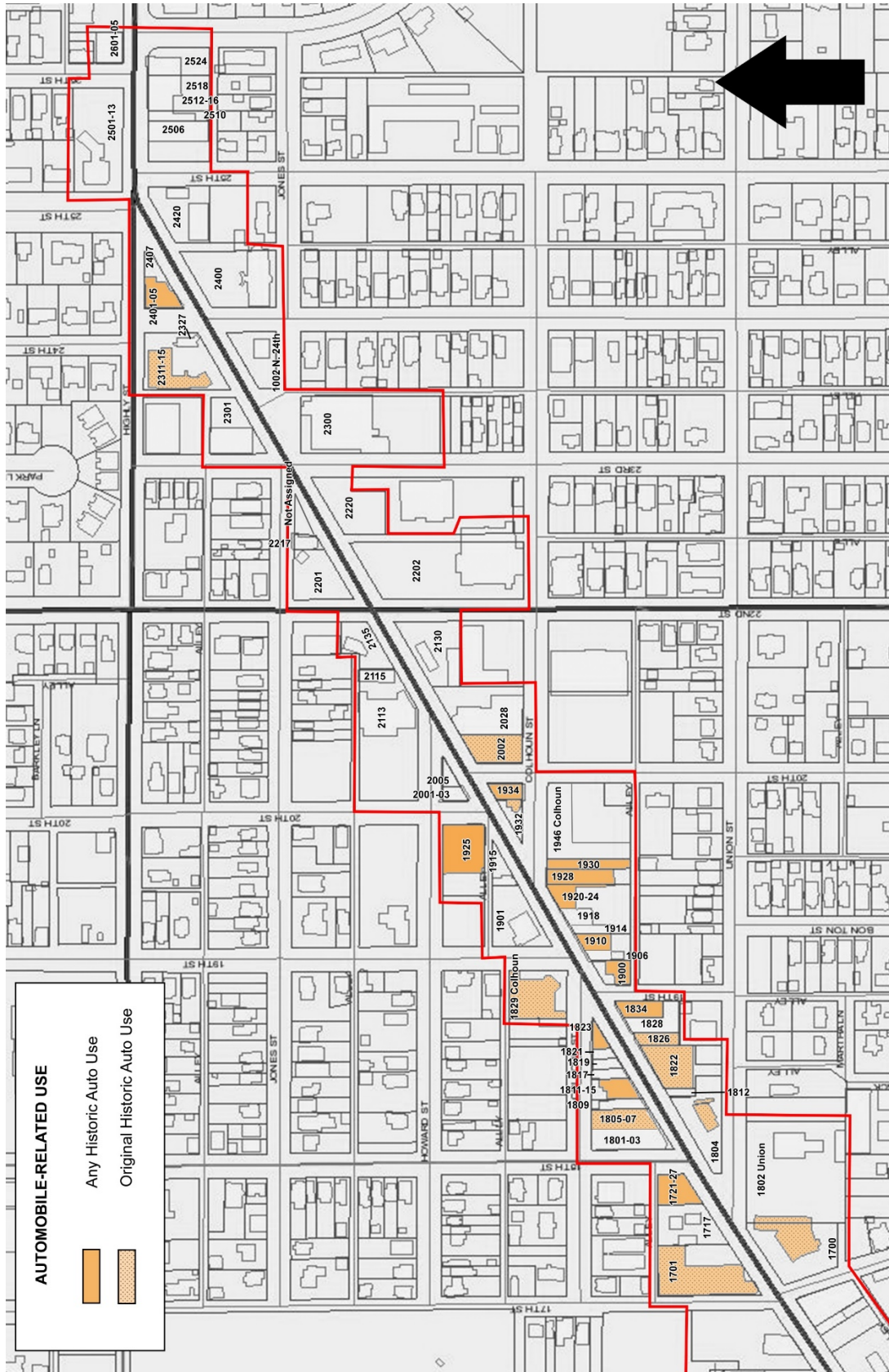


FIGURE 61: AUTOMOBILE-RELATED RESOURCES, EAST HALF



SURVEY RECOMMENDATIONS

As documented in the Historic Context and in the Survey Findings, the resources in the Frederick Avenue Re-Survey Survey Area primarily date to the late nineteenth to mid twentieth centuries when commercial development in St. Joseph initially developed and subsequently expanded to the northeast. With the rapid platting of several subdivisions in the Survey Area, and Frederick Avenue's early establishment as a primary transportation and commercial corridor, the Survey Area developed with primarily commercial resources, and was nearly completely developed by 1930. The high number of one- and two-part commercial blocks reflects trends in commercial architecture from the late 1800s to the early twentieth century. Construction during the Great Depression and World War II years was minimal and includes primarily one-part or free-standing commercial resources, many of which are related to the automobile. Post-war construction was also limited. During the late-twentieth century, demolition of late-nineteenth and early-twentieth century resources significantly altered the historic built environment within the Survey Area, with many substantial resources associated with its early development lost. Surface parking and vacant lots replaced many of these resources. The large size of these surface parking and vacant lots accentuates the amount of space between resources and significantly alters the density of the Survey Area. Rosin Preservation offers the following recommendations for future preservation action.

NATIONAL REGISTER-LISTED AND INDIVIDUALLY ELIGIBLE RESOURCES

There are currently eleven resources in the Survey Area that are listed in the National Register of Historic Places.⁹⁶ Eight resources in the Survey Area appear potentially eligible for individual listing in the National Register.

⁹⁶ While eleven resources are listed, only seven National Register listings are applicable. Five of the listed resources are within the Kelley and Browne Flats district.

LISTED RESOURCES

Nomination Name	Address	Period of Significance	Listing Date
Christian Sachau Saloon	1613-1615 Frederick Avenue	1889	10/25/1985
City Hose Company No. 9	2217 Frederick Avenue	1900	10/25/1985
Dr. Jacob Geiger House/Maud Wyeth Painter House	2501 Frederick Avenue	1911	3/12/1986
Kelley and Browne Flats	1208-1216 Frederick Avenue	1888; c. 1890	8/3/1989
Lawler Motor Company Building	1224 Frederick Avenue	1931-1941	1/8/2009
Ryan Block	1137-1141 Frederick Avenue	1889-1945	1/29/2013
Wyeth Flats	1015-1033 Faraon ⁹⁷	1888-c.1940	10/25/1985

RESOURCES POTENTIALLY ELIGIBLE FOR INDIVIDUAL LISTING

H.O. Sidenfaden Funeral Home, 1802 Union Street

This 1924 Georgian Revival mortuary is potentially eligible for individual listing in the National Register of Historic Places. The two and one-half-story brick building retains its historic form and character-defining features including hipped slate roof, historic multi-light wood windows with key-stone motif lintels, gabled dormers with cornice returns, and historic entrance emphasized by a historic wood transom and sidelights, pilasters, and an elaborately ornamented broken pediment (*Figure 62*). Historic wood windows remain in place at all elevations.



Figure 62. H.O. Sidenfaden Funeral Home, 1802 Union Street, 2019.

1802 Union Street retains integrity and is potentially eligible for individual listing under Criterion C for Architecture as a potentially significant example of Georgian Revival Architecture. This resource is also potentially eligible under Criterion A for its role as funeral home and mortuary. If this nomination is pursued, an investigation into its history within the contexts of architecture and funerary services in St. Joseph would be necessary to determine whether it is feasible to pursue a National Register nomination.

⁹⁷ When listed, the address was 1015-1031 Faraon. The legal address has since been changed to 1015-1033 Faraon.

Texaco, 1301 Fredrick Avenue This 1954

Texaco service station is potentially eligible for individual listing in the National Register of Historic Places. The one-story free-standing building retains its historic form and character-defining features including enameled metal cladding, flat roof, wide eaves, and historic canopy. 1301 Frederick Avenue is potentially eligible for listing under Criterion C in the Area of Architecture as an example of a mid-century filling station and auto garage property type. If this nomination is pursued, an investigation into its history within the context of architecture and the property St. Joseph would be necessary to determine whether it is feasible to pursue a National Register nomination. 1301 Frederick Avenue may also be eligible under Criterion A in the area of Transportation for its associations with transportation on Frederick Avenue, a primary transportation corridor in St. Joseph. Further study is needed to evaluate the feasibility of nomination in this area.



Figure 63. Texaco Station, 1301 Frederick Avenue, 2019.

Farmer Auto/Ayers Auto Supply, 1302 Fredrick Avenue

1302 Frederick Avenue is an early twentieth-century auto dealership constructed in 1909. It retains historic features including brick cladding, a flat roof, canted corners, and vehicular openings that communicate its historic use. This resource is potentially eligible for listing under Criterion C in the Area of Architecture as an example of an early auto dealership property type. If this nomination is pursued, an investigation into its history within the context of architecture and the property St. Joseph would be necessary to determine whether it is feasible to pursue a National Register nomination. It is also potentially eligible under Criterion A in the area of Transportation. for its associations with transportation on Frederick Avenue, a primary transportation corridor in St. Joseph. Further study is needed to evaluate the feasibility of nomination in this area.



Figure 64. Farmer Auto/Ayers Auto Supply, 1302 Fredrick Avenue 2019.

Dill-Wood Motor Co., 1701 Fredrick Avenue

1701 Frederick Avenue is a mid-twentieth-century auto dealership constructed in 1950. It retains historic features including brick cladding, a flat roof, dramatic curved showroom, and vehicular openings that communicate its historic use. This resource is potentially eligible for listing under Criterion C in the Area of Architecture as an example of Moderne commercial architecture. If this nomination is pursued, an investigation into its history within the context of architecture and the



Figure 65. Dill-Wood Motor Co., 1701 Fredrick

property St. Joseph would be necessary to determine whether it is feasible to pursue a National Register nomination. It is also potentially eligible under Criterion A in the area of Transportation. for its associations with transportation on Frederick Avenue, a primary transportation corridor in St. Joseph. Further study is needed to evaluate the feasibility of nomination in this area.

Midwest Federal Savings and Loan, 1901 Frederick Avenue.

This 1963 Modern Movement bank is potentially eligible for listing in the National Register of Historic Places. The one-story stone panel-clad building retains its character defining features including its simple form and massing, full-height storefront, mirrored glass curtain walls at the secondary elevations, and historic exterior lighting (*Figure 66*). While the storefront is a replacement, it mimics the historic configuration and fills the historic opening. This resource is a unique

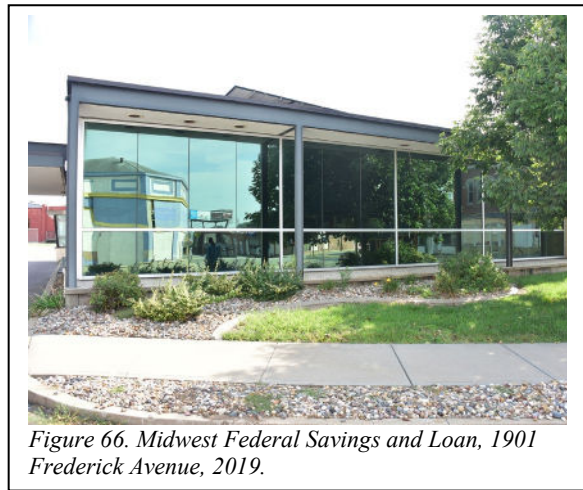


Figure 66. Midwest Federal Savings and Loan, 1901 Frederick Avenue, 2019.

example of an intact Modern Movement building on Fredrick Avenue. The Midwest Savings and Loan bank at 1901 Frederick Avenue retains integrity and is potentially eligible for listing under Criterion C for Architecture as an excellent example of Modern Movement Architecture in St. Joseph. If this nomination is pursued, an investigation into its history within the context of architecture in St. Joseph would be necessary to determine whether it is feasible to pursue a National Register nomination.

**Robertson's Conoco Station, 1932
Frederick Avenue.**

This 1936 service station is potentially eligible for listing in the National Register of Historic Places. The one-story Tudor Revival service station was constructed in the Continental Oil Company (Conoco) corporate style remained a service station until c. 1965. It retains its character defining features including its T-shaped plan with five-plane conical hipped-roof ell, glazed brick cladding, and historic multi-light steel windows. This resource is a



Figure 67. Robertson's Conoco Station, 1932 Frederick Avenue, 2019

unique intact example of early twentieth century service station corporate styles and reflects a period of transition on Frederick Avenue as the automobile rose in popularity. The Robertson's Conoco Station at 1932 Frederick Avenue retains integrity and is potentially eligible for listing under Criterion C for Architecture. If this nomination is pursued, an investigation into its history within the context of architecture and the property in St. Joseph would be required to determine whether it is feasible to pursue a National Register nomination. It is also potentially eligible under Criterion A in the area of Transportation. for its associations with transportation on Frederick Avenue, a primary transportation corridor in St. Joseph. Further study is needed.

**Cripe Bakery/Rainbo Bakery, 2300
Frederick Avenue.**

This large 1926 bakery building continued to house Cripe/Rainbo bakery operations through the end of the twentieth century. 2300 Frederick Avenue is potentially individually eligible for listing under Criterion A in the area of Commerce for its historic associations with bakery functions in St. Joseph. If this nomination is pursued, an investigation into its history within the context of baking in St. Joseph would be necessary to determine whether it is feasible to pursue a National Register nomination.



Figure 68: Cripe/Rainbo Bakery, 2300 Frederick Avenue, 2019

Noyes Hospital, 2400 Frederick Avenue.

This 1916 hospital is potentially eligible for listing in the National Register of Historic Places. The five-story brick-clad hospital was constructed in 1916. It remained in service until the late 1920s. Shortly after, it was converted into the Missouri Methodist Hospital nurses' home. It was then converted into office space for the Anchor Serum Company, a St. Joseph-based veterinary pharmacy company, in 1956. It retains its character defining features including buff brick cladding, 1/1 historic wood windows,

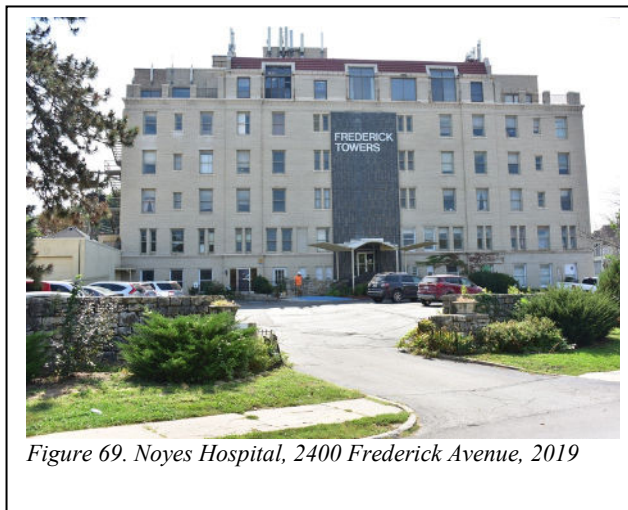


Figure 69. Noyes Hospital, 2400 Frederick Avenue, 2019

and simple brick ornament befitting the institutional nature of the building (*Figure 69*). A tile panel bisects the primary elevation and a mid-century canopy aluminum canopy shelters the primary entrance. Both appear associated with the Anchor Serum occupation and are historic alterations. The Noyes Hospital at 2400 Frederick Avenue retains excellent integrity and is potentially eligible for listing under Criterion A in the areas of Commerce and Health/Medicine for its associations with healthcare in St. Joseph during the first half of the twentieth century and its later use as headquarters for a prominent St. Joseph business. If this nomination is pursued, an assessment of interior integrity along with an investigation into its history within the suggested contexts in St. Joseph would be required to determine whether it is feasible to pursue a National Register nomination.

NATIONAL REGISTER HISTORIC DISTRICTS

A historic district is a grouping of resources that shares significant associations of history or architecture. These resources must be located in a concentrated geographical area to create a unified entity that is clearly distinct from the resources outside the district boundaries. Resources within a historic district can include individually distinctive resources (resources that might also qualify for individual register listing) as well as resources that lack the qualities of design or association to merit individual listing. District boundaries can encompass resources that lack integrity or association with the historic context and are considered “non-contributing,” although resources of this type must be a minority within the district.

Rosin Preservation documented 117 primary resources and fifty-seven ancillary resources (totaling 174 resources) in the Survey Area. Rosin Preservation identified a potential period of significance as 1850-1975, based on the historic context identified above. After determining if each resource

retained integrity, Rosin Preservation assessed the potential for each resource to contribute to a historic district. Throughout the survey area, there are a few examples of buildings that retain integrity to potentially contribute to a historic district. However, the majority of resources within the Survey Area lack integrity or age to contribute to a potential historic district. The majority of the alterations were made after the potential period of significance and compromise the ability of the resource to convey associations with any potential area of significance.

These resources are intermixed along Frederick Avenue; thus, there is no cohesive grouping of eligible resources sufficient for a National Register-eligible district. Of the 117 primary resources recorded in the Survey Area, twenty-six (22 %) have marginal integrity due to alterations. Several resources exhibit reversible alterations that currently obscure character-defining features. If enough resources improve in integrity, the Survey Area should be re-evaluated to determine if a cohesive grouping of resources is then identifiable. Figures 73 and 74 illustrate the current eligibility status of each resource.

LOCAL CONSERVATION DISTRICT

Rosin Preservation also recommends exploring the creation of a conservation district as a means to recognize and protect the historic character of the commercial corridor on Fredrick Avenue. Future alterations to or demolition of resources in the Survey Area could further undermine the identification of a cohesive group of resources with integrity necessary for listing in the National Register. Rosin Preservation recommends the creation of a Conservation District to help preserve the historic character of the Survey Area.

The Conservation District is a tool used nationwide for maintaining the character of existing neighborhoods and providing protection to historic resources that are not listed in the National or local registers. Conservation Districts are a local designation that can stabilize property values in older neighborhoods while protecting the unique qualities of these communities. Conservation Districts can also establish specific design guidelines to direct improvements that will rehabilitate historic resources to meet National Register criteria as contributing elements to a National Register and/or local district. For instance, non-historic siding is a common alteration that, along with other alterations, may preclude many properties from being listed as contributing resources. By creating a Conservation District prior to designating a historic district, the City can encourage property owners to reverse siding alterations, increasing the number of properties that are deemed contributing. In Conservation Districts, design review is limited to major changes (such as new construction, exterior alterations, and demolition). This provides protection against adverse changes to the visual context of the district, while encouraging property owners to make appropriate changes that reinforce the qualities that define the district.

To be designated as a Conservation District, a group of structures and/or landscape elements should have developed more than fifty years ago and retain distinctive architectural and historic characteristics worthy of preserving, such as density, massing, or building height, although they may lack the historical, architectural, or cultural significance and integrity to qualify as a Historic District. A Conservation District may also be designated due to its identifiable setting, character, or association expressed through unifying exterior features. The conservation of these areas can spur property owners to make appropriate changes and renovations to their buildings. With more appropriate building materials, an area is more likely to be eligible for listing in the National Register. A Conservation District would recognize the architectural and historic significance of these resources and help to preserve their character.

LOCAL DESIGNATION

In addition to the eight resources identified as potentially eligible for listing in the National Register, three resources were identified as potentially eligible for local designation.

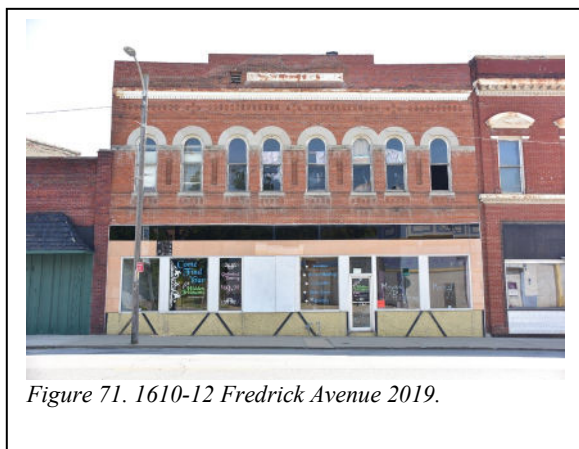
Norris Drugs, 1605 Fredrick Avenue 1605

Frederick Avenue is a two-part commercial block with Italianate ornament constructed in 1890. The Norris Drugstore occupied the building from the time of construction through 1970. This resource may be potentially eligible for local designation. Further study of the resource within the context of St. Joseph as a whole is necessary to determine if such designation would be feasible.



1910-1912 Fredrick Avenue 1910-1912

Frederick Avenue is a Romanesque Revival commercial block c.1880. The Norris Drugstore occupied the building from the time of construction through 1970. Historic occupants include the A.A. McNich dry goods store, the International Order of the Odd Fellows (I.O.O.F.), and multiple hardware and general merchandise stores. This resource may be potentially eligible for local designation. Further study of the resource within the context of St. Joseph as a whole is necessary to determine if such designation would be feasible.



Norris Drugs, 2601-2605 Fredrick Avenue

2601-2605 Frederick Avenue is a two-part commercial block constructed in 1904. It is a unique local example of the Late 19th and 20th Revival style. Various drug stores, grocery stores, general merchandise stores, and doctors' offices have occupied the building since its construction. This resource may be potentially eligible for local designation. Further study of the resource within the context of St. Joseph as a whole is necessary to determine if such designation would be feasible.

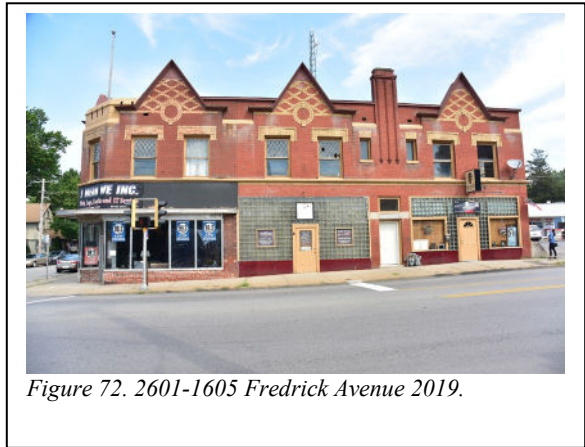


Figure 72. 2601-1605 Fredrick Avenue 2019.

FIGURE 73: ELIGIBLE RESOURCES, WEST HALF

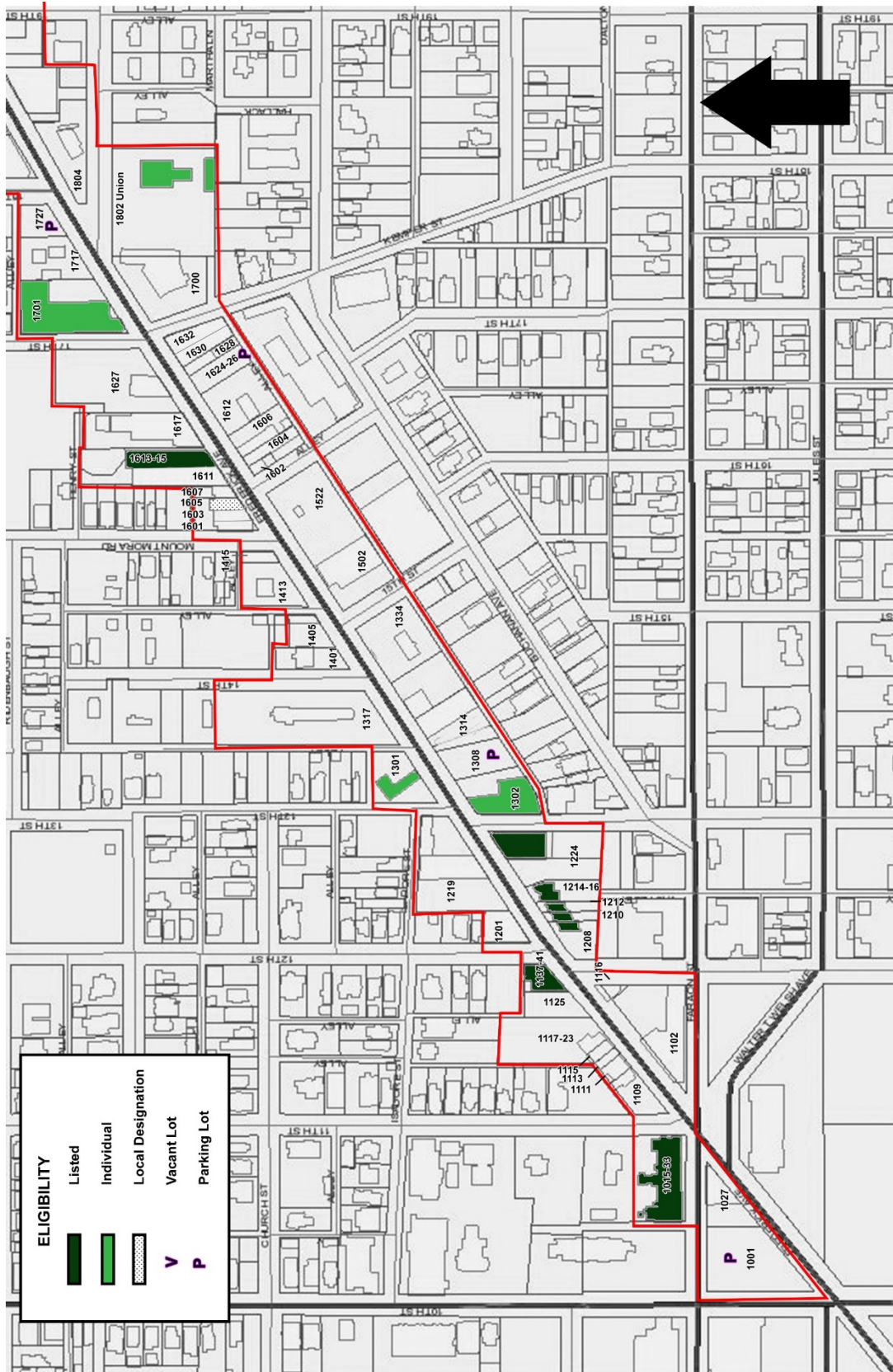
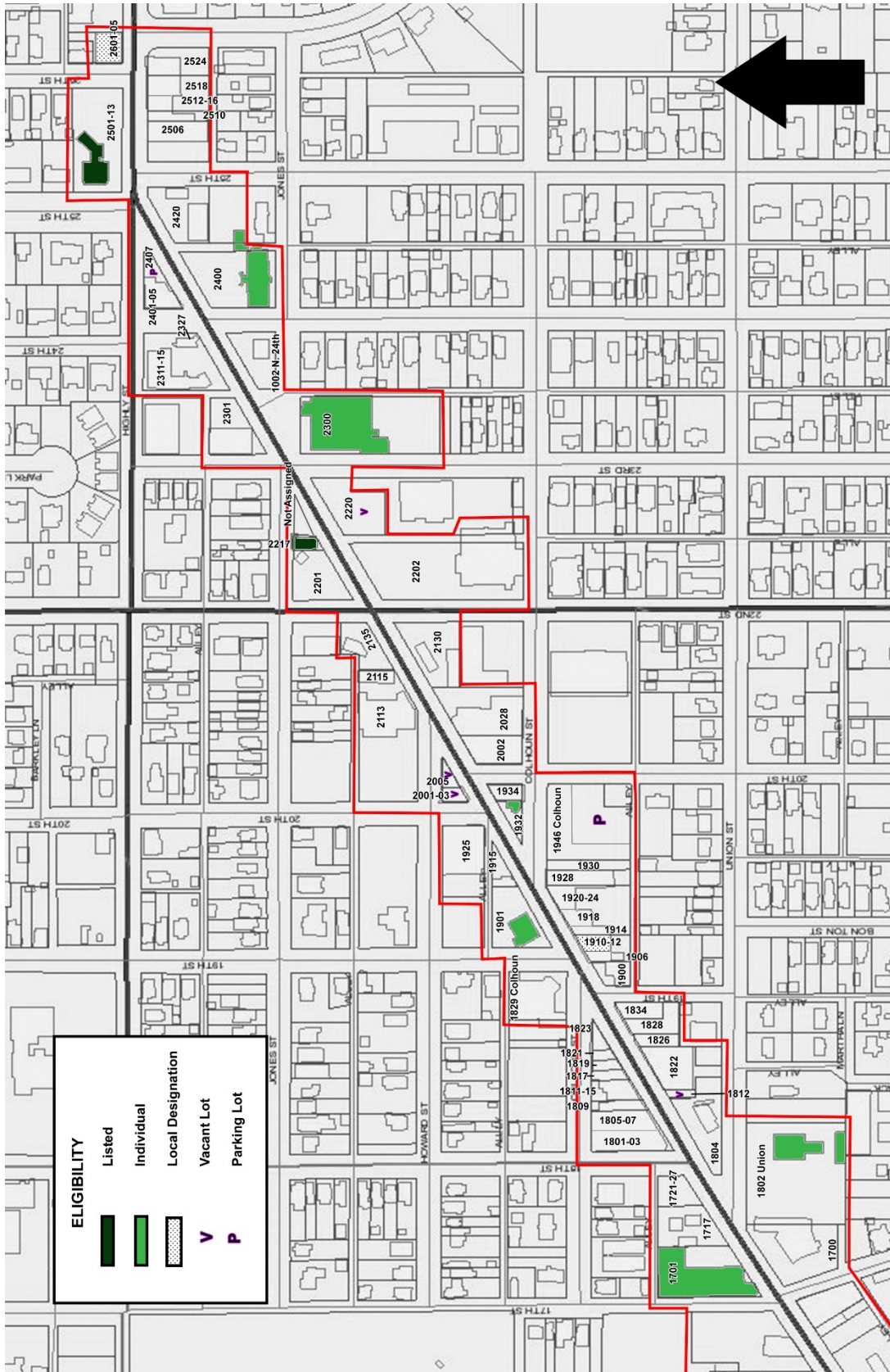


FIGURE 74: ELIGIBLE RESOURCES, EAST HALF



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