

**HISTORIC RESOURCES SURVEY
Phase I**

LEE'S SUMMIT, MISSOURI

THREE GABLES PRESERVATION

July 31, 1991

**Prepared by Deon K. Wolfenbarger
Three Gables Preservation**

**for the Lee's Summit Historic Preservation Commission,
Community Development Department,
and the City of Lee's Summit, Missouri**

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Mayor Marvin Ensworth

Board of Alderman

Gary W. Crenshaw
Deborah J. Edwards
Karen R. Messerli
Chris L. Patterson
Charles L. Plank
Kip W. Scott

Lee's Summit Historic Preservation Commission

1991

William Duvall
Teresa Gallo
May Howard
Richard Wholf
John Wisniewski
Tom Zammar
Ken Gentry, Planning Commission Liaison
Charles Plank, Board of Alderman Liaison

1990

Jiffy Alford
Julie Grogan
Frank Graves

Community Development Department

Susan Van Petten, Community Development Director
Jay Roos, Planner, Survey Project Coordinator-1991
Christy Wileman, Secretary
Curt Wenson, Assistant to the City Administrator, Survey Project
Coordinator-1990

Missouri State Historic Preservation Office

Gerald Lee Gilleard, Survey Project Coordinator

Three Gables Preservation

Deon K. Wolfenbarger, Project Coordinator
Lacey Alkire, Survey Assistant

Phase I of the survey of historic resources in Lee's Summit was begun in June, 1990. The plan was funded by the City of Lee's Summit with a matching grant through the Missouri Department of Natural Resources, Historic Preservation Program, which receives allocations from the Historic Preservation Fund of the Department of Interior, National Park Service, under the provisions of the National Historic Preservation Act of 1966 and subsequent amendments.

The historic resources survey was conducted by Three Gables Preservation, with Deon Wolfenbarger serving as project coordinator and Lacey Alkire assisting. The survey project coordinator for the City of Lee's Summit initially was Curt Wenson, then Community Relations Specialist for the Community Development Department. Currently, the project coordinator for the city is Jay Roos, Planner. Project coordinator for the Missouri Historic Preservation Program is Gerald Lee Gilleard, Survey Coordinator.

In 1989, the Lee's Summit Survey Plan was developed in order to guide survey activities in Lee's Summit over the next several years. It identified three phases of proposed survey, and ranked those phases in order of importance. A number of factors were examined to develop the survey priorities. The Phase I portion of the survey was developed as a grant project with the Missouri Historic Preservation Program and subsequently funded. The proposed Strother/Howard Survey Area (Figure 1), containing approximately 350 structures, was inventoried in this phase. Inventory sheets were prepared for 203 historic structures. Also included in Phase I were inventories for 45 rural or agricultural sites, located within the city limits of Lee's Summit. This survey effort covers the vast majority of rural properties; however, a few more rural sites were identified, and photographs for some of those are also included. A more detailed description of the survey methodology follows.

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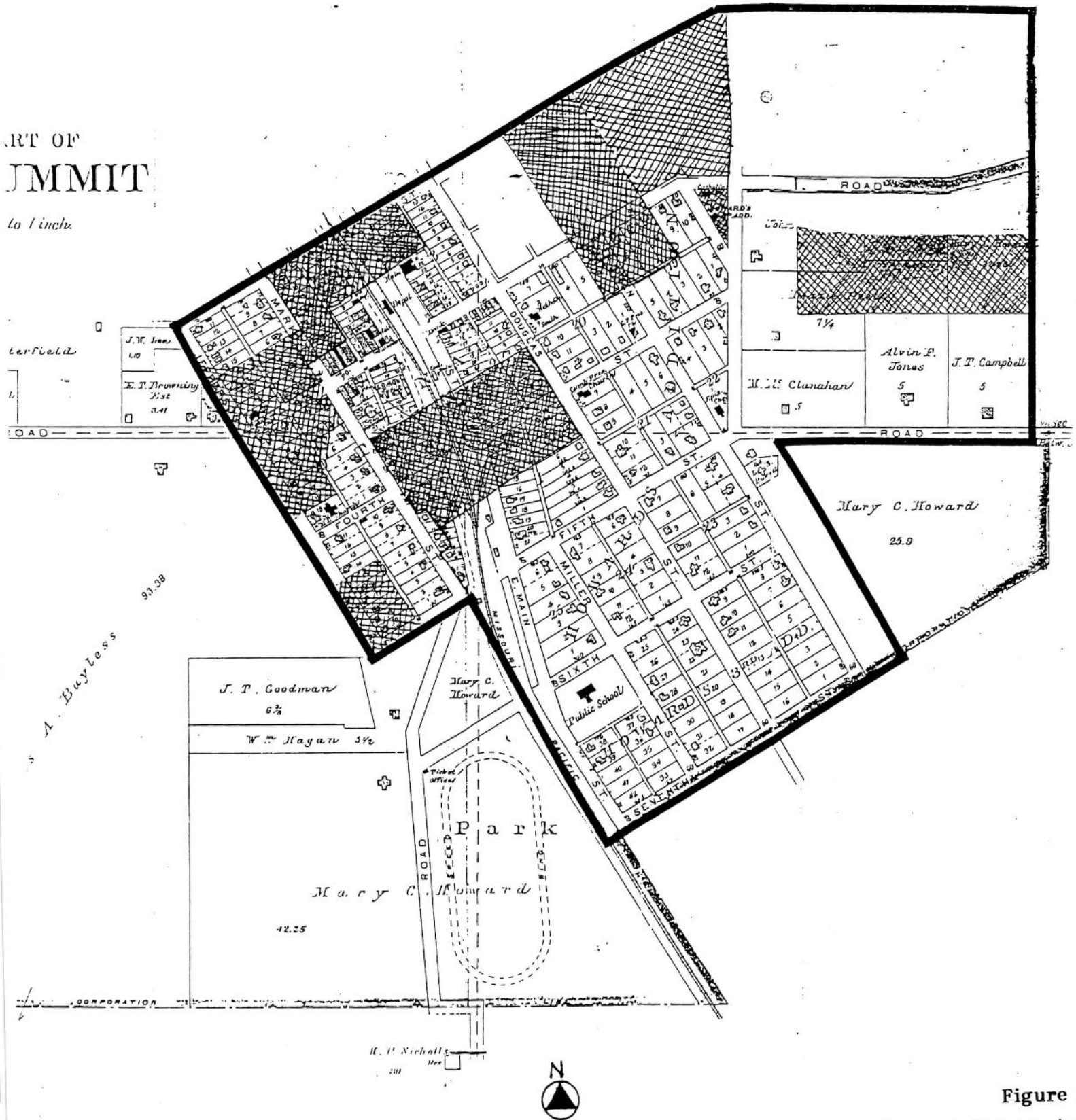



Figure 1

Strother/Howard Survey Area

 Non-historic structures (not surveyed)

METHODOLOGY

Field Survey

An intensive level survey, as defined by National Park Service Bulletin #24, was conducted for significant historic resources located within the Strother/Howard Survey Area (Figure 1). The following categories of structures were used as guidelines to determine which buildings were inventoried.

- 1) Any structure which is potentially eligible individually for listing on the National Register.
- 2) Any structure which would be eligible as a contributing structure in a potential National Register district.
- 3) Those structures which would not detract from a historic district.
- 4) Those structures which are necessary to determine boundaries.
- 5) Those structures which are necessary to fully develop and evaluate the historic contexts or property types (identified in the Lee's Summit Survey Plan).
- 6) Any additional structures which are potentially eligible for local historic listing, the protection phase of preservation planning.

Survey sheets were not completed for obvious non-historic structures, even if within a potential district (although photographs were taken of these structures). In addition, historic structures which were so greatly altered that they could no longer be considered to retain their historic integrity were not inventoried.

Forty-five rural properties were also inventoried. Unless the properties were abandoned, the physical descriptions and photographs were taken from public right-of-ways. This posed problems with the larger farms set back a distance from the road. It is likely that small structures or landscape features were overlooked.

Background Research

Archival research included a review of city and county records; historic city, plat, and Sanborn maps; old photographs; local and county histories. The Jackson County Archives contains little information on Lee's Summit, as does the Missouri Valley Room of the Kansas City Public Library. Both of these sources held copies of city directories from 1888-1889 and 1905-1906 (contained in an Independence city directory). The Jackson County Archives also had copies of atlases and plat maps from 1877, 1904, 1911, and 1931.

Copies of Sanborn Maps for the years 1893, 1898, 1909, 1918, 1927, and 1935 were available from the Missouri State Archives. However, these maps did not cover the entire city in the earlier years. The city has

copies of all of the plats filed, which were helpful in determining the approximate period of development for different areas of town. However, building permits only go back as far as the 1950's, and proved to be of little use.

The Lee's Summit Journal has newspapers dating from 1874 (when it was called the Lee's Summit Ledger) available for research in its offices. However, these are the original newspapers, and their fragile condition somewhat hampered the efforts to collect data. The most frustrating aspects of utilizing the vast information available in the historic newspapers was the lack of house addresses as a reference point. This proved to be a problem with the city directories as well. Frank Graves, a former postal worker for Lee's Summit, said that houses weren't numbered until the advent of rural route delivery, sometime in the 1930's. It was impossible to cross-reference most of the information without an accurate way to ascertain house locations. A long-time resident of Lee's Summit, Dolly Breitenbaugh, wrote some articles for the Lee's Summit Journal in the mid-1930's which attempted to place early residents with the streets of their residence. However, at times it was difficult to be sure exactly which house she was referring to in her articles; at other times, her remembrances of events (such as construction dates) would not correspond with newspaper reports. Miss Breitenbaugh's articles would prove to be quite valuable if a city or phone directory from the 1930's could be found, as her historic information about houses and businesses always referred to the then current owner.

Oral interviews were utilized when other sources of documentation were not available. In many cases, the information provided here pointed a direction for further research. At times, certain information was available only through oral interviews. While surveying the structures in the field, many residents and business owners were kind enough to share their knowledge of their own structure's history. In addition, commission members Frank Graves and May Howard made themselves available for interviews regarding general Lee's Summit history. Several other long-time Lee's Summit residents undoubtedly could provide a great deal more insight into the development of the town. A worthwhile project for the Historical Society or the Old Homes Group would be to conduct interviews with some of these residents to document their memories. As Lee's Summit was a small town in its early history, written documentation is lacking in many areas. A project such as this could prove invaluable.

Evaluation

After compiling the field survey results and the background research, the data was reviewed for broad patterns of historical development that were represented by the extant historic resources. A brief outline of the historic contexts, as defined in National Register Bulletin #24, was already developed for the Lee's Summit Survey Plan, as well as definitions of property types. Additional information regarding these historic contexts is provided herein.

Structures were evaluated according to the Secretary of the Interior's Standards, first for individual eligibility to the National Register of Historic Places, then for their potential to contribute to a National Register district, and lastly for their potential for local historic designation. These evaluations were then noted on a map. Where sufficient concentrations of buildings indicated the potential for listing on the National Register or for local historic designation, district boundaries were also indicated. By utilizing this method of recording data, some buildings were noted as having a potential for contributing to a district, but final evaluation would indicate that a district nomination would not be feasible due to the surrounding structures. It is possible that a few of these structures would be eligible for inclusion in a Multiple Property nomination.

A brief history of the development of the potential districts, as well as a description of the physical characteristics is provided. The associations of these districts to the historic contexts is also discussed.

SURVEY REPORT

From its original plat of eleven blocks laid out in 1865, Lee's Summit has grown to its present size of approximately sixty-four acres, making it the third largest city in area in Missouri. However, throughout much of its history, Lee's Summit's size and population remained fairly modest and stable. In order to evaluate the historic resources of the city, three broad patterns of historical development were identified in the Lee's Summit Survey Plan. These historic themes, or "contexts" are:

**Early Agrarian Settlement in Southeastern Jackson County:
1840-1865.**

The Railroad and Development of Lee's Summit: 1865-1900.

Agricultural Goods and Processing in Lee's Summit: 1868-1930.














These contexts cover the geographical area represented by the historic boundary of the town as delineated by the annexation of 1905 (Figure 2), as well rural land which was formerly unincorporated until the 1950's. Although these three historic contexts were discussed in the Lee's Summit Survey Plan, they are reviewed and expanded in this document in order to discuss their relationship to the surveyed properties.

CITY OF LEE'S SUMMIT

SCALE: 1"=2400'



ANNEXATIONS

-  Original Town, Oct. 28, 1865
-  Incorporation & Expansion, Nov. 4, 1868
-  May 28, 1905
-  Dec 29, 1951
-  June 28, 1955
-  Sept. 16, 1959
-  Dec. 31, 1964
-  Aug. 29, 1972
-  Apr. 6, 1975
-  Nov. 18, 1985
-  Dec. 9, 1986
-  Jan. 20, 1987
-  Apr. 21, 1987

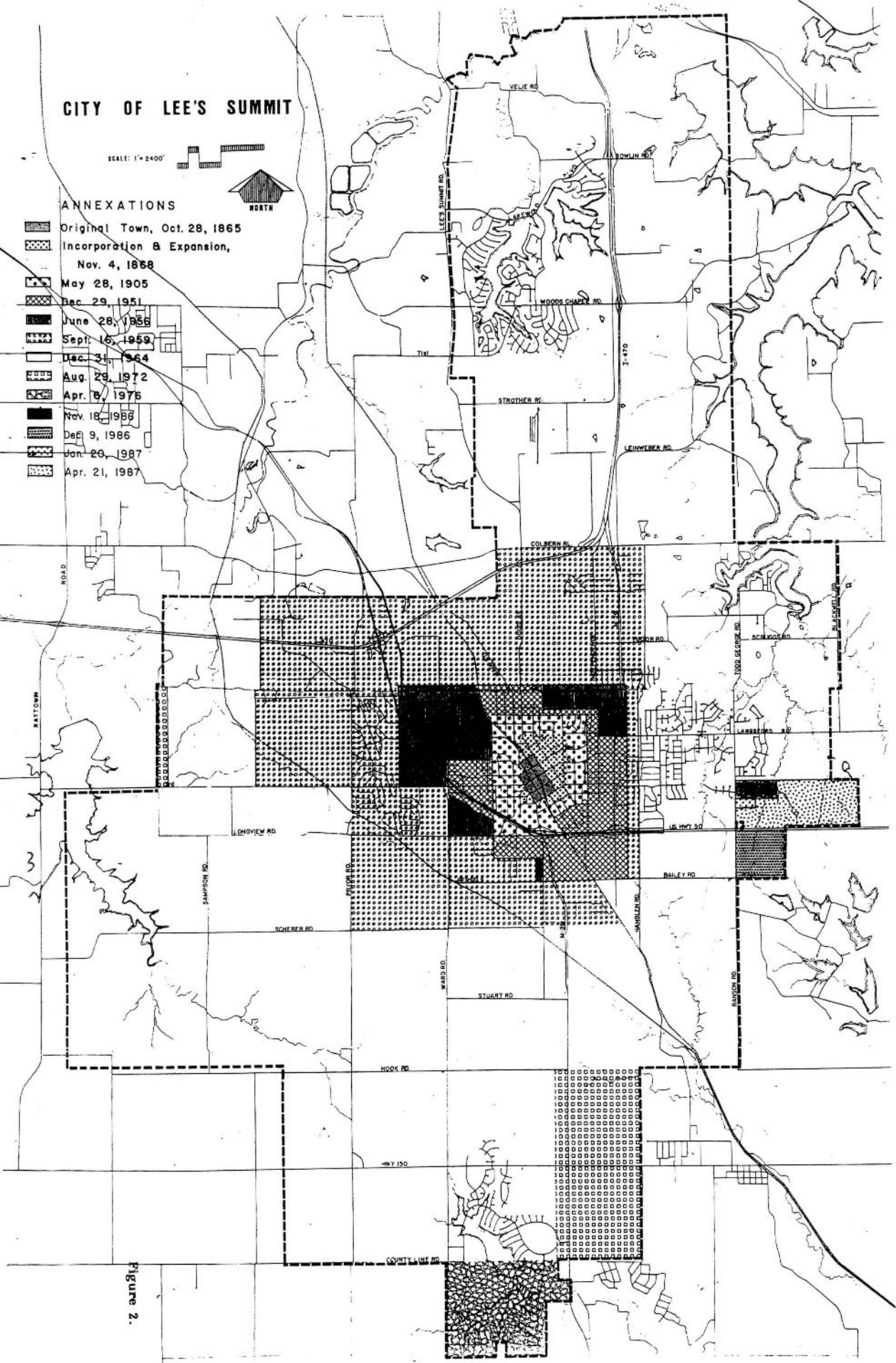


Figure 2.

Early Agrarian Settlement in Southeastern Jackson County: 1840-1865.

The first occupancy by white men in Jackson County dates to 1808, when the federal government established Fort Osage in the northern portion of the county on six square miles purchased from the Osage Indians. The area which was to eventually become Lee's Summit was once part of the large hunting territory controlled by the Osage Indian tribe (although their settlement villages were primarily located to the south in Vernon County). After white families were encouraged to settle adjacent to the Fort, the Osage were finally "removed" in 1825 when their title to the land was relinquished by treaty.

The majority of Lee's Summit today is located in the Prairie township of Jackson County. Prairie township was not organized until June of 1860, when Van Buren township was divided. A large portion of the township encompassed the area known as the "lost townships". Apparently, when the original survey of the county was undertaken, a portion was not "sectionalized". As an 1877 Atlas of the county reports, "The officer reported to the government that as they were mostly "prairie" he did not think they would pay the expense of bringing them into market, and further that in attempting to run some lines through them he found the presence of some powerful magnet which so influenced his compass as to make its survey impossible." However, the atlas further relates a story which says the surveyor found a distillery, and subsequently lost his field notes. Whatever the reason, a portion of the Prairie township was kept out of the market for 15 to 20 years after the rest of the county.

Although there were some settlers in the area prior to 1840, the majority of the pioneers came to the area in the 1840's and 1850's. When they arrived in this portion of Jackson County, they found a vast, gently rolling prairie, as the name of the township indicates. Timber stands were situated in the networks of stream valleys along the tributaries of the Little Blue and various branches of Sni-A-Bar Creek. The plentiful supply of water and fertile, well-drained soil made it an ideal location for farming.

The early settlers of Jackson County reflected a trend prevalent throughout much of Missouri in the 1800's. Settlers from the Upper South had begun to migrate into Missouri by the turn of the nineteenth century, and continued to emigrate until they contributed to a majority of Missouri's population. Rural Jackson County experienced this southern American emigration. Most of the early settlers of southeastern Jackson County came from the states of Kentucky, Virginia, and Tennessee, as

well as from previous southern settlements in Indiana, Ohio, and eastern Missouri. These settlers brought with them a decidedly southern culture, which included an agrarian tradition. The early farms and buildings reflected this southern heritage.

One of these southern emigrants, William B. Howard, was to eventually become the founder of Lee's Summit. He came to the area from Kentucky in 1842 and purchased 220 acres of land. As with most settlers, his first home was built of logs, but by 1854, his large two-story, frame Greek Revival home replaced that. None of these settlement log structures were revealed by the survey, although it is still possible that a few exist in some altered manner. In addition, the homes which replaced these log structures are for the most part no longer extant. Often simple representations of the Greek Revival style, usually of I-house form, many of these were lost during the aftermath of the Civil War.

The Civil War, a turbulent period for the entire nation, was especially tumultuous for this true border region. Neighbors were literally against neighbors, both within this area and across the state line. Attacks by the Kansas "redlegs" would be followed by retaliations from Missouri "bushwackers". Quantrill's raiders were one of the gangs of bushwackers, many of whom were from this region. Cole Younger and his brothers Jim and Bob were among the most infamous.

In 1863, after hearing of a bushwacker escapade, Brigadier General Thomas C. Ewing issued Order No. 11. It gave all persons living in Jackson, Cass, Bates, and half of Vernon Counties (except those within one mile of the principle towns) fifteen days to leave their homes. Those who could prove their loyalty to the nearest military commander were permitted to reside at military stations. The others were forced to leave the area. The order was designed to deny food and shelter to the members of the bushwacker bands who were using this area as a resource base. Accordingly, several homes and farms were destroyed, although accounts vary as to just how much damage resulted. Enough damage from fires must have occurred however, for the remnant chimneys to become known as "Missouri Monuments".

Another early settler prominent in the history of Jackson County, Judge Richard Fristoe, was fortunate enough to see his homestead survive not only the Civil War but the ravages of time as well, until 1990 that is. It was a rare antebellum example of a residence associated with families significant to local history. During the period of this survey, it unfortunately was demolished by its owner, the Unity Church. Thus no extant structures can now be found in Lee's Summit from the period

before the Civil War. However, one residence remains from the period immediately after the Civil War. In spite of being constructed circa 1868, the Field's Farm at 1715 NE Douglas Road has historical associations with Upland South emigration period. The building form of the main house and original stylistic treatment are more reminiscent of this historic context than any other.

LEWIS SUMMIT

Formerly called Strother
Located in Sections 5, 6, 7, 8
T 47 N. R 31 W of 3^d P.M.
Scale 500 Feet to 1 Inch

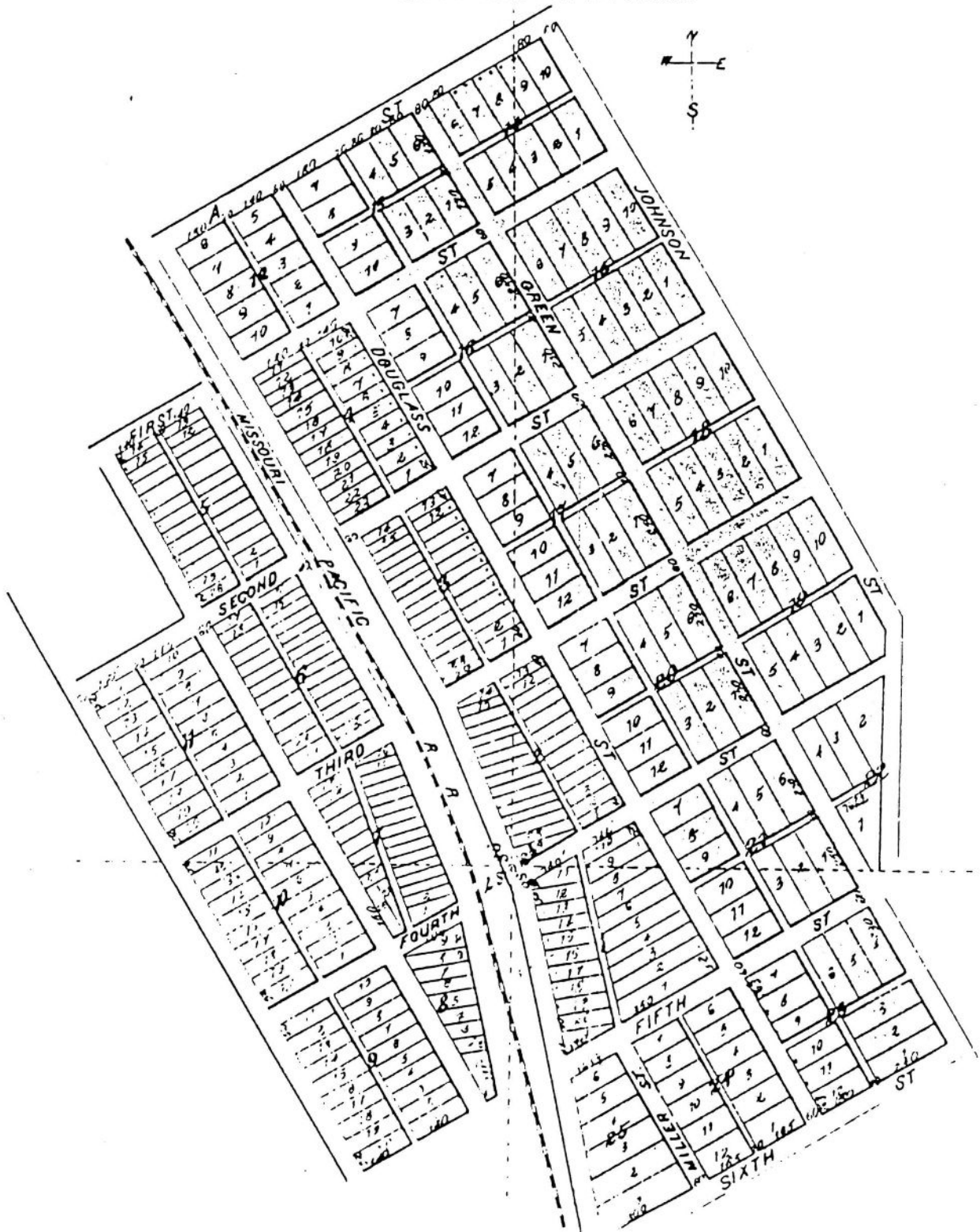


Figure 3.
From An Illustrated Historical Atlas Map of Jackson County, Missouri. 1877.

The Railroad and Development of Lee's Summit: 1865-1900.

As with many small, midwestern communities, the railroad was one of the most important factors affecting the settlement of Lee's Summit. The Missouri Pacific Railroad began construction of a rail line between Warrensburg and Kansas City in 1864. In October of 1865, William B. Howard filed a plat for the Town of Strother, named after his first wife's family name. It was located on seventy acres of his land, and straddled the Missouri Pacific Railroad line. Howard had an arrangement with Missouri Pacific in this original plat whereby they received every other lot on both sides of the track. This ensured the railroad's interest in the town, which was so vital to the prosperity of any new community.

The Original Town of Strother plat consisted of eleven blocks. The first sale of lots was held the same month the plat was filed. Lots sold quickly at first for prices varying between \$35 to \$70 on the early sales; later some lots sold for as much as \$103. In the two months remaining in 1865, a total of thirty-six lots were sold. Sales were slower in 1866, but picked up again in June of 1867 when Howard filed a plat for an area generally east, northeast of the Original Town of Strother, known as Howard's First Addition (Figure 3). This more than doubled the size of the town.

The town was incorporated on November 4, 1868, and its name was changed at that time to Lee's Summit. The town boundaries at this time were represented by the first two plats. The town's name was derived from Dr. Pleasant Lea, who was slain during the Civil War near the site of the Missouri Pacific Railroad terminal. Much of the surveying for the railroad was done from his hilltop farm. As a compliment, the engineers named the first railway station (a box car) after him. However, on the box car, the engineers misspelled his name and forgot the apostrophe. The town was known as "Lees Summit" until 1939, when the apostrophe was added. The "Summit" portion of the name is from the fact that the town was the highest point between St. Louis and Kansas City (and Omaha and Leavenworth, Kansas as well) on the railway line. Thus the railroad was so important to the community that it even influenced the selection of its name.

Many of the early settlers to the county had been driven away from the area during the Civil War by Order No. 11. Most of the settlers came from southern stock, and could therefore not prove their loyalty to the Union military. However, after the order was rescinded, the construction of the railroad and the establishment of the Town of Strother brought many of the former residents back.

Lee's Summit soon became a commercial center for the rich, surrounding agricultural lands, as well as a transportation center for goods produced nearby. The 1877 county atlas noted that Lee's Summit was "a very important point of shipment for the surrounding country." By 1880, it was the second largest shipping point in Jackson County (after Kansas City), and one of the largest on the entire line between K.C. and St. Louis.

Many of the early businesses were geared for the railroad traffic. Purportedly the first structure in the town was a house; the next was a hotel. The post office was established in 1865, and the first graded school was organized in the winter of 1870-71. By 1880, there was a depot, one hotel and one combination hotel/boarding house, bank, two restaurants, and twenty-five businesses operating in Lee's Summit. The vitality of so many midwestern towns depended upon the rail line bringing people and goods to the settlement, and on exporting farm products to other areas of the country. Lee's Summit's history is an example of that dependency.

When the town was incorporated in 1868, there were approximately 100 residents. The census figures for 1880 show the population to be 693, although the 1877 county atlas estimated the population to be around 1200, and the History of Jackson County (1881) gave the 1880 population as 900. In 1890, census figures show that the population was 1369, and in 1900 it was 1453. In the next twenty years however, the population was only increased by 14 people, one sign that the railroad's effect on the town's growth was waning.

In addition to Lee's Summit's economic growth depending upon the railroad, its physical appearance reflected it as well. The numbered streets in the Original Town plat are perpendicular to the tracks, and run northeast-southwest. The named streets, such as Jefferson, Market, Main, and Douglas, are parallel to the rail line. This system of aligning the streets with the rails continued until around the turn of the century, when the railroad began to lose its dominance. The streets were then straightened to run east-west and north-south, accounting for the jog in the roads leading into the central business district. Although the railroad was less vital to Lee's Summit economy after 1900, it still remained a prominent visual element in the town. An October 26, 1947 article in the Kansas City Star remarked that Lee's Summit

is a fair and pleasant town, despite the fact that the main line of the Missouri Pacific railroad goes down its main street, dividing it into East Main street and West Main street. It is a wide, clean, sunny pair of twin streets, and the railroad is so agreeably set that the railroad and town go well together.

Agricultural Goods and Processing in Lee's Summit: 1868-1930

The cultivation and processing of locally grown crops and the raising of livestock was responsible for much of the prosperity that rural Lee's Summit experienced in the late nineteenth and early twentieth century. The adjacent countryside was devoted to agriculture, horticulture, and the breeding of stock, thus carrying on the agrarian traditions started before the Civil War.

The period during and immediately following the war were tumultuous in the county, and most farming operations were halted. Quantrill's raiders were active in the area, resulting in much lawlessness. Many of his gang, such as the Younger brothers, were from the Lee's Summit area. In addition, Order No. II, issued in 1863 by Brigadier General Thomas C. Ewing, forced most families to leave their homes and lands. Some southern sympathizers who were too slow in complying with the order found their homes, outbuildings, and crops destroyed.

For four years after the order, the area lay virtually abandoned. However, the orchard trees planted before the Civil War, which stretched intermittently between Lee's Summit and Lone Jack, started bearing abundant fruit. When finally allowed to return, many settlers found they were able to begin productive farming again, although in several cases on a smaller scale than when the agricultural economy was slave-based. In general, the post-war agricultural economy was much more diversified, with successful operations in fruit trees, vineyards, crops and grasses, breeding stock for beef and milk cattle, dairies, nursery stock, and fine horses.

This diversification took some time though. The 1877 county atlas lists the principal products of the Prairie township as corn, hogs, and cattle. However, the horticultural enterprises in and around Lee's Summit actually got their start just before the Civil War, and continued to prosper for several generations. As mentioned above, the orchards planted prior to the war were flourishing by the time people came back to settle the rural areas. Later proclaimed in a 1926 county agricultural publication as the "world's finest orchard land" due to the rich Loess soil found only two other places in the world (Germany and China), the returning settlers needed no flowery publication to convince them that fruit trees and other plants did quite well in the area. As a result, many nurseryman who first started out with fruit trees quickly expanded to other horticultural endeavors.

Quite a number of orchards are shown near Lee's Summit on the 1877 atlas of Jackson County. The Blair brothers established a nursery just outside of Lee's Summit in 1867, shortly after the town was founded. The three brothers, James A., Robert H., and John C. operated a 117 acre nursery north of 3rd Street and east of Highway 50. James A. Bayles came to the area in the early 1870's and bought 160 acres later known as the Western Missouri Nursery. He first grew commercial nursery stock for apples, pears, and peaches. He later bought more acreage, planted apple orchards, stopped growing nursery stock, and started the commercial production of apples. Howard Childs had 65 acres near Bayles, and grew commercial stock of chestnuts, English and butter nuts, hickory nuts, pecans, persimmons, and evergreens. A man named Watson came from England and started a hedge nursery. His sprouts purportedly went to a large number of surrounding counties. Maurice Butterfield operated the Lee's Summit Star Nurseries, and eventually absorbed the Blair Brothers nursery. Eugene Graves was the proprietor of one of the later large, successful nurseries. He came to the area ca. 1890, and stayed until 1920 when he sold all of his holdings and moved to Texas to promote peach farms.

The 1888 city directory list seven nurserymen or nursery businesses with offices in Lee's Summit. By 1905, that number had dropped to two, although some were undoubtedly operating outside of the city limits at that time. Until the last of the successful nurseries closed, the Lee's Summit area was one of the best-known nursery growing centers west of the Mississippi for several generations. It also was the center of Missouri's great apple belts, with over 5,600 acres of commercial orchards within a ten mile radius in 1905, and over 3000 acres in Jackson County alone in 1926. Not all of the orchard acreage was located within a single-purpose site. Many farmers added apple trees to their existing agricultural operations as a source of extra income. Although apples were the main fruit crop, other trees planted included pears, plums, and peaches. In addition, berries and grapes were often planted with orchards to provide income before the trees began bearing.

It was not enough that the soil and climate were conducive to growing fruit; other factors made this type of agricultural operation profitable. Lee's Summit's proximity to Kansas City provided a ready market for the perishable agricultural products, helping to ensure the success of this type of farming. The Kansas City market consumed more than could be produced in Jackson County, and the farmer never had to worry about whether his product would sell. Any products which weren't consumed in Kansas City found a ready shipping point from the nearby Missouri River ports.

The last element which made farming so lucrative in the area was the short distance that the goods had to travel to reach their market. This greatly reduced the cost of shipping and increased the profits to the farmer. The most important function of the county government during this period was providing paved roads for the farmers into Kansas City. By 1905, Jackson County was proud that it had 180 miles of macadamized road. 320 miles were paved by 1926, and 740 were graded and oiled. A 220-mile system was completed from a six and a half million dollar bond issue passed in 1928, and an additional 85 miles of concrete highways were paid for by bonds passed in 1931. A 1930's Results of County Planning listed a two-fold plan which: 1) pledged a system of highways making every section of the county accessible to the public, and 2) planned for the eventual development of parks and other recreational benefits. The resulting publication focused almost entirely on the highway system, which was obviously the emphasis of county planning during this period. The benefit of this focus to the farmers was immense.

With so many paved roads, truck farming soon became profitable in the 1910's, '20's and beyond. Many farmers set up roadside markets, but most sent their produce into Kansas City. This type of farming often required only a few acres, although many truck farmers also utilized greenhouses to capture some of the winter produce market.

Other crops were also grown in the county - corn, wheat, oats, rye, barley, potatoes, tobacco, cow peas, soy beans, kafir, clover, timothy, alfalfa, and prairie hays. Some of these were grown for market and exportation, but many were grown to feed the large livestock operations in the area. In fact, the county was nicknamed "Hereford Boulevard" for its concentration of breeding stock (most Herefords sold from Jackson County were for breeding, not for the beef market). The world's biggest Hereford breeding farm, Highland Farms, was just outside the Lee's Summit city limits. Its owner, Milton Thompson, purchased real estate all around southeastern Jackson County, and at one time owned some of the farms surveyed for this report. Unity Farms and Longview Farms were also nationally recognized; Longview for its horse and milk cattle breeding programs especially, although it also produced many other fine agricultural products.

In addition to the breeding of milch cattle, the rich farmland around Lee's Summit also spawned many dairies, both large and small. Chapman Dairies was the largest distributor of dairy products in Kansas City. Not only were they the distributors of the Jersey milk from Longview Farms, but for milk produced on some 400 other farms, most within Jackson County. The Chapman trucks collected milk directly from the farms and

took it to the cooling station in Lee's Summit (no longer extant). It was then transported to Kansas City in "thermos" trucks where it was bottled and distributed by a fleet of eighty wagons (ca. 1926). Some of the larger dairy farms also cooled and bottled the milk themselves. Hook Dairy Farm, on Hook Road, was in 1926 the fifth largest distributor of milk in Kansas City. In addition to the milk produced on this farm, Hook Dairy plant cooled, bottled, and delivered the milk for several smaller area farms. In spite of these large dairy concerns and the multitude of smaller dairies, the market in Kansas City was so large that the Jackson County dairies were only able to supply about half of its needs.

Hog raising was also a profitable venture during this period. Although only a few specialized in this, a great number of farmers kept a small group of hogs on their farms. The abundance of corn and milk, often produced on the same farm, provided the feed for the animals. Much of the hog production was geared towards breeding stock however, and not towards the pork market.

With so many agricultural pursuits occurring in this part of the country, it was natural that a community would respond to the needs of the farmers. Lee's Summit, with its railroad, grain elevator, and access to the newly paved county highways, was able to meet these needs and in turn, benefitted from the business. By 1880, there was a depot, one hotel and one combination hotel/boarding house, a bank, two restaurants, and twenty-five businesses operating in Lee's Summit. These businesses included a book and stationery store, two furniture stores, two millinery shops, two lumber yards, a coal yard, grain elevator, livery stable, four general stores, four grocery stores, two drugstores, three hardware stores, a flour mill, tailor shop, three blacksmiths, two harness stores, a meat market, and a tin and stove store. There was a barber, four attorneys, and five physicians. There were also five churches and a large school building. In addition, there were the usual fraternal lodges for men, and the cemetery which was laid out shortly after the war on land donated by William B. Howard. Just a few years later, in 1891, the first electric plant was brought to Lee's Summit and located near the southeast corner of 4th and E. Main. In short, Lee's Summit provided just about everything the surrounding residents might require.

Greenwood, Lone Jack, and Blue Springs were also trading points competing for the business of nearby farmers (Blue Springs having also been an early stopping point along the Santa Fe trail). Lone Jack and Blue Springs did not have the early advantage of a railroad however, and Greenwood never offered as many services as were available in Lee's Summit. The proximity of Kansas City and Independence probably

prevented Lee's Summit from expanding much beyond its 1930 population of 2035.

The 1950's brought the beginning of annexation for the community, and many of the rural county farms were brought inside the city limits. The availability of annexed land and the increasing trend towards suburbanization after WWII were all part of the end of the dominance of agriculture in the area. However, this trend was actually started in the 1930's by one of the most prominent "farmers", Milton Thompson. Before 1930, the land had basically become fully developed agriculturally. Most of the acreage in southeastern Jackson County was entirely agrarian, except for a few "rough" sites due to their topography. In the '30's, several residential lakes were planned for these areas, as well as a recreational one by the county. Milton Thompson was involved in securing the lands for both Lake Tapawingo (Blue Springs) and Lake Lotawana. This trend of developing both residential and recreational lakes has continued around Lee's Summit, with Lake Jacomo, Prairie Lee Lake, Lakewood, Raintree Lake, Lake Winnebago, Longview Lake, and Blue Springs Reservoir either within the city limits or at the city's borders. The availability of rural land has made possible Lee's Summit's recent rapid growth in population, with new subdivisions developing on the sites of former farm land.

STROTHER/HOWARD SURVEY AREA

The Strother/Howard survey area is basically the town of Lee's Summit from 1877, when it was designated as a city of the fourth class. The boundaries can more specifically be defined as 2nd Street from Jefferson to Howard, Howard from 3rd Street to 4th, Green from 5th to 7th, 7th from Green to E. Main (plus six structures on the west side of Douglas between 7th and 8th, E. Main from 7th to 5th, and 5th from E. Main to Jefferson Street (Figure 1). This encompasses the historic business district as well as the residential district south of downtown.

Downtown/Depot District

History

All of the downtown commercial district was laid out in two plats by William B. Howard - the Original Town of Strother (filed 1865), and Howard's First Addition (filed 1867, see Figure 3). The streets and lots are arranged to correspond with the railroad, which ran down the middle of the main street and divided it into East Main and West Main. The numbered streets are perpendicular to the tracks, and run northeast-southwest. The named streets (Jefferson, Market, Main, Douglas, Green, and Johnson) are parallel to the rail line. The division of lots maximizes the frontage to the railroad, with numerous small lots along the rails.

The earliest businesses were west of the railroad, with the majority sited on Market Street. After 1880, the east side of the railroad began to develop more rapidly. Third Street became the main east/west route through town, and eventually the prime business location. In 1893 however, the railroad still dominated the development of town, with the majority of businesses lined up along the two Main Streets, from 3rd between Market and Main; there were also commercial structures along Market Street. It remained much the same in 1898, but by 1909, several more businesses were located along 3rd, both east and west of the tracks. The B.O. Club Auditorium was near 3rd and Green, thereby extending the feeling of the commercial district almost to Green. A few residences along Douglas were also beginning to give way to commercial enterprises.

In 1918, more businesses had been constructed along Douglas, but some had disappeared from West Main that were present in 1909. This again points to the decline in the importance of the railroad - the once prime lot locations were not rebuilt once a business left. By 1927, several small buildings were constructed between Douglas and Green along 3rd Street.

Through the 1930's this focus on 3rd Street remained, showing that the emphasis in commerce was to vehicular traffic coming from the surrounding countryside, not from incoming trains. In addition, the '20's and '30's saw a good number of businesses now devoted to the automobile, with garages, gas stations, and auto dealers located in the downtown district.

Downtown Lee's Summit's evolving economy, changing from an emphasis on the railroad to serving the agricultural hinterlands, was not the only factor changing the visual character of downtown. So-called natural disasters also played a part in changing the district. In 1885, a fire destroyed the majority of the business district. Twenty-five wood buildings burnt, leaving damages estimated around \$87,000. Other fires occurred in 1894 and 1896, and in 1899 the Opera House burned. The buildings which were constructed as replacements were all of brick.

Description

The Downtown/Depot survey area is generally bounded on the north by 2nd Street, on the south by 4th Street, on the west by Jefferson, and on the east by Green. However, commercial structures are also found on the north side of 2nd Street, and east of Green along 3rd. 2nd Street also has a number of businesses east towards M-291 Highway. The greatest concentration of historic structures however, is found along 3rd Street and approximately one-half block to the north and south along the named streets (East and West Main, Market, and Douglas). At all edges of the historic district, new, non-contributing structures can be found. These structures along the edges were not surveyed; however, a few non-contributing business structures were inventoried if they were found within the concentrated area of historic buildings.

The business district is lined with Bradford Pear trees. Although these have been severely pruned in recent years, their dense growth habit and foliage tend to obscure signage and details on some historic structures. The sidewalks are concrete. Light standards and trash cans are all of modern design. A small park area is adjacent to the depot, which now features a caboose. The grass, trees, fountain, and annual flower display offer some respite from the bustle of the traffic. Historically, there was always an attempt to provide a landscaped area around the depot. However, today that effect is somewhat mitigated by the tall chain link fence on the sides of the railroad tracks.

The streets are all two-way traffic. There are several stopping points along 3rd Street, the main traffic artery through the downtown. Stop signs are at Green and Market, lights at Jefferson and Douglas, and

railroad crossings at Main. 2nd Street also carries a great deal of traffic, but primarily for those wishing to avoid the downtown. 4th Street mainly carries local traffic. There are several parking lots downtown, some of which are not very visible. The most prominent are along 3rd Street - one at the corner of 3rd and Douglas, and another on the south side of the road next to Arnold Hall. Parallel parking is allowed on both sides of 3rd Street, and most of the side streets as well. Angled parking however, is found on East Main north of 3rd, and on West Main south of 3rd.

The buildings are nearly all brick, except for a few which feature partial concrete block construction and the few frame structures in the lumber yard. There is a combination of one and two-story structures. Most of the two-story buildings still retain their historic second floor architectural features, although the vast majority have been altered on the first floor. These were constructed after 1885, up through the turn-of-the-century. Most of these are representatives of Victorian Commercial architecture. The extent to which these structures reflected the prevailing architectural styles from more urban areas was dependent upon the economic resources and aspirations of the owners, as well as their level of sophistication. Some buildings show a high degree of ornamentation, but most are simpler vernacular expressions of commercial buildings found around the country. The unifying design element of all of these structures is the emphasis on the cornice line. Not all of the Victorian commercial structures have retained their 2nd story integrity however. A few have undergone complete facade changes in recent years, including covering by aluminum. Interestingly, Mother Nature provided some unexpected exterior rehabilitation this spring by removing the aluminum from the upper story of 22 S.W. 3rd in a wind storm. Underneath is the most elaborate brick work in Lee's Summit.

On the other hand, the one-story structures were generally constructed after 1900, and feature much simpler detailing than their predecessors. These too, however, feature cornice line treatments; in fact, this is often the **only** area of decoration for some of these simple structures. Some of the one-story buildings were built with a specific function in mind - serving the automobile. The most intact example is the former White & Burton Garage, at 220 S.E. Douglas.

An exception to the above commercial property types is the 203 S.E. Green Street, formerly the Hess Packing House. Whereas all of the other commercial business structures were brick with flat roofs, this is a one-story, gable roof stone building. The depot and the current City Hall are the only other structures without a flat roof among the historic commercial structures.

Recommendations

As can be seen in the individual survey sheets, a number of the historic commercial buildings have been altered over the years. In some cases, the alterations are so severe that the building has lost its historic integrity. In other instances, enough integrity remains that the individual buildings would contribute to a historic "sense of time and place" if they were adjacent to other similar buildings. Unfortunately in many instances, a fairly intact structure will be found next to a non-contributing building. Thus it is rare to find a true sense of a historic district, according to National Register guidelines, in many areas of Lee's Summit. However, the properties adjacent to the depot do retain some historic integrity, and there is a sufficient concentration to warrant a National Register district. The boundaries for this potential district are shown in Figure 4. The dates of construction, architectural associations, and history of these structures all link them to the railroad context discussed earlier.

If a multiple-property nomination were attempted, it is possible that a few more structures could be added individually. The removal of unsympathetic alterations could also improve the chances of several structures, particularly the south side of 3rd between Market and West Main, and 301 S.E. Douglas. Some of the commercial buildings would be associated with the agricultural context, such as the Hess Packing House.

A great deal more of the historic downtown could be eligible for local designation, as it is inexorably linked with the history of the development of the community (Figure 5). Viewed as a district, the downtown area meets four of the six criteria for designation; only one is necessary for designation. Its hopes for preservation and sympathetic rehabilitation would be vastly improved by the designation of a downtown district. To date, the only locally designated historic structure is the depot; a recent attempt at a district designation failed. Prior to another attempt, it is obvious that the Historic Preservation Commission and city staff should undertake a public education program if it is to be successful. The Main Street program, an approach developed by historic preservationists, has met with success in Lee's Summit. Local historic district designation is a tool which many "Main Street" cities have found helped them reach their goal of revitalizing downtown. Inappropriate alterations in the past are the primary reason that more of the downtown district is not eligible for the National Register (and for certain tax credits). Local designation would not only prevent further occurrences of this, but would encourage rehabilitation which might lead to more buildings becoming eligible. Most importantly, the downtown is simply significant to Lee's Summit's history and character, and should be protected for that reason alone.

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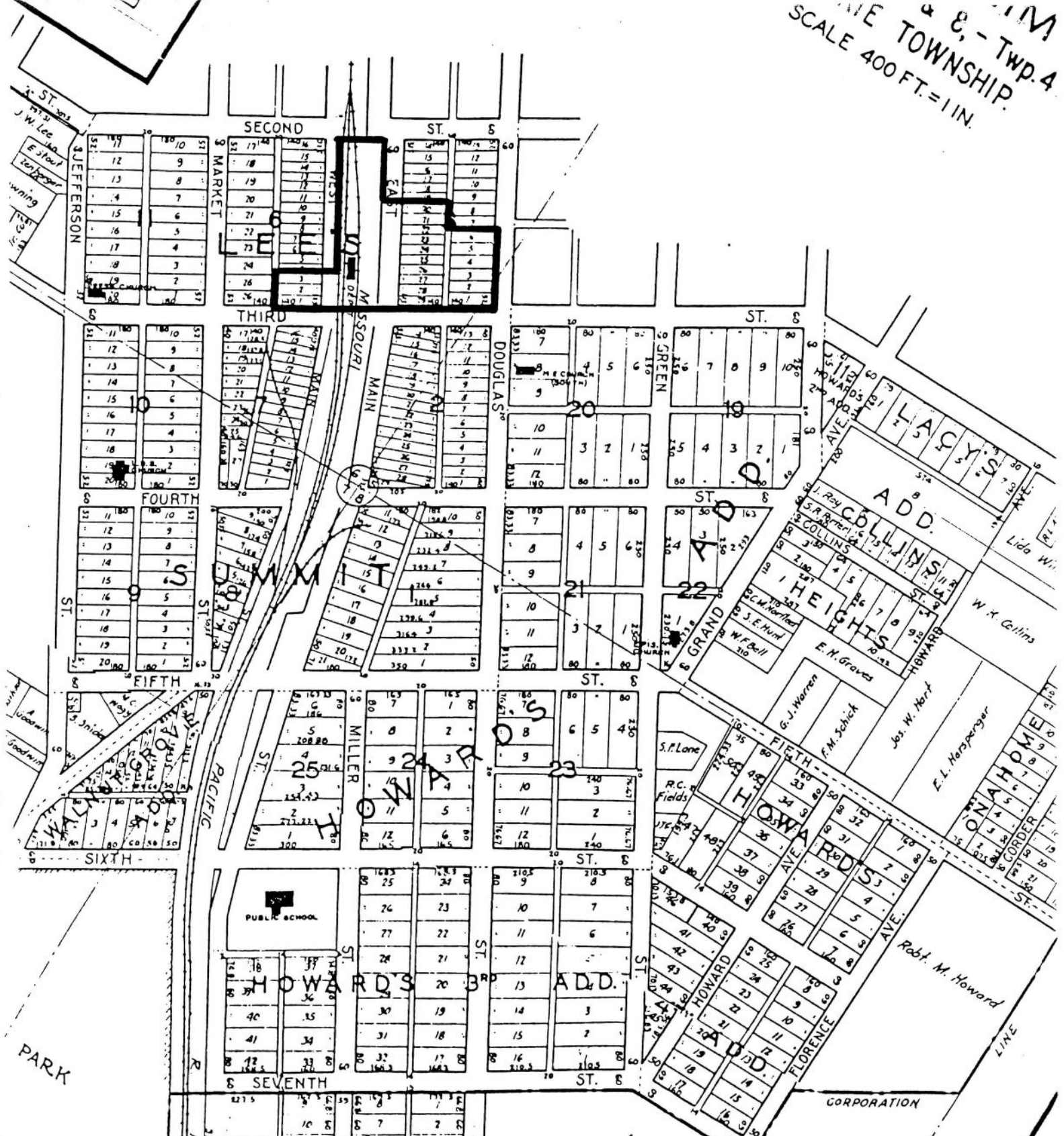


Figure 4.
 Potential National Register Districts
 Downtown/Depot Survey Area



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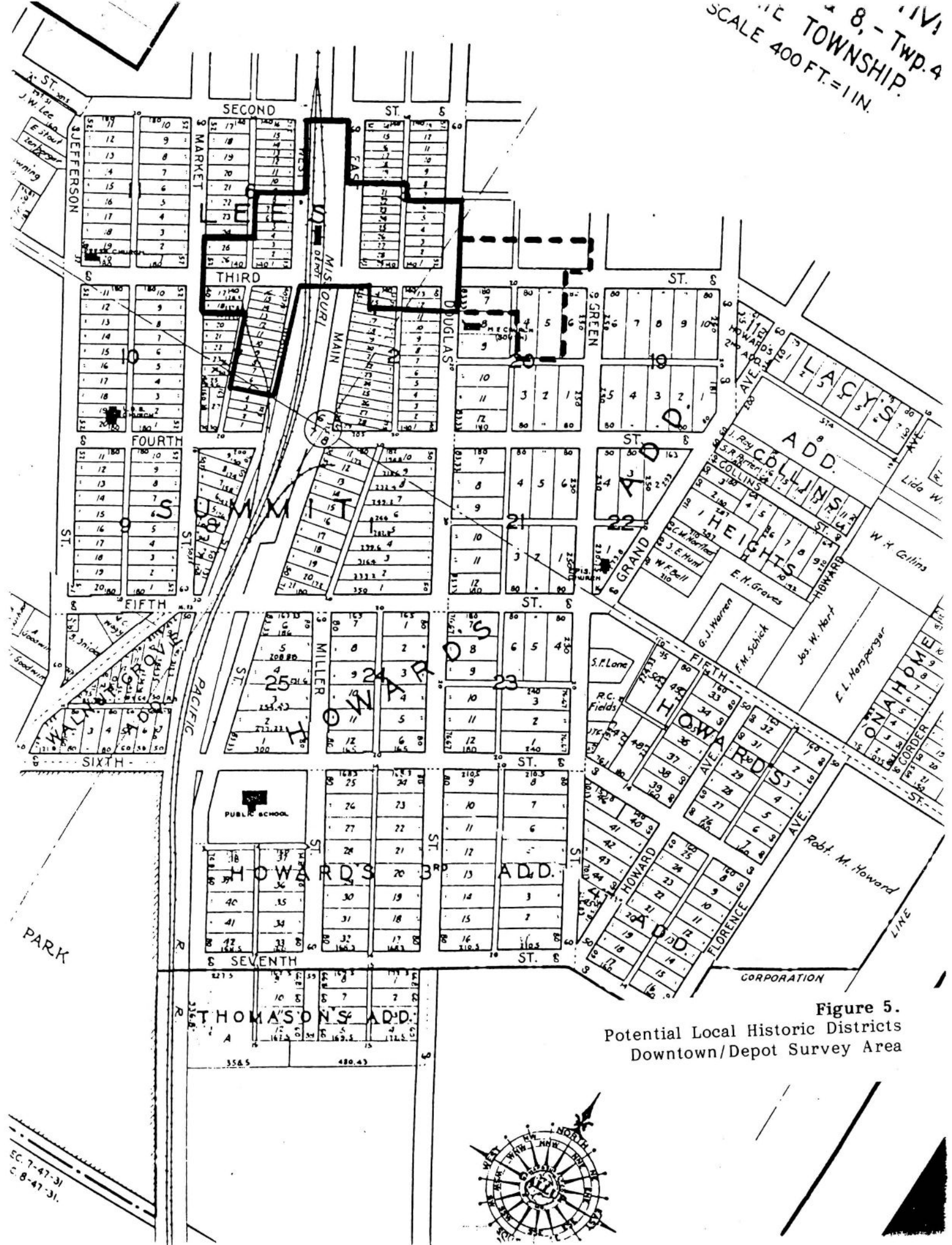


Figure 5.
 Potential Local Historic Districts
 Downtown/Depot Survey Area



South Residential District

History

Most of the surveyed residential area is represented by two plats filed by William B. Howard - the Original Town of Strother (filed 1865), and Howard's First Addition (filed 1867, see Figure 3). The streets and lots were arranged to correspond with the railroad, which ran down the middle of the main street and divided it into East Main and West Main. The numbered streets are perpendicular to the tracks, and run northeast-southwest. The named streets (Jefferson, Market, Main, Douglas, Green, and Johnson) are parallel to the rail line. The division of lots maximizes the frontage to the railroad, with numerous small lots along the rails.

The houses south of 6th are in W.B. Howard's 3rd Addition (filed 1887), and properties on the east side of Green between 5th and 7th Streets are in W.B. Howard's 4th Addition (filed 1907). The first five lots south of 7th on the west side of S. Douglas were part of Thomason's Addition. These lots and additions still follow the alignment with the railroad. All of the inventoried properties were within the city limits as defined by the 1905 ordinance (see Figure 1).

Many of the earliest residences constructed in Lee's Summit were very close to the downtown district, and have since been replaced with later commercial structures. Until 1887 though, the majority of residential construction occurring outside the immediate vicinity of the downtown took place in the south residential district. Some of the oldest extant residential structures in what was once the town of Lee's Summit are in this district. A circa 1905 picture booklet of Lee's Summit shows a photo of S. Market Street - "the oldest residence street" in town. The street trees appear to be at least twenty to thirty years old in the photograph, giving credence to the statement. From this early period remain the homes of John Blair of Blair Brothers Nursery, 306 S.W. Market, and the Breitenbaugh residence at 408-410 S.W. Market. All are located on S. Market, and appear to be from at least the 1870's.

Also constructed in the 1880's was the Howard residence at 508 S.E. Douglas. It is noted in a biographical piece that William B. Howard moved to town in 1884. For most residences it was not that easy to determine an exact construction date. However, architectural styles and a city directory indicate that 39 extant residences and one church were probably built prior to 1900. The houses from this period are generally vernacular adaptations of the Queen Anne or Italianate styles of residential architecture. The Queen Anne style in Lee's Summit saw architectural features applied to a simple National Folk house form, such

as a gable-front-and-wing house with a spindle-work porch. The windows were another area which received attention from architectural details. Some houses however, had several other features typical of the style. The Breitenbaugh house for example, utilized many devices to avoid a flat appearance, such as multiple roof lines, bay windows, and elaborate spindlework. It is probable that before its present covering of asbestos shingles, it featured varied surface textures on the wall cladding as well.

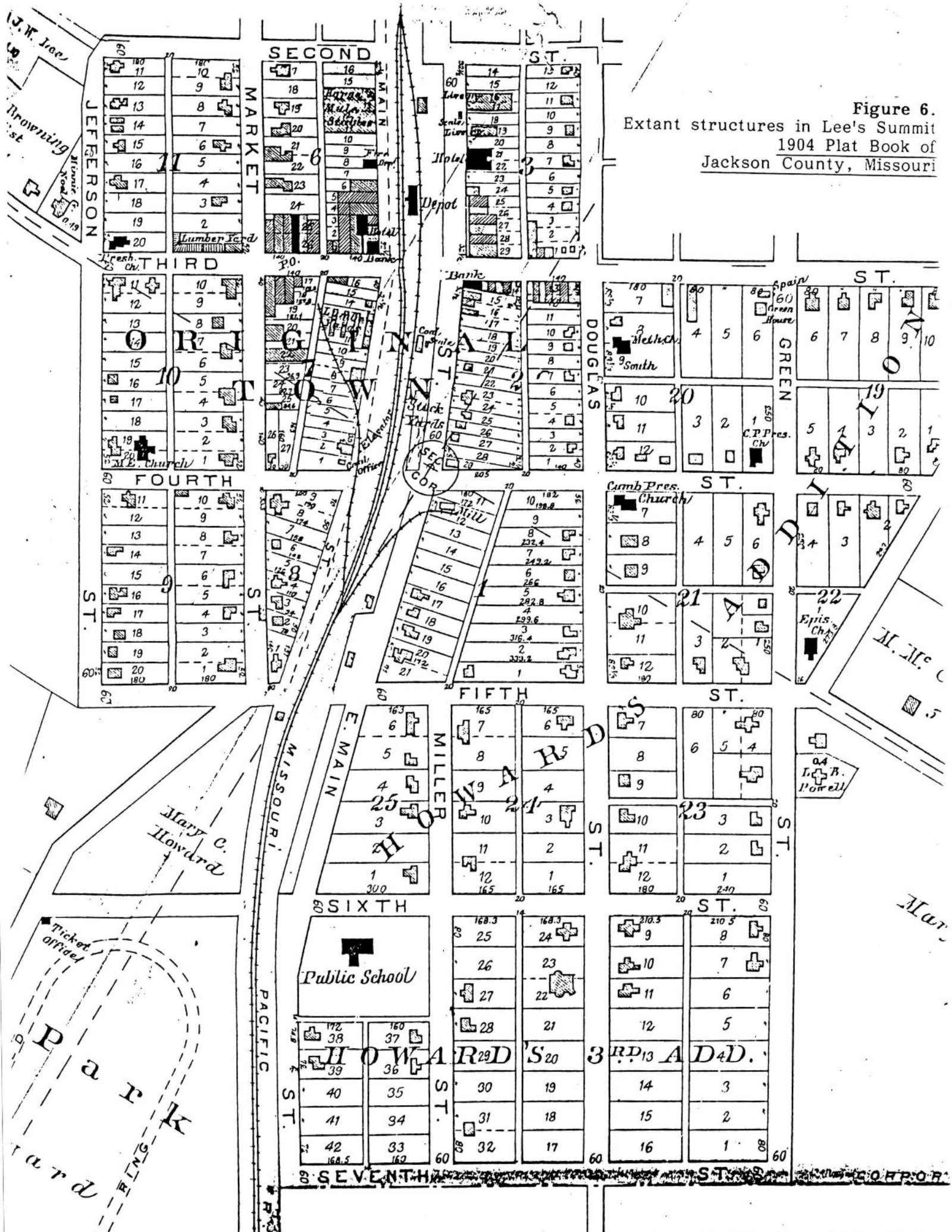
Irregular massing of surfaces and rooms of varying size were possible during this period due to the technological revolutions in the construction industry. Rather than using heavy timber framing or solid brick construction, which dictated room size and shape, houses were now built with balloon framing which allowed a great deal more flexibility in floor plans. Also part of the industrial revolution was the "gingerbread" detailing. New saws and lathes made mass production of intricate architectural features available to the general public at a reasonable price. It was now possible for the average homeowner to chose detailing out of a catalogue, and wait for it to arrive by rail to Lee's Summit.

A plat map from 1904 shows the distribution of residences within the surveyed area which had been constructed by that period (Figure 6). Some of these were replaced by later houses, but for the most part, those which are south of 5th Street are still extant. Those closer to the downtown area (north of 5th) were not so lucky. Some were replaced by later homes, such as 400 and 402 S.W. Market. The majority however, were demolished due to the expansion of the commercial district.

Around the turn of the century, the neighborhood south of 5th Street still had several prime lots left to build on. In the first decade of the twentieth century, several fine, large homes were constructed in this area. The choicest lots were considered to be those on the corner. As several of these already had homes, it was necessary to demolish an existing home before a new home could be constructed. Many of these large homes were designed by architects, and are fashionable representatives of the styles prevalent at the time. These were the first architect-designed homes in Lee's Summit. Approximately 30 extant homes south of downtown were constructed in this decade.

After 1910, the homes constructed in the district were generally smaller. This was due in part to a nationwide trend in housing, as the square footage in houses decreased to compensate for the technological improvements in kitchen, bath, and heating and ventilating systems. In

Figure 6.
Extant structures in Lee's Summit
1904 Plat Book of
Jackson County, Missouri



contrast to Victorian single-purpose rooms and accumulated clutter, the homes of the twentieth century had multiple-function spaces, simpler interior woodwork, and furnishing for more efficient, sanitary living. Their smaller size also reflects the decrease in the average size of the American family, from five children in 1870 to three-and-one-half in 1900.

Several of the homes built after 1910 were undoubtedly built after pattern book plans. Some were probably ordered whole from Sears or one of the many other sources for "ready-to-build" houses. All of the houses built in Lee's Summit reflect the styles that were prevalent nationwide during this period. There were very few Colonial or Tudor Revival homes, such as 415 S.E. Grand and 601 S.E. Douglas. Most of the simpler homes were inspired by the Craftsman bungalow, or were vernacular expressions of the Prairie style. In overall layout, scale, and size of these later dwellings, Lee's Summit's residences were conservative, comfortable versions of national movements in building. Approximately 63 inventoried homes, the high school, and a church were constructed in the period after 1910.

Most of the homes constructed in this district were probably contracted by the future owner. There was one small enclave of speculative development on S. Green Street, between 3rd and 4th Streets. It was undertaken by Todd M. George, referred to as "the Land Man" of Lee's Summit by the local newspaper. For a while he was in both the insurance and real estate business, but in his latter years devoted his time to real estate and politics. One of his ventures was the construction of a number of small bungalow residences on S. Green during the 1920's.

One of the most prolific contractors of this period was Carl Sechler. He was the youngest son of M. Sechler, who was also a builder. From approximately 1910 to 1935, he constructed over 100 homes in Lee's Summit, as well as the high school and the First Methodist Episcopal Church. His four other brothers were also in the construction business, and in 1905 some of them operated Sechler Brothers contractors. The generation of Lee's Summit contractors preceding Carl Sechler included (besides his father) M.B. Ocker, George Staples, and L.B. Kelly.

Description

The inventories for the south residential district were conducted in an area roughly bounded by 4th Street on the north, Grand and Green Streets on the east, 7th on the south, and Jefferson on the west. There were some historic structures within this general boundary which were not surveyed; these had generally undergone radical alterations so that the

historic integrity of the structure was lost. The greatest concentration of historic structures was found to be south of 5th Street between Miller and Douglas, and a block along Grand between 4th and 5th Streets. Another small grouping of historic structures was found on the west side of S. Market from 4th to 5th Streets.

Most of the residential streets are lined with mature deciduous trees, which are nonetheless second generation plantings. In spite of this, their present size and growth pattern closely resembles that found in historic photos ca. 1905. Most streets also have sidewalks. The land is fairly level. Except for a small group on the east side of Grand, very few homes have any fencing or hedges on the front property line. The streets are all two-way traffic, and are aligned with the railroad. Parallel parking is allowed on most of the streets in the south residential district.

The homes are one and two-story structures. Most are frame, originally covered with clapboard. A fair number are today covered with various forms of false siding, from asbestos shingles to aluminum and vinyl siding (see accompanying "Potential National Register Districts" map).

A few outstanding examples of residential architecture utilizing stone are found in the south residential district. Two significant structures, 300 S.E. 5th and 512 S.E. Douglas are good local representations of Craftsman and Prairie styles. Adjacent to both of these structures is found the greatest concentration of "high style" residential architecture in Lee's Summit. S. Grand boasts of architect-designed Colonial Revival and Italian Renaissance style homes, while S. Douglas has not only the home of the town's founder, William B. Howard, but the residences of several other of Lee's Summit's prominent citizens. Many of these homes were also designed by architects. The most notable of these is 600 S.E. Douglas, which was designed by Charles A. Smith, the architect for the Kansas City School District.

As mentioned earlier, the other residences in this district were comfortable, vernacular versions of popular-styles of architecture - folk house forms with Queen Anne detailing, Craftsman bungalows, or foursquare houses with Prairie style features. Most of the remaining structures with Queen Anne influences (described earlier) are simple one-story cottages, as are the bungalows. The bungalows usually have overhanging, unenclosed roof eaves, often with exposed rafters. The porches are the dominant feature in these residences. Often it is incorporated into the roof overhang, and almost always features massive, tapering porch supports. The foursquares vary in the amount of detailing which they received, but the porches were also a dominant feature.

Recommendations

The south residential district probably contains the highest concentration of buildings eligible for listing in a National Register district in Lee's Summit. While it is true that a number of the structures have undergone alterations over the years, as a whole, the area retains its historic "sense of time and place". Due to demolition and infill construction which is non-historic and not compatible with a historic designation however, the entire survey area is not eligible as a historic district. Rather, there are smaller districts which would be eligible. These could all be nominated as individual districts. A more economical approach would be a multiple property nomination which listed several small districts.

The districts are associated both with the railroad and the agricultural historic contexts outlined earlier. Throughout a great deal of Lee's Summit's history, the two themes were linked. The town developed because of the railroad, and prospered because of the rich agricultural land. The agricultural products were shipped out at first through the rail system. Local businesses catered to the needs of the nearby farm residents. It would be impossible therefore, to isolate only one historic theme associated with these residential neighborhoods.

The period of significance for these districts would be rather broad as well, since they represent the change of a neighborhood over time. All of the types of residences are mixed together in this district, as was typical of many smaller cities. There was never any great growth pressure in Lee's Summit during most of its historic period to warrant large-scale speculative development of several blocks at a time. Instead, houses were generally constructed as "infill" among the already existing homes. Although the housing styles and size may vary among a block, there is still a feeling of history, partially due to the street trees and common setback.

There is a problem with false siding on many of the historic residences. If asbestos shingles can be shown to be the original siding material, or if the false siding exactly mimics the detailing of the original wood clapboard, the structure can usually be included as a contributing structure in a National Register district. Otherwise, if too many of the structures have false siding, the prospects for listing a district diminish. Even during the course of this survey, however, residents were removing false siding and revealing the original wall covering. In light of this possibility, the accompanying Potential National Register District map notes not only the structures which would be eligible for inclusion in a district today, but also those which would be eligible if their false siding were removed (designated as "Borderline Contributing Structures").

The areas which have the greatest potential for National Register listing at this time are shown in Figure 7. One district centers around the already listed Episcopal Church at 5th and S. Grand. The largest district is between Miller and Douglas from 6th to 7th Street. The next most likely eligible district would be a small district on the east side of S. Market, between 4th and 5th. The nomination of this district would make more sense as part of a larger, multiple property nomination. As is often the case with so many historic districts, the difficult part comes in determining the exact boundaries. It is possible that the boundaries shown in Figure 7 could be slightly expanded or decreased.

As with the downtown/depot district, a great deal more of the south residential district could be eligible for **local** designation (see Figure 8). It will ultimately be the responsibility of the Lee's Summit Historic Preservation Commission to decide exactly what areas they wish to designate, but the majority of surveyed structures would meet at least one of the criteria for designation if located within a district.

A number of homes in this area have been well-maintained throughout their history. Several have also undergone recent rehabilitation. In addition, many of the Lee's Summit Preservation Commissioners live in the district, as do members of the local "Old Homes" association. It is probable that this area presents the most congenial group with which to attempt a local district designation.

One of the purposes of local designation is to provide protection for historic resources. Often the greatest threat to residential neighborhoods adjacent to commercial districts occurs where the two districts meet. As has happened in Lee's Summit, the area between the historic downtown and the existing historic south residential neighborhoods has undergone the most alteration in recent years. If the preservation of these neighborhoods is a goal which the community wants to achieve, it is important that the district boundaries are generous enough to provide protection both physically and visually.

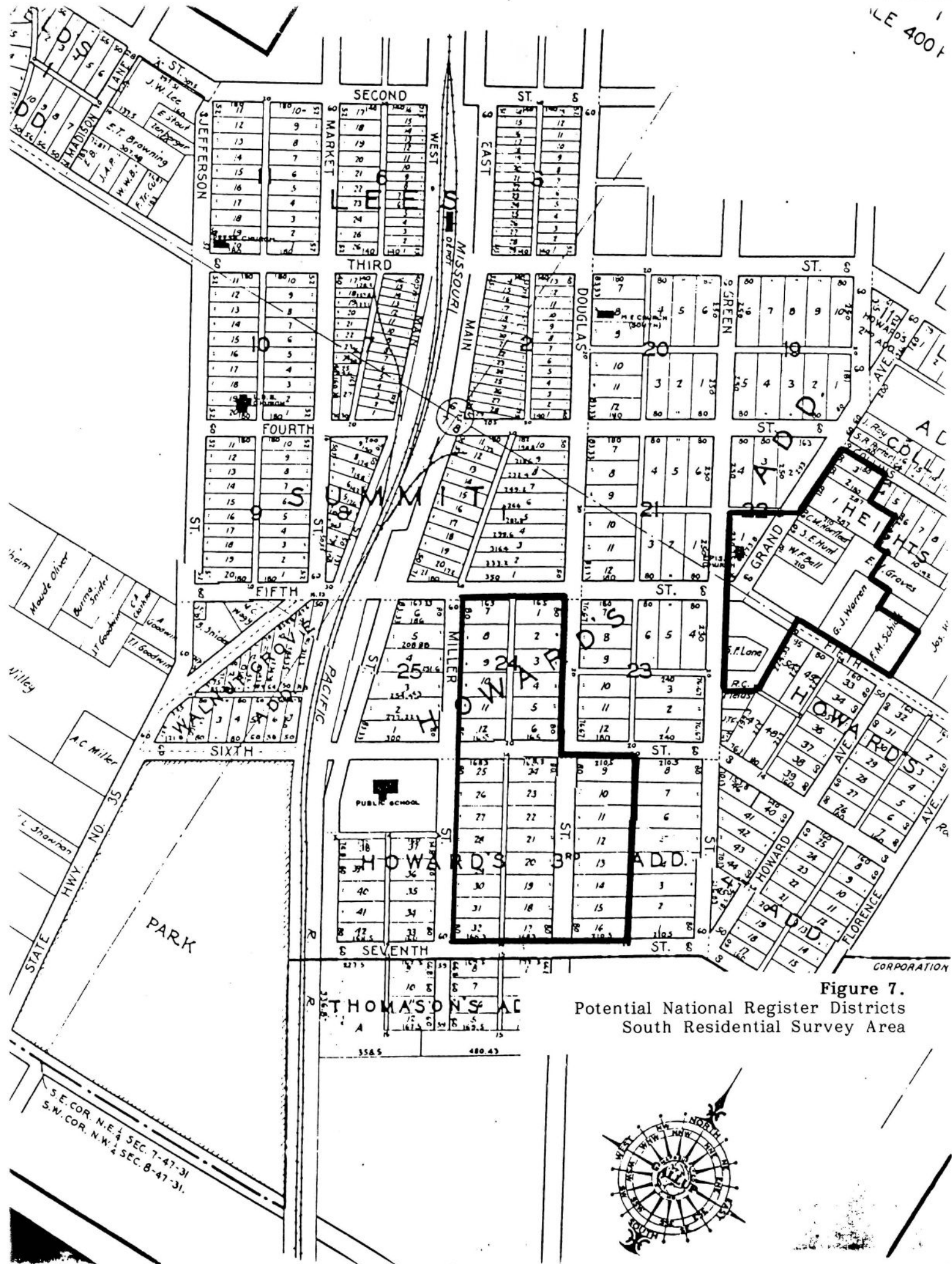
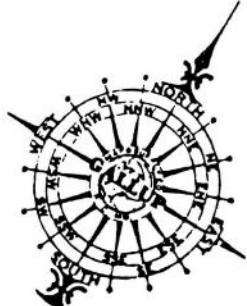
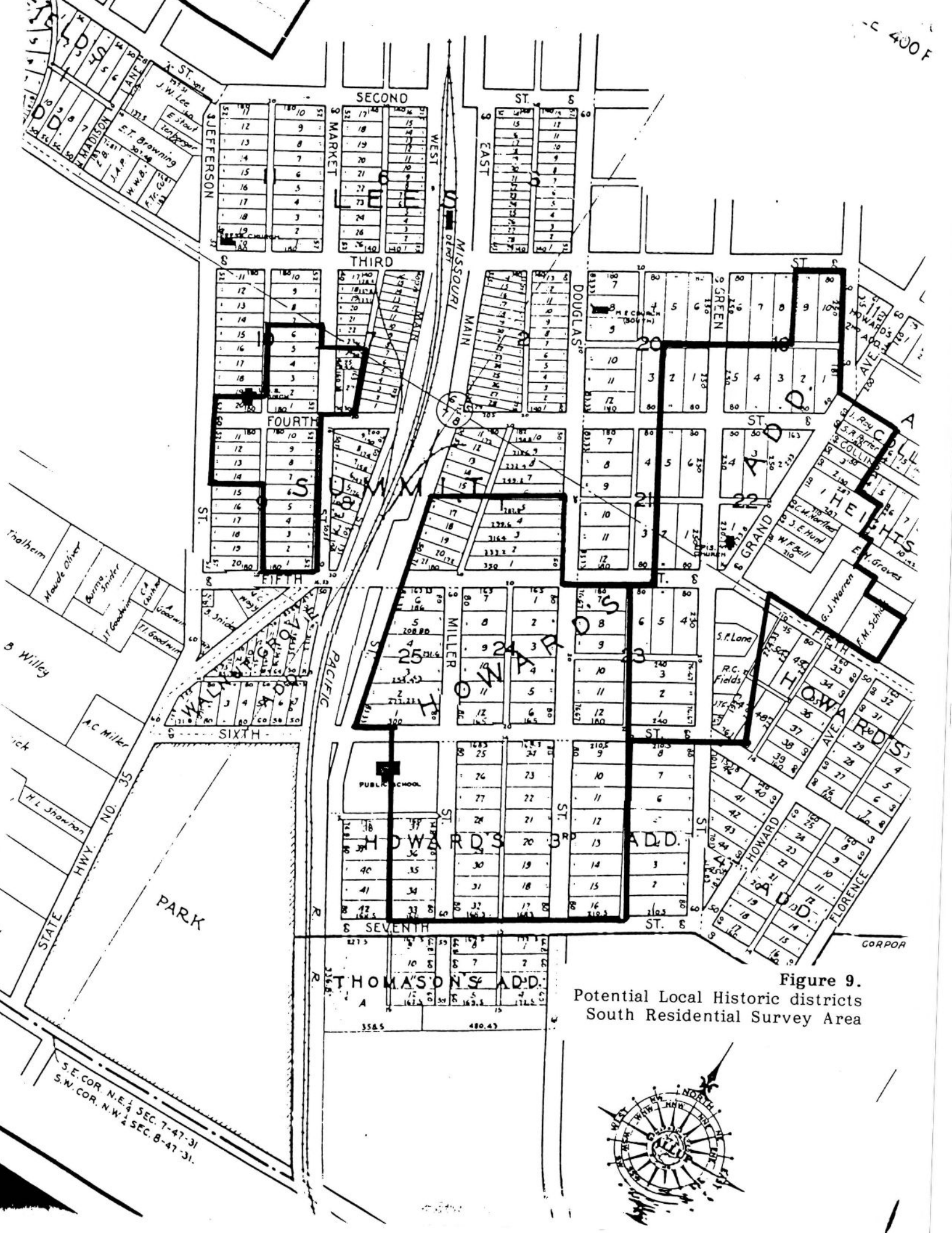


Figure 7.
Potential National Register Districts
South Residential Survey Area



S.E. COR. N.E. 1/4 SEC. 7-47-31
S.W. COR. N.W. 1/4 SEC. 8-47-31.

CORPORATION



1" = 400 F

Figure 9.
Potential Local Historic districts
South Residential Survey Area



S.E. COR. N.E. 1/4 SEC. 7-47-31
S.W. COR. N.W. 1/4 SEC. 8-47-31.

Description

Again, the specific description of each rural site is best found in the individual survey sheets. Generally, all the properties featured a main house which faced the road and was the closest structure to the road. In a few instances, a barn was quite close to the road. This probably occurred when the farmer was utilizing fields on both sides of the road.

Historian Stephen Dow Beckham uses a three-tiered division of groupings of farm structures to help define a farm. These for the most part are appropriate descriptions of farm layouts in Lee's Summit.

- 1) **Basic Farm:** house and one outbuilding, usually the barn.
- 2) **Multi-Unit Farm:** the Basic Farm with the addition of other outbuilding(s).
- 3) **Isolated Agricultural Buildings:** only one remnant farm building from the original ensemble, such a single barn or residence.

The overall configuration of the farm grouping was usually a response to the topography, the type of farming, or cultural influences. Some general conclusions have been drawn from research which indicate some similarities in the groupings, though. For example, in the Basic Farm, the barn was usually behind the house, with the distance between the two buildings being between 50-200 yards. In the Multi-Unit Farm, the buildings were grouped either in a linear or rectangular arrangement. Lee's Summit had examples which support all of these categories. The rectangular arrangement of a Multi-Unit Farm is clearly seen in Summit View Stables at 2401 and 2409 S.W. Hook Road. The Basic Farm unit is found at 3310 S.W. 291 Highway. Nonetheless, there were other farm arrangements which did not fit into any of the above definitions. This points out the need for additional research in the area.

The landscape itself is fairly uniform, although there is a slight variation from north to south. Southwest of the historic town of Lee's Summit, the land is gently rolling. Several of the surveyed properties are in this area. Many farmers were able to acquire large tracts of land in this section, some of which were fairly flat and thus easier for raising crops. Although there are trees along fence rows and in stream valleys, a great deal of land here is open. The roads tend to follow the section lines. Many of these roads are quite picturesque, as the trees have grown along the fence line and hang over the narrow roadways. Some of these section line roads carry a great deal of traffic due to subdivision and miniature 3 to 5-

acre "farmettes" developing further from downtown Lee's Summit. No sites were surveyed in the landfill area, southeast of downtown.

North of downtown, the land is more varied in its topography. There are more wooded areas, as well as subdivision development. While some roads follow section lines, a good many others follow the natural topography or earlier, historic trails. Douglas/Lee's Summit Road for instance, was the main route between the county seats of Jackson and Cass Counties (i.e., Independence to Harrisonville, with Lee's Summit in between). Several lakes have been developed in this area as well, removing traces of some farm sites.

The vast majority of rural homes represent either a folk form of traditional housing, such as a gable-front-and-wing home, or a post-1900 "popular" style residence. They did not differ much from their "town" counterparts. The description of these are found in the Lee's Summit Survey Plan.

There is a greater variety found in the types of barns and outbuildings. The type of farm operation and the cultural background of the owner explain part of this variation. In addition, the period of construction greatly influenced the appearance of the structure. For those built before the turn-of-the-century, the ancestral background or experience of the farmer had more to do with how a barn was built. After 1900, U.S. Department of Agriculture pamphlets promoted various barn plans as being "efficient" or "modern". These were diffused across the country, and although some studies have begun on these plans, much more research is needed. In addition, in the early part of the twentieth century, a farmer could order a ready-to-build barn from Sears or one of many other sources. Undoubtedly, a great number of Lee's Summit's rural buildings were copied from widely distributed plans or ordered straight from a catalogue.

As there is no accepted source for barn and farm building classification (although Allen Noble's Volume 2 of his series Wood, Brick & Stone is an excellent starting point), it would be pointless here to attempt to classify the Lee's Summit rural structures according to design characteristics. Many state historic preservation offices have begun preparing statewide agricultural context study units. In Oklahoma for example, barns were classified by shape, number of stories, roof type, type of framing, or by classifications developed by Noble and others. A good deal of information is available on a few rural property types however, such as dairy barns. As the product - milk - was for human consumption, certain sanitary requirements had to be met.

A few generalizations are possible however. The vast majority of historic rural structures are rectangular wood buildings with gable roofs. Several have extended rooflines formed by flanking sheds with a lower pitch roof. There do not appear to be any "crib" barns, but interior inspection may reveal some at a later date. The main aisle on the vast majority of barns runs either underneath the ridgeline of the roof, or parallel to it.

There were not many extant small farm animal structures. A few half monitor or shed roof poultry houses seem to be all that remain. There are a number of implement and machine sheds, as well as a great deal of outbuildings for which no original use was identified. As mentioned earlier, changing farming practices have rendered most of these structures "obsolete" for their original purposes.

A few buildings were not built of wood. These were generally associated with dairy farms, such as the glazed tile block barn at Zeifle/Mulkey Farm on S.E. 50 Highway. Also, outbuildings of more recent construction tend not to be constructed of wood, such as concrete block buildings (after 1910) or the most recent metal sheds and pole barns. One unfortunate common trait in all of the wood outbuildings is their general poor condition.

A fair number of silos are still extant, although none within the city limits still retains its roof. The construction material was either poured-concrete, cement stave, or tile blocks. No "Harvestore" silos were found, although some of these distinctive metallic blue silos are just outside the city limits. Only two outhouses were surveyed, although possibly may have been hidden from view. Also, no family farm cemeteries were seen; again, the problem of surveying rural properties from public right-of-way undoubtedly leaves some resources undiscovered.

Most fencing was wood posts with barbed or rolled wire. Some board fencing was found in front of farm houses or used in corral areas. The main tree used for windbreaks was hedge apple, also commonly referred to as Osage Orange or *bois d'arc* (*Maclura pomifera*). It was also the primary source for the fence posts. Seeds for these trees were sent from central Illinois in starting in the 1840's, and was firmly established as the fencing type in the midwest by 1869. Although the supply of seed was cut off during the Civil War, by then it was widely planted enough nearby that local sources were available. As it is a tough tree with a long life span, it is possible that many of the hedge apple rows in Lee's Summit are quite historic, perhaps even pre-Civil War. When reviewed in aerial photos, the grid patterns formed by the roads and hedgerows are the most dominant physical feature of the landscape.

Recommendations

The most notable rural property in Lee's Summit has already been nominated to the National Register of Historic Places - Longview Farms. This was not included in the survey since a thorough documentation of its history has already been undertaken. Although this is by far the most elaborate agricultural property, several other farmsteads are worthy of individual nomination to the National Register. In addition, other rural properties would be eligible in a multiple-property nomination, grouped together by associated themes in agricultural history. Figure 9 differentiates between these two groups of eligible structures.

These properties are obviously associated with the agricultural context discussed earlier. An individual discussion of eligibility is on each survey sheet. For a number of these properties, additional research is required before a nomination can take place. However, the present survey will allow a comparison among the rural properties to take place, thereby aiding future National Register nominations.

When considering a nomination for a rural property, the boundaries again could prove to be a difficult issue. Lee's Summit is under so much development pressure that it is unrealistic to expect many several-hundred acre farms to remain. However, just nominating the groupings of farm structures is not enough to accurately depict the historic "sense of time and place" for these rural properties.

In the same sense, this will be the most difficult issue facing the Lee's Summit Landmarks Commission, should they choose to locally designate any rural properties. As this designation actually carries the power of the Commission to review alterations, the inclusion of several acres of open space could prove to be another controversial issue.

Nearly every property surveyed could be potentially eligible for local designation according to the criteria established in the ordinance. In addition, Longview Farms should seriously be considered for local designation. The National Register listing provides extremely limited protection from federal projects only. **No** protection is provided against state, county, or local government actions or by the changes proposed by private owners (if no federal funds are used). Although this has been a controversial issue in the past, Longview Farms is truly worth the effort to preserve it for future generations.

FINAL RECOMMENDATIONS

The Lee's Summit Historic Preservation Commission is charged with certain powers and duties, outlined in the preservation ordinance. One duty is "to initiate and recommend property and/or properties for proposed designations as a Historic Landmark and/or historic District and to review and comment on proposed designations." To date, only one structure, the Depot, has been designated as a Historic Landmark. With the recommendations from this report, the Commission should consider establishing a Nominating Committee. By reviewing the goals of the citizens, city staff, and the Commission; assessing the potential threats to the historic resources; and by analyzing the political realities in Lee's Summit, the Nominating Committee should develop a list of proposed historic districts and landmarks and assign priorities to this list.

Concurrent with the efforts of the Nominating Committee, a Public Education committee could be formed to work on explaining the purpose of the Commission, the ordinance, and the benefits of designation. By the time the Nominating Committee is ready with its recommendations, the first district (or other Landmarks) could be presented for designation. This Nominating Committee could also make recommendations for the city to pursue federal grant money available for National Register nominations.

In addition to utilizing grant money for National Register nominations, the Lee's Summit Survey Plan recommended two additional survey phases, both of which would be eligible for the Historic Preservation Fund money. A thorough understanding of the residential property types in Lee's Summit, and of residential development itself, cannot be completed until the next phases of the survey are completed. This includes basically all of the historic properties north of downtown, which contain the greatest number of post-1900 residences in the community. The area north of town is also the site of several small, railroad property types which are probably pre-1900, such as the hall-and-parlor.

Another duty of the Commission is to increase public awareness of the value of Lee's Summit's historic resources. Hopefully, this survey will be a useful tool for the Commission when it continues with public education efforts. This has proven to be the single most effective manner to gain public support for protection of historic resources. Considering Lee's Summit's rich history, it is time to garner public acceptance for preservation of this community's special character.

APPENDIX A

The following list of agricultural resource types and brief description is derived from the Farming/Ranching Historic Context developed for Nevada, 1988, and Oregon's Agricultural Context, 1989. It has been adapted for midwestern farming practices. Not all of these property types were identified in the rural survey, but they present the range of structures which might be found in the area.

Farm house: The main dwelling within a farm where the owner-operator family generally resides. The house usually reflects the period architectural style, and each addition to the house may provide an eclectic assortment of architectural details. The main house usually displays the primary architectural features of a farm unit.

Summer Kitchen: A separate building designed for cooking large meals for summer farm help, or food processing.

Laundry Building: A separate structure that houses a facility for the washing of clothing.

Outhouse: Outdoor toilet that usually stands independently.

Barn: Barns served as a storage unit for livestock and feed. Barns are almost always the largest and most impressive structure in terms of scale and size. The plan and arrangement of space within a barn-type can be associated with the cultural background of those who built it or with the primary function of the barn.

Calving shed: Structures or lean-to's built to shelter the seasonal birthings of livestock.

Slaughter house: A facility and/or structure for the slaughtering and processing of livestock. Although sited on a particular farm, a single slaughter house might serve as a regional facility for neighboring ranches. A slaughter house might include a cold storage unit, smokehouse, abattoir, rendering room, kettles and/or feeding pens.

Silos: Tall, cylindrical structures built for the storage of fodder for livestock.

Tack Room or House: Sometimes a separate structure, or a room in a larger structure such as a barn or stable, devoted to the storage of gear and equipment associated with horses.

Fruit House: A structure devoted to housing equipment necessary for the care, harvest and processing of orchard production.

Cellar or Root Cellar: A storage facility for perishable foodstuffs; sometimes built as a free-standing unit near the main house, or built directly under the main residence. Usually a major portion of the structure is underground or built into a hillside in order to provide maximum insulation.

Granary: A framed storehouse for threshed grain, usually built in a very utilitarian method.

Milk House/Dairy: Structure devoted to the milking of cows and for the storage and processing of milk and milk products.

Smokehouse: Small building used to flavor and preserve meats. Often built of wood with gable roofs, they can generally be distinguished by their comparative height, usually 1 1/2 stories.

Sheds: Structure which comes in a variety of sizes and forms, primarily built to provide storage or shelter.

Blacksmith: Includes a furnace and work area for the smithing and repair of metal items, either in an enclosed space or in a mobile open-air unit.

Pump House: Small structure meant to house the machinery involved with delivering water to other areas.

Spring or Well House: Small structure built over a well or other home-use water source.

Wind Mill: Structure devised to utilize natural wind power to drive machinery.

Cemeteries: Often a family established its own family plot, generally not far from the main house.

Corral: Open-air enclosure of fencing to confine livestock.

Dam: A man-made obstruction to a natural watercourse so as to divert or store water.

Fencing: Fencing defining the perimeter of the main house was sometimes more ornate and decorative than the fencing that defines outer borders of the farm. Fencing surrounding the fields is usually wood and either barbed or rolled wire.

Hay Derrick: Wooden structures used to lift loose hay into piles or from field to wagon or wagon to barn.

Orchard: Any contiguous block of trees planted the same year with the same tree spacing.

Overthrow: A simple arched structure spanning the main entrance road to a farm. The name of the farm is often included in an arch or lintel that carries over the roadway.

Reservoir: A storage facility for the impoundment of water.

Vineyard: A planting of grapevines on a commercial scale, sometimes in the association with the production of wine.

Windbreaks: Tall trees, usually deciduous, planted along the windward side of a farmstead in order to break and divert the prevailing winds before reaching the farm dwelling or fields.

APPENDIX B

The following list of agricultural themes and associated resource types is adapted from the Washington State Agriculture Studies Unit, 1985, for farms in the Lee's Summit area.

Diversified Farm, Pioneer Subsistence (settlement to 1870's-'80's)

Farmstead
Cabin
Small barn
Granary
Root cellar
House
Garden
Site

Diversified Farm, Market Production (1880's-1940's)

Homestead	Garage
Cistern	Livery stable
Garden	Icehouse
House	Milk house
Barn	Windmill
Granary	Pumphouse
Machine shed	Ramp and chute
Shop	Orchard
Root cellar	Bee hives
Smokehouse	Portable colony pig house
Woodshed	Hay derrick
Outhouse	Stock trough
Livestock shed	Fuel Tank
Silo	Utility building
Scale house	Tank for chemical fertilizers or pesticides
Chicken coop and brooder house	Site

Commercial dairying (1880's to present)

Homestead	Fence
Dairy barn	Milk cooling tank
Milk house	Open shed
Silo	Refrigeration equipment
House	Site
Corral	

Cattle ranching (1880's to present)

Homestead	Cistern
Farm	Water trough
Cattle barn	Corral and fencing
Calving shed	Loading ramp and chute
Bullpen	Open shed
House	Pole barn
Feed storage	Feed lot
Windmill	Site

Horse raising (1880's to present)

Homestead	Windmill
Farm	Cistern
Horse barn	Hay derrick
Livery stable	Fencing
Blacksmith shop	Stable fencing
Corral	Shed
Spring	House
Loading ramp	Site

Small animal husbandry (1840's to present)

Poultry house	Pen
Swine house	Portable colony hog house
Farrowing barn	Bee hive
Grain crib or bin	House
Granary	Farm
Shed	Site

Grain production (early 1800's to present)

Homestead	Garage
Farm	House
Grain dryer	Pole barn
Barn (horse and mule)	Windmill
Machine shed	Cistern
Grain elevator	Tank house
Granary	Fuel tank
Shop	Grain chute
Icehouse	Site
Smokehouse	

Horticulture (1840's to present)

House	Machine shed
Orchard	Storage building
Vineyard	Icehouse
Grapevine	Irrigation works
Berry field	Garage
Vegetable field	Shop
Barn	Refrigeration facility
Greenhouse	Site

Floriculture and nursery production (mid 1800's to present)

Greenhouse	Water tower
Garden	Outbuilding
Nursery seed bed	House
Barn	Garage
Windmill	Site

Truck Farming

Truck garden	Garage
Field	Tank house
House	Irrigation system
Barn	Fuel Tank
Machine	Roadside stand
Storage shed	Site

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Oral interviews

Three Gables Preservation wishes to thank all of the citizens who shared their memories of Lee's Summit history. While out in the field surveying, many people approached us and shared their knowledge of the history of their home or business. Some brought in the abstracts to their property, which was quite helpful in determining the history of particular structures. Others shared general information about the history of Lee's Summit. In particular, Dr. William Bell, Frank Graves, May Howard, J.M. Lowe, and Henry Poos were helpful regarding local history. Undoubtedly, there are many other residents who would be worthy subjects for oral interviews. As mentioned earlier, a local historical society should consider gathering this information from these valuable sources.