

SURVEY REPORT NORTH CENTRAL (PHASE II) COLUMBIA, MO

Report Completed for the City of Columbia, Missouri by Keenoy
Preservation, St. Louis, Missouri

*Reconnaissance
Survey - 2019*

Table of Contents

INTRODUCTION	1
OBJECTIVES.....	3
METHODOLOGY	5
GEOGRAPHICAL DESCRIPTION	6
HISTORICAL OVERVIEW/CONTEXT.....	7
RESULTS	18
Property Styles and Types	28
AMERICAN FOURSQUARE.....	29
BOX COMMERCIAL GAS STATION/SERVICE BUILDINGS	30
COMMERCIAL - BLOCK FORMS	31
CRAFTSMAN/BUNGALOW	34
DUTCH COLONIAL REVIVAL.....	35
FACTORY INDUSTRIAL/ BLOCK FORMS	36
FOLK VICTORIAN	38
JACOBETHAN REVIVAL.....	39
MID-CENTURY MODERN.....	41
MINIMAL TRADITIONAL.....	42
MODERN MOVEMENT	43
POST MODERN/ NEO-MANSARD.....	45
PREFABRICATED / WAREHOUSE BUILDINGS	47
QUEEN ANNE	49
RANCH*/NEW TRADITIONAL RANCH.....	50
SECOND RENAISSANCE REVIVAL.....	52
TUDOR REVIVAL.....	53
VERNACULAR	54
National Register Listed and Eligible Properties	56
922 E. Business Loop 70 – Potter’s Cities Service Station	56
1206-1208 E. Business Loop 70 – Frozen Gold Ice Cream Plant/Warehouse.....	58
1010 Range Line Street – Eugene Field Elementary School	59
1104 N. Providence Road – David Hickman High School.....	61
1203 Fay Street – Engineering Surveys and Services.....	62
1204 Pannell Street – Knipp Construction Company.....	63
Recommendations	65
BIBLIOGRAPHY.....	67

Figures

Figure 1. Location Map. North Central Phase II survey area	2
Figure 2. The North Central Phase II survey area is identified by the boxed area on the map	2
Figure 3. North Central Neighborhood, Columbia, MO.....	3
Figure 4. Phase I Survey Area, North Central Columbia Neighborhood	4
Figure 5. Location of Hamilton-Brown Shoe Factory (1123 Wilkes Boulevard)	6
Figure 6. Sanborn Fire Insurance Map, 1908, Columbia.....	7
Figure 7. Sanborn Map, 1925 (Sheet 9) illustrates most of the survey area.	8
Figure 8. Rendering of Hamilton-Brown Shoe Factory, 1123 Wilkes Boulevard, 1910.....	9
Figure 9. Sanborn Map, 1925, Cover Page. Note Columbia College south of survey area.....	10
Figure 10. Hickman High School, Sanborn Fire Insurance Map, 1931.....	12
Figure 11. Mores and North Boulevards were joined to create U.S. Highway 40	14
Figure 12. Former shoe factory utilized as a World War II propeller factory	15
Figure 13. Ole Fahlin in 1946. Photo taken at the factory in Columbia.	15
Figure 14. Former Frozen Gold Ice Cream Plant and Warehouse, 1206 E. Business Loop 70.....	16
Figure 15. Urban renewal area of the neighborhood south of the survey area	17
Figure 16. Survey Area, west end.....	19
Figure 17. Survey Area, center.	20
Figure 18. Survey Area, east end	21
Figure 19. 901 Range Line Street is an American Foursquare style dwelling	30
Figure 20. 922 E. Business Loop 70 is a box service station.....	31
Figure 21. 701 Wilkes Boulevard is a one-part commercial block building	32
Figure 22. 810 E. Business Loop is an example of a two-part commercial block building	33
Figure 23. 1108 Pannell Street is an example of a Bungalow	35
Figure 24. 1001 Range Line is a Dutch Colonial Revival style dwelling.....	36
Figure 25. 1123 Wilkes Boulevard was originally used as a shoe factory	37
Figure 26. 805 Fairview Avenue is a Folk Victorian style dwelling	39
Figure 27. 1104 N. Providence Road illustrates the Jacobethan Revival style.....	40
Figure 28. 1200 Pannell Street is a Minimal Traditional style dwelling	43
Figure 29. 1206 Range Line Street was influenced by the Modern Movement	44
Figure 30. 901 N. College Avenue is a Post-Modern style building	45
Figure 31. 1108 Fay Street is an example of the Neo-Mansard style	47
Figure 32. 1206 N. Coats Street is a prefabricated warehouse	48
Figure 33. 1009 Range Line Street is a Queen Anne style dwelling.	50
Figure 34. 1003 N. College Avenue is a Ranch style dwelling	52
Figure 35. 1200 Fay Street is a Tudor Revival style dwelling.....	54
Figure 36. 912 N. Seventh Street is a vernacular dwelling.....	55
Figure 37. 922 E. Business Loop 70 was a Cities Service Company gas station	57
Figure 38. Frozen Gold Ice Cream was originally on S. Eighth Street.	59
Figure 39. The Eugene Field Elementary School may be eligible for the National Register.....	60
Figure 40. Public school playgrounds became popular in the early 1900s.....	61

Figure 41. Hickman High School in 1947 62
 Figure 42. 1203 Fay Street appears eligible for the National Register. 63
 Figure 43. Knipp Construction Company is potentially eligible for the National Register 64
 Figure 44. Early twentieth-century commercial development along E. Business Loop 70..... 66

Tables

Table 1. Surveyed Properties, North Central Phase II 22
 Table 2. Architectural styles and property types – Phase II survey area (North Central). 28
 Table 3. Potentially eligible properties in the Phase II North Central survey area. 65

Introduction

In 2019, the City of Columbia issued a Request for Proposal to conduct a reconnaissance level survey, Phase II, of the North Central neighborhood. The project was funded by a Historic Preservation Fund (HPF) grant received by the City of Columbia from the Missouri State Historical Society/Historic Preservation Office (MO-SHPO) and the National Park Service. The project was awarded to and completed by Keenoy Preservation (Ruth Keenoy and Terri Foley) of St. Louis, Missouri. The purpose of the survey was to document properties located in the North Central neighborhood and to identify properties within the neighborhood that appear eligible for the National Register of Historic Places. A Phase I survey of the larger neighborhood was completed in 2017. The Phase II survey area is situated just north of Columbia College in the City of Columbia, Missouri (**Figure 1**), bounded by N. Providence Road (west), E. Business Loop 70 (north), N. College Avenue (east) and Wilkes Boulevard (south). This area encompasses 113.7 acres and includes 209 properties (**Figure 2**).

The North Central Phase II survey area is largely residential but also includes commercial buildings, one church, two public schools and two industrial buildings (former shoe factory and ice cream plant) currently used for commercial purposes. The neighborhood's era of heaviest development occurred during c. 1907 – 1930, which coincides with years that the Hamilton-Brown Shoe Factory at 1123 Wilkes Boulevard employed local residents. This building is the survey area's sole National Register listed property. Six properties were identified as potentially eligible for the National Register of Historic Places within the Phase II survey area: 922 and 1206-08 E. Business Loop 70, 1203 Fay Street, 1204 Pannell Street, 1010 Range Line Street and 1104 N. Providence Street. The survey did not identify any historic districts within the study area.

The following document provides an historical overview, architectural analysis and discussion of the survey methods, findings and recommendations.

This material was produced with assistance from the Historic Preservation Fund, administered by the National Park Service, Department of the Interior and Missouri Department of Natural Resources, State Historic Preservation Office. Any opinions, findings, and conclusions or recommendations expressed in this material are those of the author(s) and do not necessarily reflect the views of the Department of the Interior or the Department of Natural Resources, State Historic Preservation Office. Federal laws prohibit discrimination on the grounds of race, color, sexual origination, national origin, disabilities, religion, age, or sex. For more information, write to the Office of Equal Opportunity, U.S. Department of the Interior, Washington D.C. 20240.

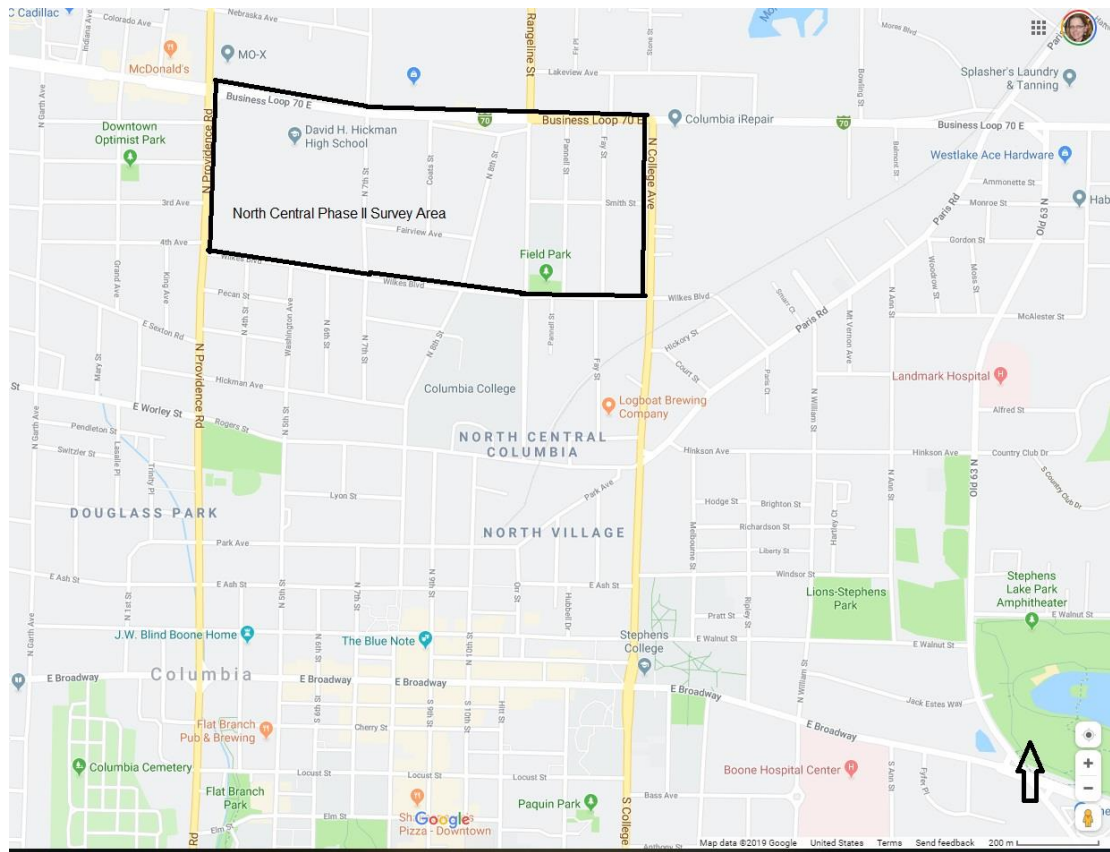


Figure 1. Location Map. North Central Phase II survey area, Columbia, Missouri (Source: Google Maps, 2019).

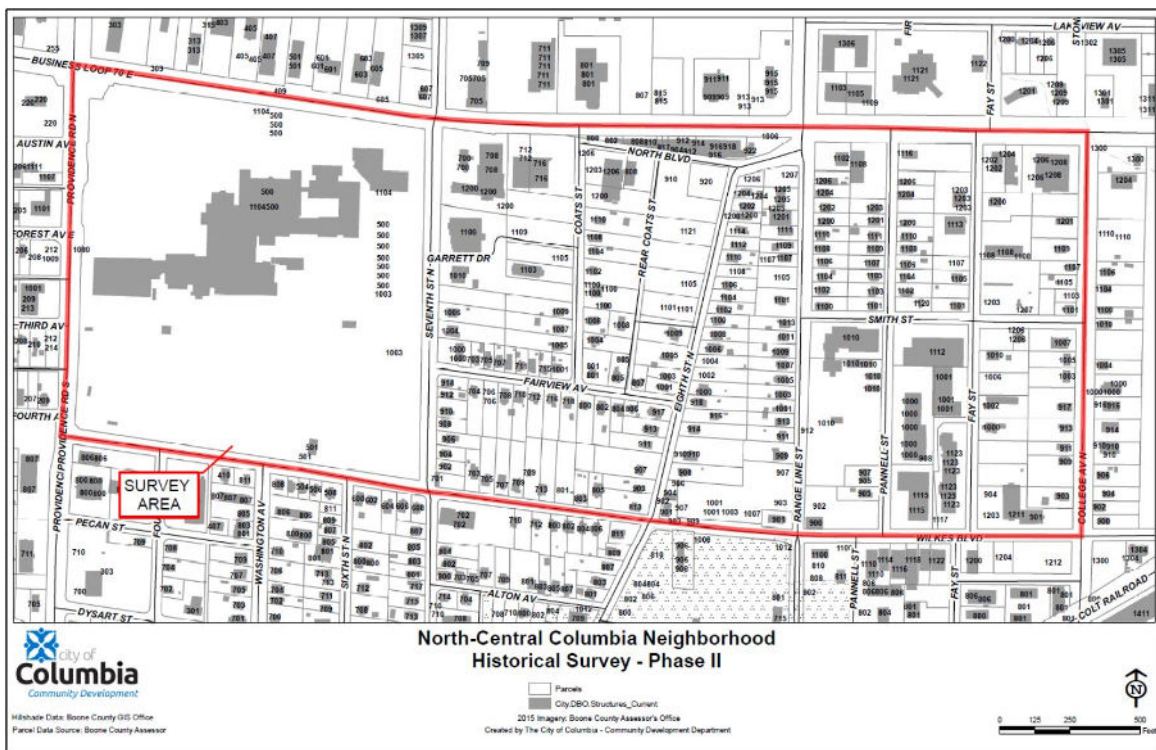


Figure 2. The North Central Phase II survey area is identified by the boxed area on the map (Source: City of Columbia)

Objectives

The North Central Columbia Phase II survey is the second of three survey projects planned by the City of Columbia to document all of the resources within the city's larger North Central neighborhood bounded by N. Providence Road/N. 8th Street (west), E. Business Loop 70 (north), N. College Avenue (east) and Hickman Avenue/E. Walnut Street (south) (**Figure 3**). The current survey project encompasses the upper third of the neighborhood, bounded by Wilkes Boulevard on the south (**Figure 1**).

As noted in the introduction, a Phase I survey of the neighborhood was completed in 2017. This area is located south of the Phase II survey, bounded by N. Providence Road (west), Rogers Street (north), N. College Avenue (east) and Park Avenue/E. Ash Street/E. Walnut Street (south) (**Figure 4**). A copy of the 2017 survey information (including forms, maps and final report) is available at: <https://dnr.mo.gov/shpo/survey-eg.htm> (Boone County architectural survey).

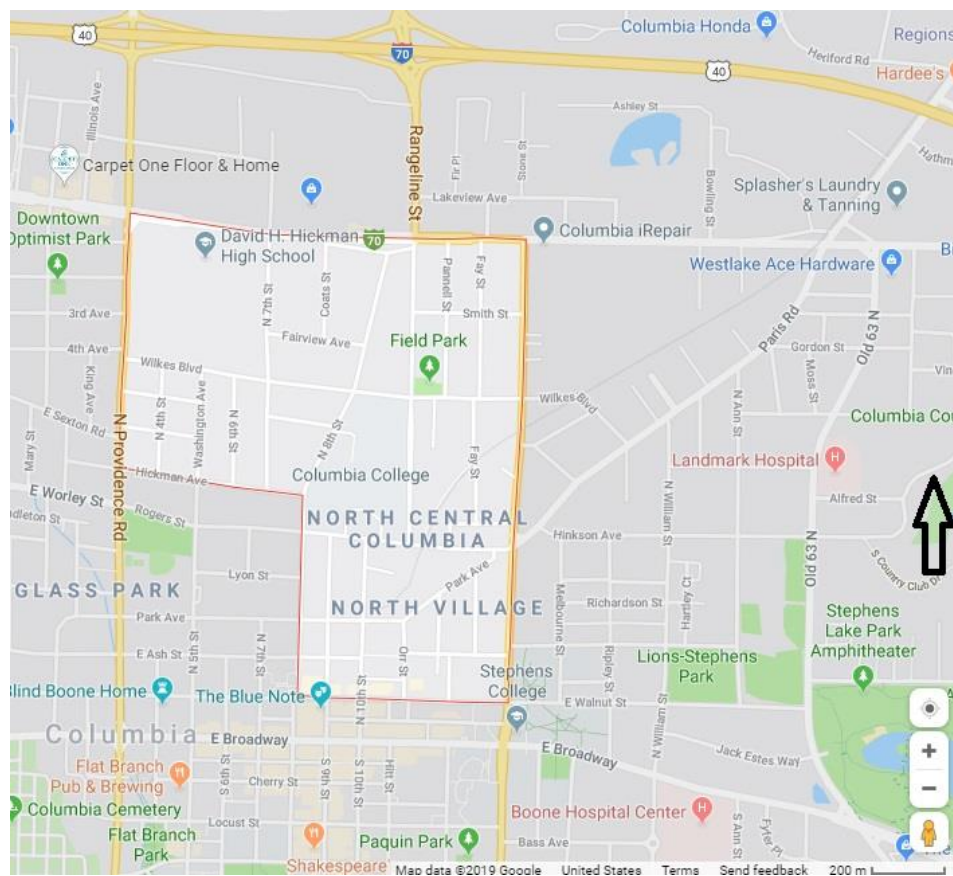


Figure 3. North Central Neighborhood, Columbia, MO (Source: Google Maps, 2019).



Figure 4. Phase I Survey Area, North Central Columbia Neighborhood (Source: Row 10 Historic Preservation Solutions, LLC, 2017).

The Phase II survey area holds one property previously listed to the National Register of Historic Places, the Hamilton-Brown Shoe Factory at 1123 Wilkes Boulevard. A copy of the National Register nomination is available at: <https://dnr.mo.gov/shpo/nps-nr/02000791.pdf>.

The objectives of the survey were to conduct a reconnaissance level evaluation of all properties within the Phase II survey area and to recommend whether any properties appear eligible for the National Register of Historic Places – individually or as a historic district. Six properties (922 and 1206-08 E. Business Loop 70, 1203 Fay Street, 1204 Pannell Street, 1010 Range Line Street and 1104 N. Providence Street) may be individually eligible for the National Register of Historic Places. The Phase II survey area does not support a historic district.

Methodology

The North Central Neighborhood Phase II survey was initiated in April 2019 and concluded in September 2019. The project began via a telephone conference on April 18 between the City of Columbia, Missouri State Preservation Office (MO-SHPO) and Keenoy Preservation. This initial meeting set the parameters and expectations of the survey project. Adam Flock initiated photography of the survey area on April 25. Photography was completed on August 15 by Ruth Keenoy. Preliminary research was conducted by Ms. Keenoy at the Daniel Boone Regional Library in Columbia on May 6, consisting of a review of local historical resources, maps and city directories. On May 7 the initial public meeting was held at City Hall in Columbia, which provided an overview of the survey to those in attendance and members of the city's Historic Preservation Commission. The final public meeting occurred at Columbia's City Hall on September 4, at which time the findings of the survey project were presented.

Fieldwork consisted of digital photography of all properties (including outbuildings and vacant parcels) within the survey area, as well as streetscapes. Survey forms provided by the MO-SHPO were completed for each inventoried property by Terri Foley and Ruth Keenoy. Following the field inventory and research phases of the project, an historical overview was developed to support the assessment of potentially eligible properties within the survey area. Information utilized to complete the survey report was gathered during the research process, including (but not limited to) city directories, maps, newspapers, local historical records, city plans, previous survey data and National Register nominations. The survey report was completed by Ruth Keenoy and Terri Foley.

Additional resources utilized to gather information and produce this document include guidelines/bulletins issued by the National Park Service, thematic studies and general research regarding early twentieth-century residential neighborhoods. Digital records (including those provided by the City of Columbia, the State Historical Society of Missouri and the University of Missouri) were utilized to assist in developing the historical contexts. The North Central Phase I survey findings (2017) were examined to identify continuing thematic historical patterns throughout the larger North Central Neighborhood.

Activities throughout the project were coordinated with the MO-SHPO and City of Columbia to insure that all available resources/repositories were utilized to support the findings and recommendations of the survey project. The Phase II survey was completed per guidelines provided by the MO-SHPO's Standards and Guidelines for Architectural and Historical Surveys and *National Register Bulletin 24: Guidelines for Local Survey: A Basis for Preservation Planning*.

Geographical Description

Survey boundaries were created by the City of Columbia (**Figure 1**) in consultation with the MO-SHPO. The surveyed area (as noted previously) is bounded by N. Providence Road (west), E. Business Loop 70 (north), N. College Avenue (east) and Wilkes Boulevard (south). This area encompasses 209 properties within 113.7 acres. One individually listed National Register property, the Hamilton-Brown Shoe Factory at 1123 Wilkes Boulevard is within the Phase II survey boundaries (**Figure 5**). The survey area is largely residential but also includes commerce along E. Business Loop 70 and on street corners within the study area. The survey area also includes two public schools, religious properties (including a church and school), two former industrial buildings and a community garden (two lots). The neighborhood features an urban residential setting with concrete sidewalks, mature trees and asphalt paved streets. Lots are small and most include driveways. The neighborhood is densely populated but indicates demolition in areas associated with industrial and commercial use.

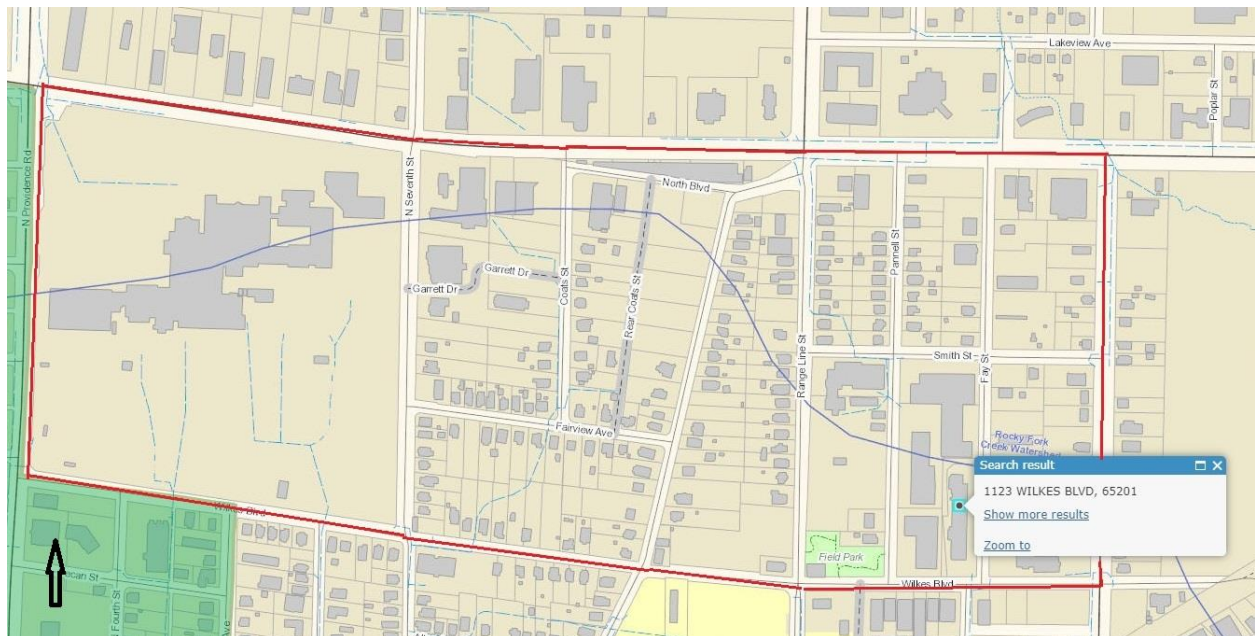


Figure 5. Location of Hamilton-Brown Shoe Factory (1123 Wilkes Boulevard). Scale is approximate: 1" = 600' (GIS Map, City of Columbia, <https://gis.gocolumbiamo.com/CityView/>).

Historical Overview/Context - North Central Neighborhood Phase II Survey Area

Note: Per the Scope of Work for the Phase II survey, the following section omits contextual information discussed in the Phase I Survey Report (2017) unless such information is specifically related to the Phase II study area.

The Phase II North Central Neighborhood survey area is situated immediately north of Columbia College and several blocks north of Columbia’s primary downtown east/west corridor, Broadway (Figure 1). Earliest Sanborn maps of this area date to 1908, illustrating the study area’s northwest corner (currently the site of Hickman High School, 1104 N. Providence Road), which supported a racetrack and fairgrounds. Sanborn maps also illustrate the study area’s southwest corner, which supports the former Hamilton Brown Shoe Factory at 1123 Wilkes Boulevard (Figure 6). Though limited in scope, the 1908 maps indicate that housing did exist in the neighborhood by that time, likely prompted by the shoe factory’s construction in 1906-1907. Development was further prompted by annexation of this area to the city’s limits in 1906.¹ By 1925, Sanborn maps illustrate a much larger component of the neighborhood and demonstrate that by the mid-1920s, most of the survey area had been developed residentially (Figure 7).

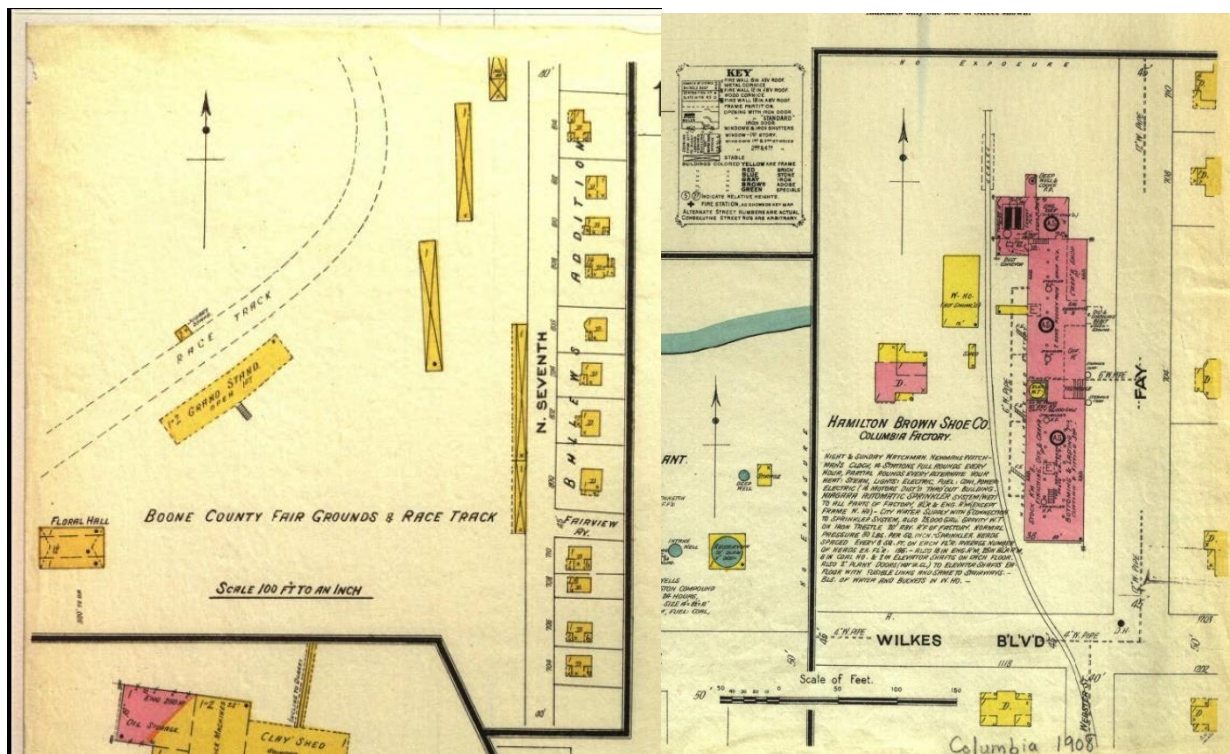


Figure 6. Sanborn Fire Insurance Map, 1908, Columbia, Missouri – Sheet 5 (Racetrack) and Cover (Factory).

¹ City of Columbia, City View (GIS Maps), Available at: <https://gis.gocolumbiamo.com/CityView/> (Access date: 15 April 2019).

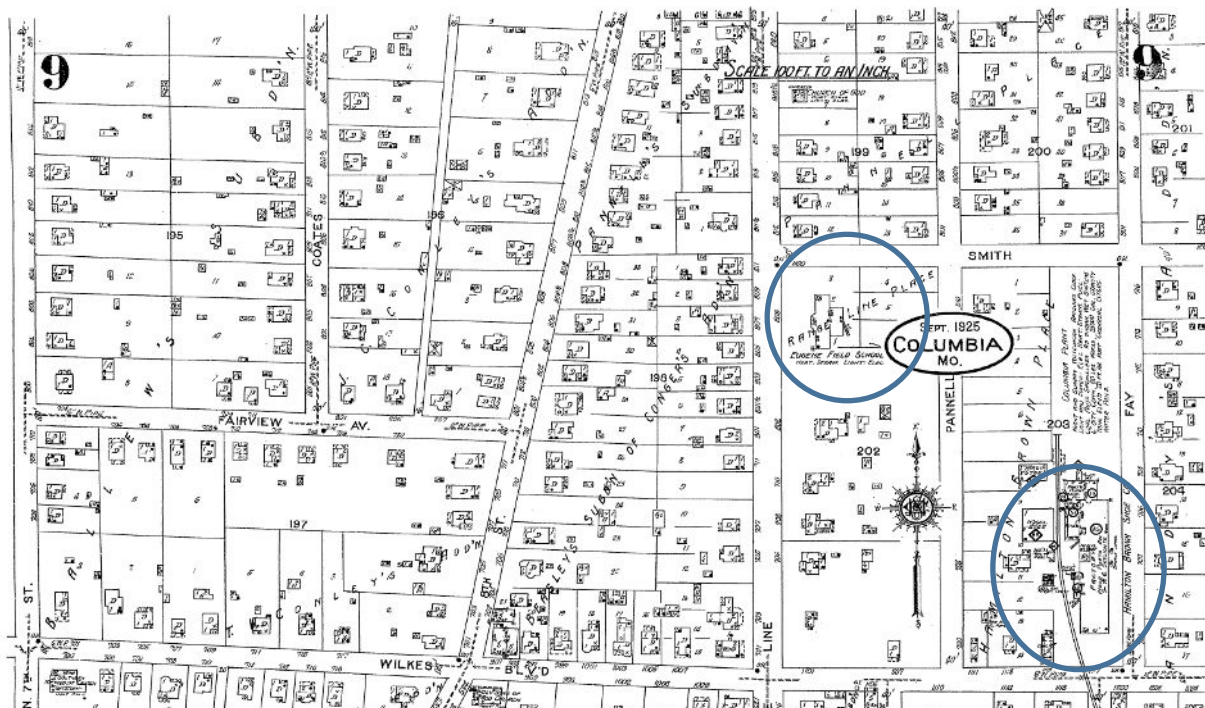


Figure 7. Sanborn Map, 1925 (Sheet 9) illustrates most of the survey area. By that time, the area supported a densely populated neighborhood. Note shoe factory at bottom right corner and Eugene Field School on Range Line Street (both circled).

The 1910 federal census confirms the impact that the shoe factory had on the neighborhood’s development. By that time, a large percentage of households within the survey area supported shoe factory workers. A snapshot of the 1000 block of N. 8th Street (addressed as the 800 block in 1910) indicates that most properties on the west side of the block supported individuals employed at the shoe factory. Furthermore, some property owners took in boarders who worked at the factory, which was the case for 805 Fairview Avenue. This single-family dwelling supported six boarders in 1910, all of whom worked at the shoe factory as did three family members.²

Columbia’s shoe factory at 1123 Wilkes Boulevard was the first constructed by Hamilton-Brown outside of the City of St. Louis.³ In 1906, St. Louis’ shoe industry began to build factories in small towns outside of the city to avoid taxes and labor unions. It was a boon for communities such as Columbia to land a shoe factory and as a result, extremely competitive. Communities attempted to outbid one another by offering factory owners incentives such as free land, free utilities, tax incentives and cash.⁴ Columbia’s initial investment was \$60,000 and in 1913, the

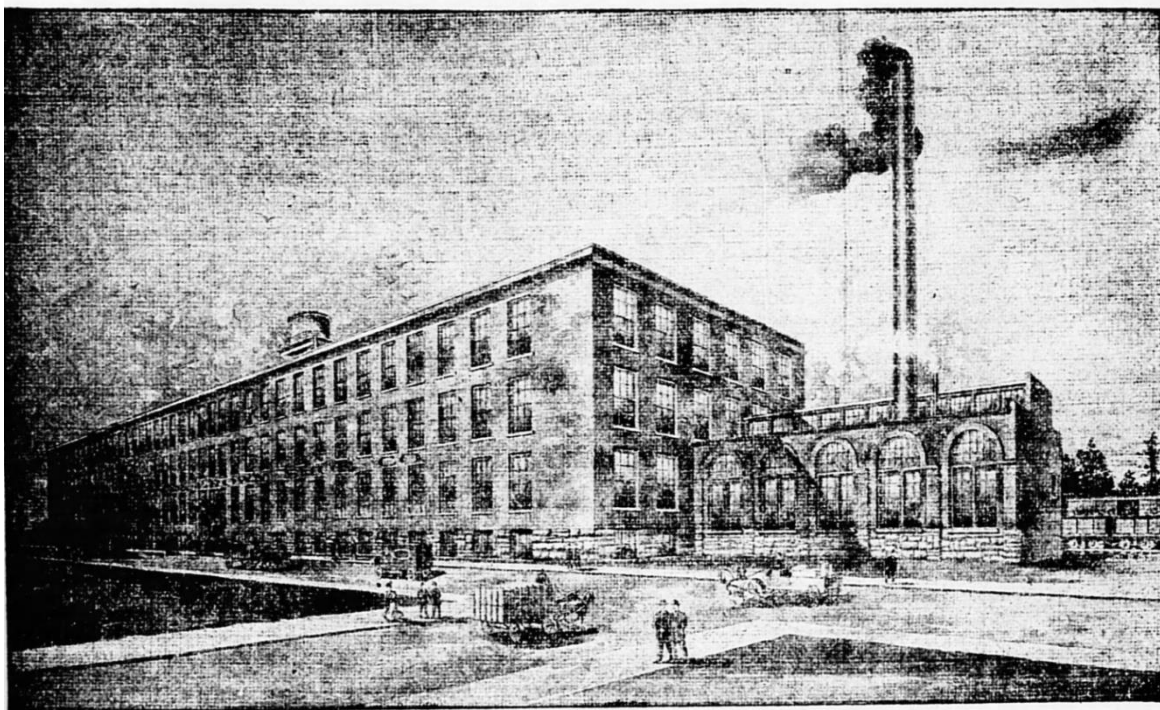
² United States Census Bureau, 1910, Columbia Ward 1, Enumeration District 013). Ancestry.com (Access date: 1 August 2019).

³ Debbie Sheals, “Hamilton-Brown Shoe Factory,” *National Register of Historic Places* (2002), 8:8.

⁴ Rosemary Feurer, “Shoe City, Factory Towns: St. Louis Shoe Companies and the Turbulent Drive for Cheap Rural Labor, 1900-1940,” *Gateway Heritage* (Fall 1988), 5, 7.

city additionally offered to reimburse the factory for constructing its own sewer system.⁵ The city's Commercial Club spearheaded the deal with Hamilton-Brown and gained the factory by donating land and paying for all construction costs. In return, Hamilton-Brown agreed to remain in Columbia for a minimum of ten years.⁶

The factory opened in July 1907 and within three years was manufacturing 2,000 pairs of shoes daily (**Figure 8**). In 1910, the factory employed 408 individuals – more than half were Columbia residents. The remaining workers moved to Columbia or commuted from other communities. This prompted a number of households in the neighborhood - such as that described previously on Fairview Avenue - to take in boarders. It is notable that factory employees formed their own baseball leagues (female workers organized a basketball team) and played/practiced games on the fairgrounds parcel later developed for Hickman High School, 1104 N. Providence Road.⁷ This is yet another demonstration of how integral the shoe factory was in spurring development and growth within the study area.



THE HAMILTON-BROWN SHOE FACTORY

Figure 8. Rendering of Hamilton-Brown Shoe Factory, 1123 Wilkes Boulevard, 1910 (Source: *University Missourian*, 28 August 1910: 4-1).

⁵ "Great Shoe Factory. Hamilton Brown Co. Has Magnificent Plant in Columbia," *University Missourian* (7 March 1911), 3; "City to Buy Sewer from Shoe Factory," *University Missourian* (3 December 1913), 1; "Sewer Arguments are Finished Today," *University Missourian* (12 February 1914), 1.

⁶ Sheals, 8:8.

⁷ "The Hamilton-Brown Shoe Factory is Columbia's Largest Industry," *University Missourian* (28 August 1910), 4:1.

As has been noted, the survey area is situated immediately north of Columbia College. The institution (as noted in the Phase I survey) was established in 1851 as a female Christian College.⁸ While the institution impacted the overall North Central Neighborhood (per the Phase I survey), it does not appear to have played any significant role in shaping the Phase II survey area – at least not during the early twentieth-century. The 1910 census indicates that students and staff resided in housing on or adjacent to the school’s campus (Figure 9).⁹

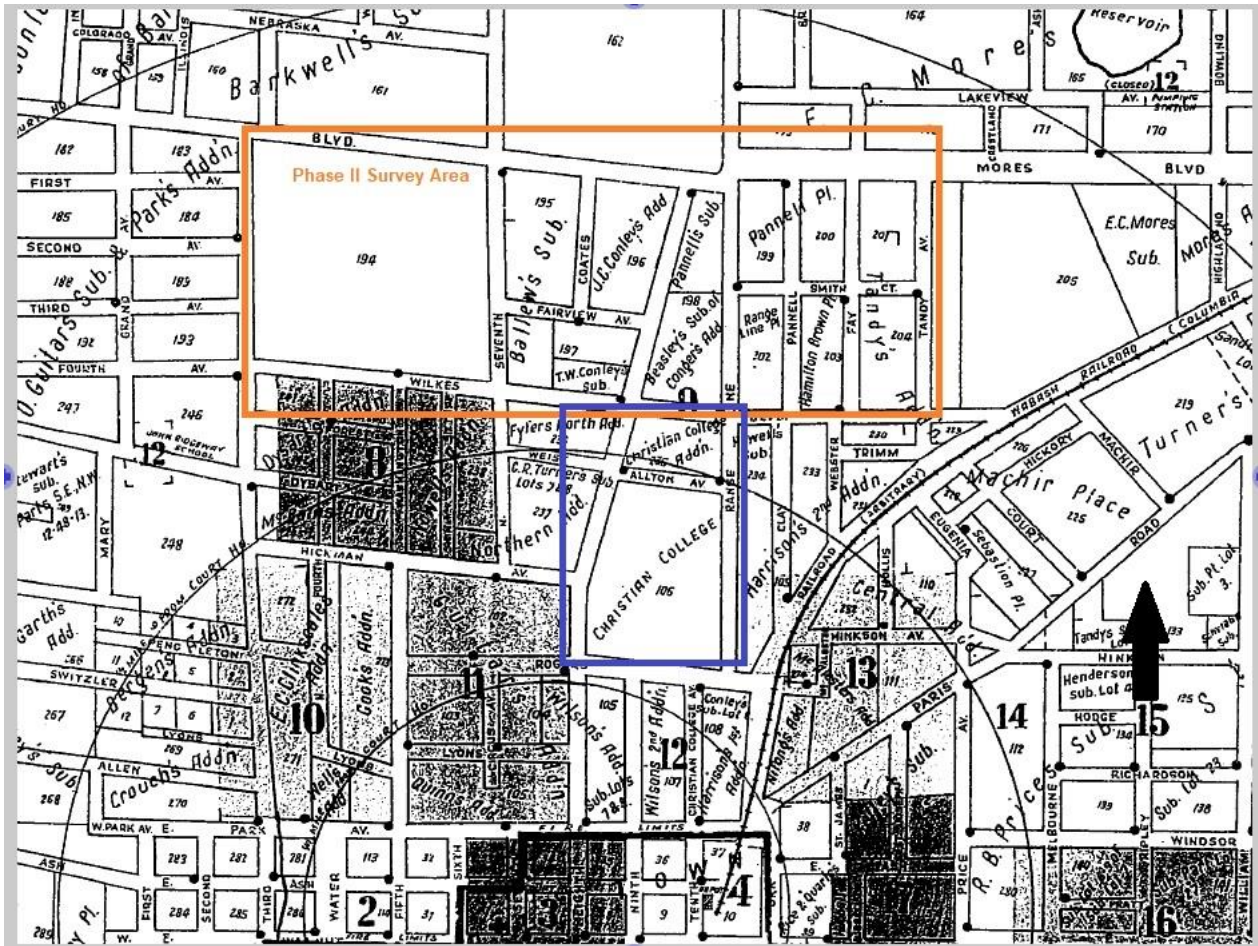


Figure 9. Sanborn Map, 1925, Cover Page. Note Columbia College (previously Christian College) just south of the survey area and the college addition north of the campus (both outlined in purple). Map is not to scale.

Although the Phase II survey area encompasses residential properties primarily and has since the neighborhood’s inception, there are also examples of religious, educational, industrial and commercial properties. The neighborhood currently supports one church (1100 N. Seventh Street - First Assembly of God) and two public schools (1010 Range Line Street - Eugene Field School and 1104 N. Providence Road - Hickman High School). The church on N. Seventh Street is a

⁸ Row 10 Historic Preservation Solutions, LLC, “Survey to Identify Historic Resources within the North-Central Neighborhood (Phase I) Columbia, Missouri” (June 2017), 39.

⁹ U.S. Census, 1910; Sanborn Fire Insurance Map, Columbia, Missouri (1925), Sheet 1.

contemporary building constructed c. 1980 on a parcel that previously held a single-family dwelling.¹⁰ A Church of God congregation was in the neighborhood as early as 1920s at 1110 Range Line Street. This building was replaced by the current dwelling constructed c. 1936, at which time the congregation relocated to a property outside of the study area, possibly to the southeast corner of Wilkes Boulevard and N. Eighth Street (not extant) per the 1940 city directory.¹¹

The neighborhood's public schools were constructed in the 1910s-1920s to serve the rapidly growing residential population of Columbia. Eugene Field School was constructed in 1916, followed by a high school for African American children in 1917 (Frederick Douglass, NRL 1980) at 510 N. Providence Road, within the Phase I survey area. The Eugene Field School (for white children) was constructed for \$22,000 by Davis & Edwards (which also contracted to build Douglass High School).¹² Eugene Field and Douglass Schools were funded by the city's 1914 planned investment of \$90,000 for school improvements and new construction. The project was largely supported by a property tax approved by voters in 1916.¹³ Eugene Field was – and remained until 2010 – an elementary school. The building had six classrooms originally, as well as domestic science and manual training areas.¹⁴ Both Eugene Field and Hickman High School (also within the Phase II study area at 1104 N. Providence Road) were designed by St. Louis architect William Butts Ittner.¹⁵

William B. Ittner (1864-1936) was a St. Louis native who received manual training at Washington University (St. Louis) and studied architecture at Cornell University (Ithica, New York). He began working as an architect in 1888. In 1897, Ittner was elected to a newly created position, Commissioner of the St. Louis Board of Education. He retained the position until 1910, after which time he was employed as architect for the board of education, designing all of the city's public school buildings and additions.¹⁶ Though Ittner designed all types of properties, he is best known for his schools. Many of the concepts he introduced to public school design – such as integrating specialized learning spaces in traditional settings – were adapted nationally and remain in use today.¹⁷ Ittner gained many of his ideas while abroad – he visited schools in England, Germany and Sweden. His signature patterned brickwork and open E-plan buildings

¹⁰ Sanborn Fire Insurance Map, 1948, Sheet 9.

¹¹ Sanborn Fire Insurance Map, 1925, Sheet 9; *Polk's Columbia City Directory, Business Section*, 1940.

¹² "Columbia in Record for Building Period," *The Evening Missourian* (38 March 1917), 5.

¹³ Roger A. Gafke, *A History of Public School Education in Columbia* (Columbia: Public School District, 1978), 33.

¹⁴ "Columbia's New School to be Finished June 1," *The Daily Missourian* (7 January 1917), 1.

¹⁵ "Architect Will Inspect Buildings," *The Daily Missourian* (18 January 1917), 4; Gafke, 43.

¹⁶ Albert Nelson Marquis (ed.), *The Book of St. Louisans* (Chicago: A.N. Marquis & Company, 1912), 309; Carolyn Toft, "William B. Ittner, FAIA (1864-1936)," Available at: https://www.landmarks-stl.org/architects/bio/william_b_ittner_faia_1864_1936/ (Access date: 5 August 2019).

¹⁷ "Our History," Ittner, Available at: <https://www.ittnerarchitects.com/our-history> (Access date: 29 July 2019).

reflect such European influences.¹⁸ He is credited with designing at least 430 schools nationwide and likely designed other schools in Columbia.¹⁹

Hickman High School, constructed in 1926, was named for a former owner of the school property, David H. Hickman. The parcel had been in use since the nineteenth-century as a racetrack and fairgrounds. A school board decision in March 1925 to build the city’s new high school on the property proved controversial. Some argued that the parcel “was too far from the center of the white high school population” and lacked necessary infrastructure such as a sewer system and access to paved roads.²⁰ The school board’s proposal prevailed however, passed by a majority of voters. Immediately following approval, the city approved Ittner as architect for the new high school. The building opened for the 1927 fall term, consisting of 12 classrooms and a combination auditorium/ gymnasium (Figure 10).²¹

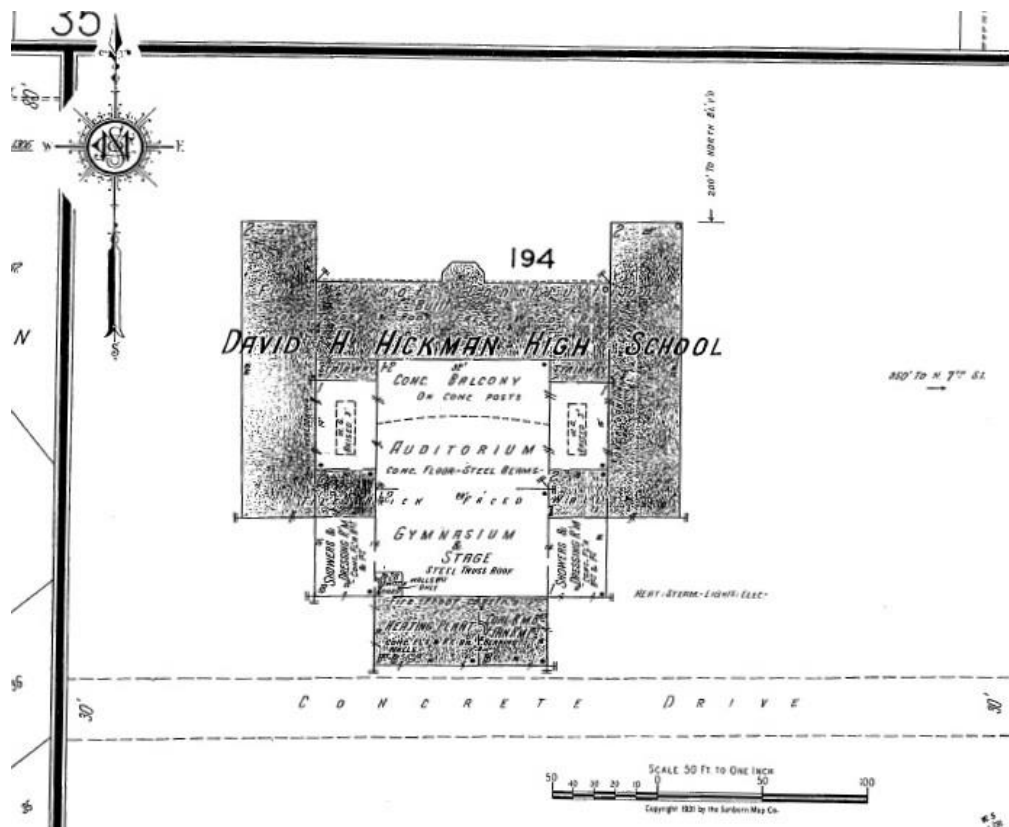


Figure 10. Hickman High School, Sanborn Fire Insurance Map, 1931, Sheet 32.

¹⁸ Cynthia Longwisch, “St. Louis, Missouri, Public Schools of William B. Ittner,” *National Register of Historic Places Multiple Property Listing* (1992), E:4.

¹⁹ archINFORM, “William B[utts] Ittner,” Available at: <https://www.archinform.net/arch/73215.htm> (Access date 5 August 2019); “Architect Will Inspect Buildings,” 1917.

²⁰ Gafke, 43-44.

²¹ *Ibid.*, 43-45.

Bordering the north end of the high school parcel is E. Business Loop 70, which supports most of the survey area's commercial properties. This route was designated a federal highway in 1926, at which time North and More Boulevards were merged near the northern terminus of N. Eighth Street and renamed as U.S. Highway 40. In 1926, the federal government sought to designate a national grid of coast-to-coast highways. Highway 40 crossed the United States east-to-west, linking New Jersey to California. Like most early federal highways, Highway 40 was initially a series of smaller roads linked together and renamed as a single entity. In Missouri, Highway 40 absorbed what had been State Highway No. 2, established in 1921. Later, the road was replaced by the interstate system constructed in the 1950s-1960s.²² Columbia's E. Business Loop 70 is an original fragment of the former U.S. Highway 40.

The small connector constructed in 1926 to straighten the jagged intersection of More and North Boulevards in Columbia (just north of N. Eighth Street), created the survey area's triangular commercial strip between E. Business Loop 70 (north) and North Boulevard (south) (**Figure 11**). Within a decade, the area was dotted with gas stations, food establishments and lodging, as described below.

North of Broadway [downtown Columbia's Main Street] the city changes character. Here the streets are lined with small frame houses occupied by industrial and low-salaried white-collar workers. A shoe factory and the model municipal water and light plant are located in this neighborhood. Along US 40, which forms the northern limits of Columbia, is a suburban district composed of small business houses catering to the tourist trade. Also in this area are the new senior High School and the Ellis Fischel Cancer Hospital.²³

While the federal government's 1926 agenda to create a highway system did not fund any construction or improvements, Missouri's Centennial Road Law of 1921 filled the gap. The landmark road legislation celebrated Missouri's 100th anniversary of statehood (thus the name) and for the first time in the state's history, provided state money to build and improve roads.²⁴

²² Rickie Longfellow, "Back in Time The National Road," *Federal Highway Administration* (General Highway History), Available at: <https://www.fhwa.dot.gov/infrastructure/back0103.cfm> (Access date: 7 August 2019); David C. Austin and Thomas J. Gubbels, "A History of the Missouri State Highway Department," Missouri Department of Transportation: Unpublished, Pages not numbered (2008).

²³ Workers of the Writers' Program of the Works Progress Administration, *Missouri The WPA Guide to the "Show Me" State* (St. Louis: Missouri Historical Society Press, reprint 1998), 208. Of note, the cancer hospital, which later relocated, was situated outside of the survey area on W. Business Loop 70 as was the city's power plant.

²⁴ Missouri Department of Transportation, "Missouri Roads Before the Interstate System," *Missouri's Interstate System: Yesterday, Today and Tomorrow*. Formerly available on MoDOT website. Printed copy, Ruth Keenoy; Missouri Division of Public Information, *Roads & Their Builders* ([Jefferson City]: Missouri State Highway Commission, (1971), 78.

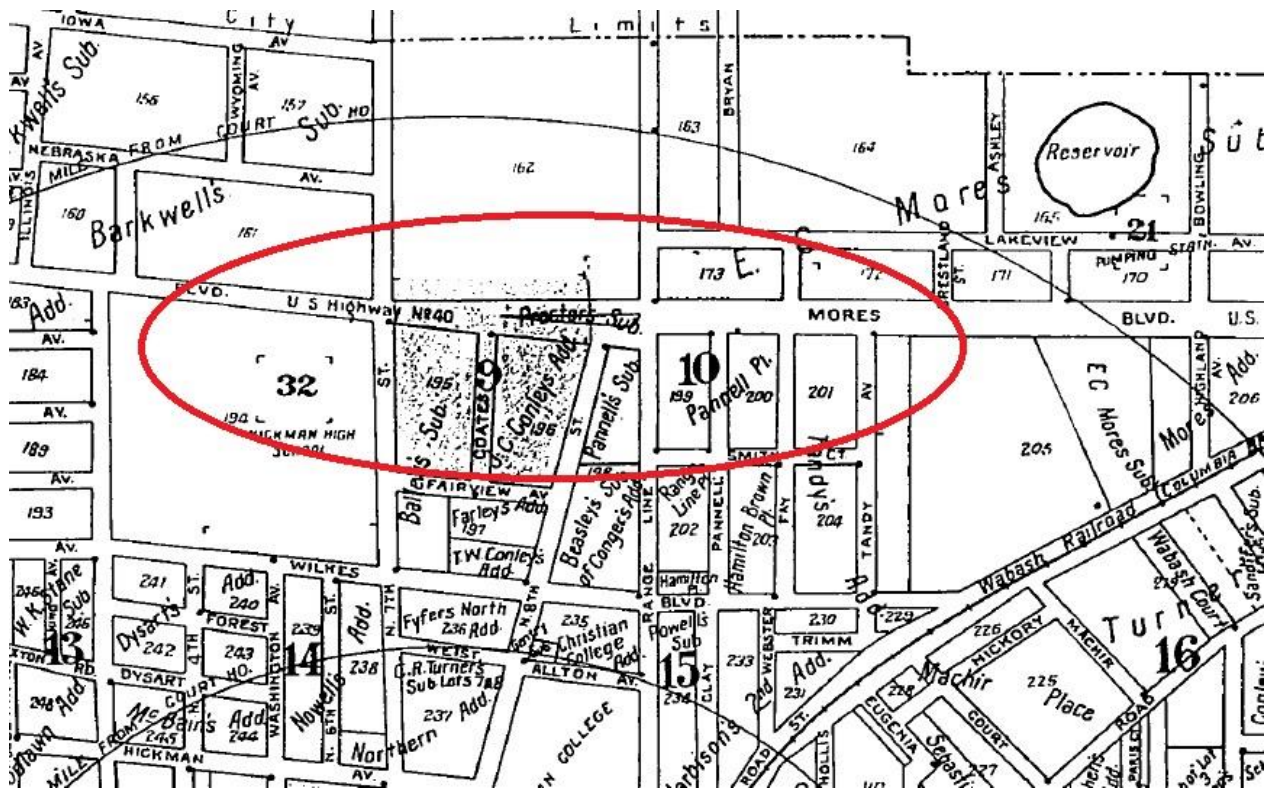


Figure 11. Mores and North Boulevards were joined to create U.S. Highway 40 (Business Loop 70) in 1926 (Sanborn Map, 1931, Sheet 1).

Predictably, the Great Depression took a toll on Columbia but the only major manufacturer to fail during these years was the city’s shoe factory. In 1931, Hamilton-Brown closed the factory temporarily. Failing to recover afterward, Hamilton-Brown permanently closed the plant in 1939.²⁵ This did not however, end the building’s use as a manufacturing facility, which emerged during World War II. In 1940, Ole Fahlin (1901 – 1992) moved to Columbia from Marshfield, Missouri to manufacture wood “flight propellers for the L-5 liaison plane” and B-29 test propellers at the former shoe factory.²⁶

Fahlin was born in Sweden in 1901, the son of a woodworker who became fascinated with planes – flying them and building them using parts he designed himself, such as wooden propellers. Fahlin immigrated to the United States in 1928 and during the 1930s, began working in Marshfield, Missouri with Russell B. Nicholas, co-founder of Nicholas-Beazley Airplane Company.²⁷ Following his arrival to Columbia, Fahlin constructed a second factory west of the shoe factory (not extant) at 1115 Wilkes Boulevard (**Figure 12**). He employed 200 men and in

²⁵ Sheals, 8:19.

²⁶ Ibid, “Missouri Swede Has Made Fortune Where Snow Seldom Falls,” *St. Louis Globe-Democrat* (19 December 1946), 1.

²⁷ Alchetron – Free Social Encyclopedia for the World, “Ole Fahlin” Biography, Available at: <https://alchetron.com/Ole-Fahlin> (Access date: 5-August 2019).

addition to propellers, also manufactured skis and archery sets (**Figure 13**).²⁸ The Fahlin Manufacturing Company on Wilkes Boulevard continued production until 1962 when the business moved to California and Fahlin became a consultant for Lockheed Martin.²⁹

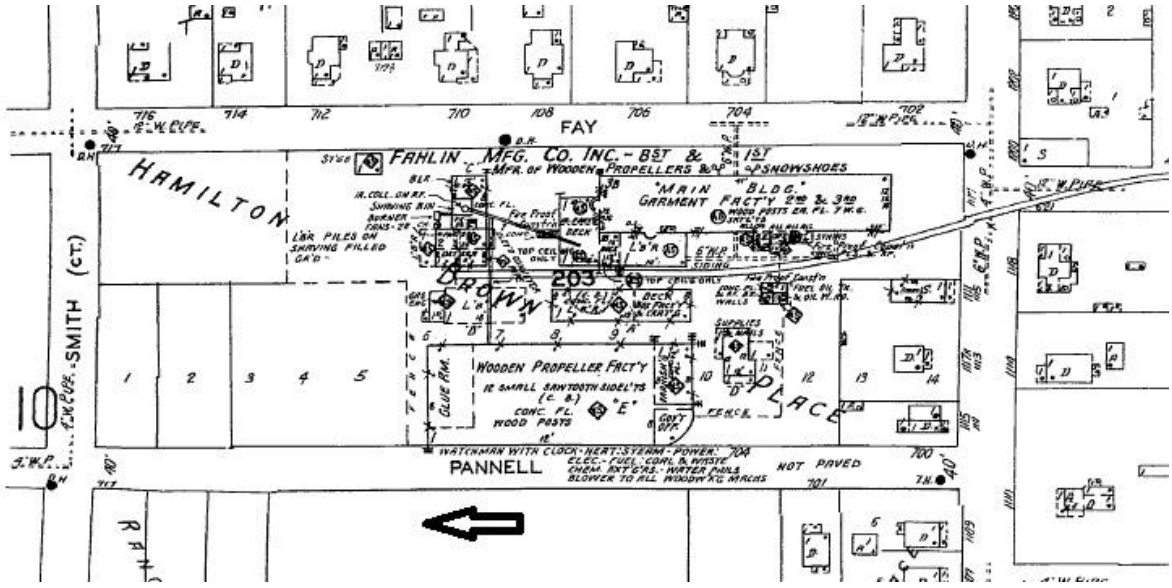


Figure 12. Former shoe factory utilized as a World War II propeller factory, 1115-1123 Wilkes Boulevard (Source: Sanborn Map, 1931, rev. 1948, Sheet 15).



CHANCES ARE, IF YOU BUY a pair of skis this winter, Ole Fahlin made them. Here Fahlin, who grossed \$1,000,000 last year, lovingly examines the best laminated pair.

Figure 13. Ole Fahlin in 1946. Photo taken at the factory in Columbia, the former Hamilton-Brown Shoe Company (Source: *St. Louis Globe-Democrat* 19 December 1946, p. 1).

²⁸ "Missouri Swede Has Made Fortune . . ."
²⁹ Alchetron,"Ole Fahlin."

Post World War II impacts on the project area came primarily from commercial and industrial development related to Highway 40 (E. Business Loop 70), which bounds the north end of the neighborhood. By the 1950s, the commercial thoroughfare supported even more businesses - gas stations, groceries, specialty shops, taverns, restaurants and auto sales/service establishments. The route also became a prominent distribution route for trucking, as demonstrated by the building at 1206 - 1208 E. Business Loop 70. The property was constructed c. 1950 as an ice cream plant/warehouse for the Frozen Gold Ice Cream Company. Frozen Gold was a conglomerate of five Missouri ice cream companies that merged in 1929 to create State Dairy Products, which produced ice cream under the Frozen Gold name. Columbia's plant and warehouse along E. Business Loop 70 was an integral component of the company's dairy factories. Ideally situated on U.S. Highway 40 (Business Loop 70), this property was utilized long after the business was absorbed by Hawthorn-Mellody, Inc. of Chicago in 1965 (**Figure 13**).³⁰



Figure 14. Former Frozen Gold Ice Cream Plant and Warehouse at 1206-08 E. Business Loop 70. View is southeast (Photo: Adam Flock, April 2019).

South of E. Business Loop 70, the survey area's character remained largely residential after World War II, with exception of the blocks supporting the aforementioned factories. The neighborhood continues to support a large number of residences – single- and multi-family, as well as the previously noted public school buildings (Eugene Field and David Hickman). While

³⁰ "Moberly Men Retire with State Dairy Products Sale," *Moberly Monitor-Index* (2 September 1965), 12.

urban renewal played a role in reshaping areas within the North Central Neighborhood beginning in the late 1950s, these areas appear to be those primarily the blocks supporting African-American residents and businesses (noted in the Phase I survey area), approximately five blocks south of Wilkes Boulevard (**Figure 15**).³¹



▲ HIDE CAPTION

Members of the Land Clearance for Redevelopment Authority members look over a model of what the Douglass School Urban Renewal Area was supposed to be like after completion of the program. They are, from left, Dell Keepers, John Crighton, Charles Proctor, Chairman B.D. Simon and Dorsey Russell. - Courtesy Boone County Historical Society

Figure 15. Above image, c. illustrates the urban renewal area of the neighborhood south of the Phase II survey area. Streets on the model include N. Providence Road (west) and N. Eighth Street (east). The northern boundary is Hickman Avenue (Source: *Columbia Daily Tribune* 2015 –photo from Boone County Historical Society).

³¹ “Urban renewal brought a bitter end,” *Columbia Daily Tribune* (20 May 2015), Available at: <https://www.columbiatribune.com/2aaf3740-fe77-5cd5-9d29-3b48947bdd2e.html> (Access date: 7 August 2019).

Results

The North Central Neighborhood Phase II survey area was evaluated in 2019 during a reconnaissance level inventory. The survey identified 209 properties constructed between the years c. 1890 - 2019. The survey area includes 118 single family dwellings (including two currently used for commercial and social purposes), 15 multi-family properties (eight of which were originally single-family dwellings and one previously a commercial building), one church, three schools (one private; two public), two industrial buildings (currently used commercially), 39 commercial buildings (one used as a civic building), four warehouses, 11 parking lots, a community garden (supported by two parcels on College and Fay) and 14 vacant lots.

Property addresses are provided in **Figures 16-18**. These figures additionally illustrate the locations of potentially eligible and National Register listed properties. **Table 1** (which follows Figures 16-18) provides a list of the surveyed properties. Properties **in bold (Table 1)** are those either **listed or identified as potentially eligible** for the National Register of Historic Places.

Based on the survey findings, it is clear that the Phase II North Central survey area was largely developed prior to 1925. This development was related to the city's acquisition of the Hamilton-Brown Shoe Factory (NRL, 2002), located within the survey area at 1123 Wilkes Boulevard. Most of the surveyed dwellings reflect Victorian / front gable with wing plan housing constructed as single-family dwellings. The survey area's northern edge, adjacent to E. Business Loop 70 supports the largest number of commercial buildings.

The survey area does not support a National Register eligible historic district. This is due to the fact that most of the neighborhood's housing has been altered through the addition of non-historic siding. Six properties may be individually eligible for the National Register of Historic Places and are discussed in the following section. The former Hamilton-Brown Shoe Factory at 1123 Wilkes Boulevard is on the National Register of Historic Places.

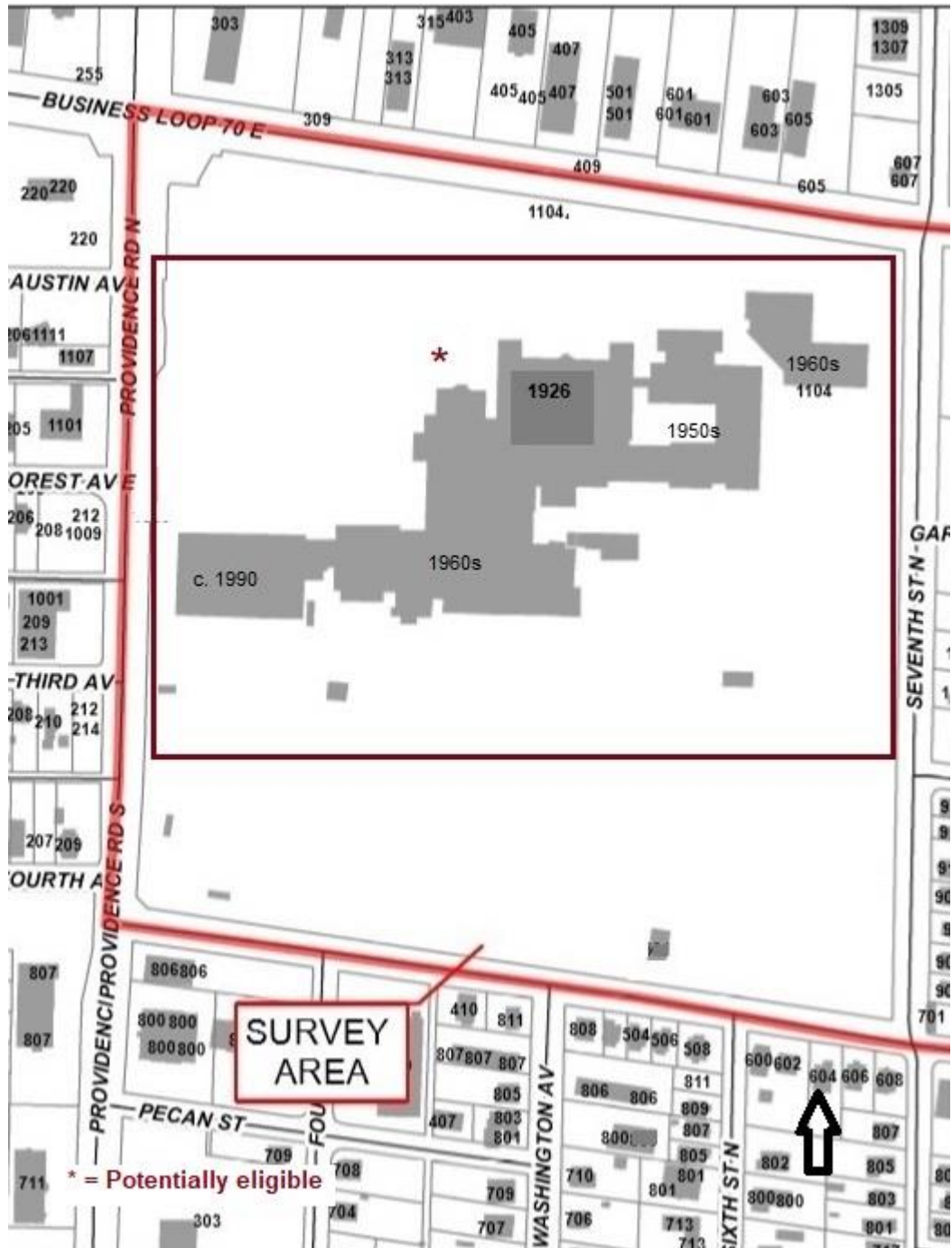


Figure 16. Survey Area, west end. The only surveyed property identified on this map is 1104 N. Providence Road, a potentially eligible property (Hickman High School). The building’s dates of construction (1926) and additions (estimated dates) are provided in this view. Not to scale (Source: City of Columbia, GIS).

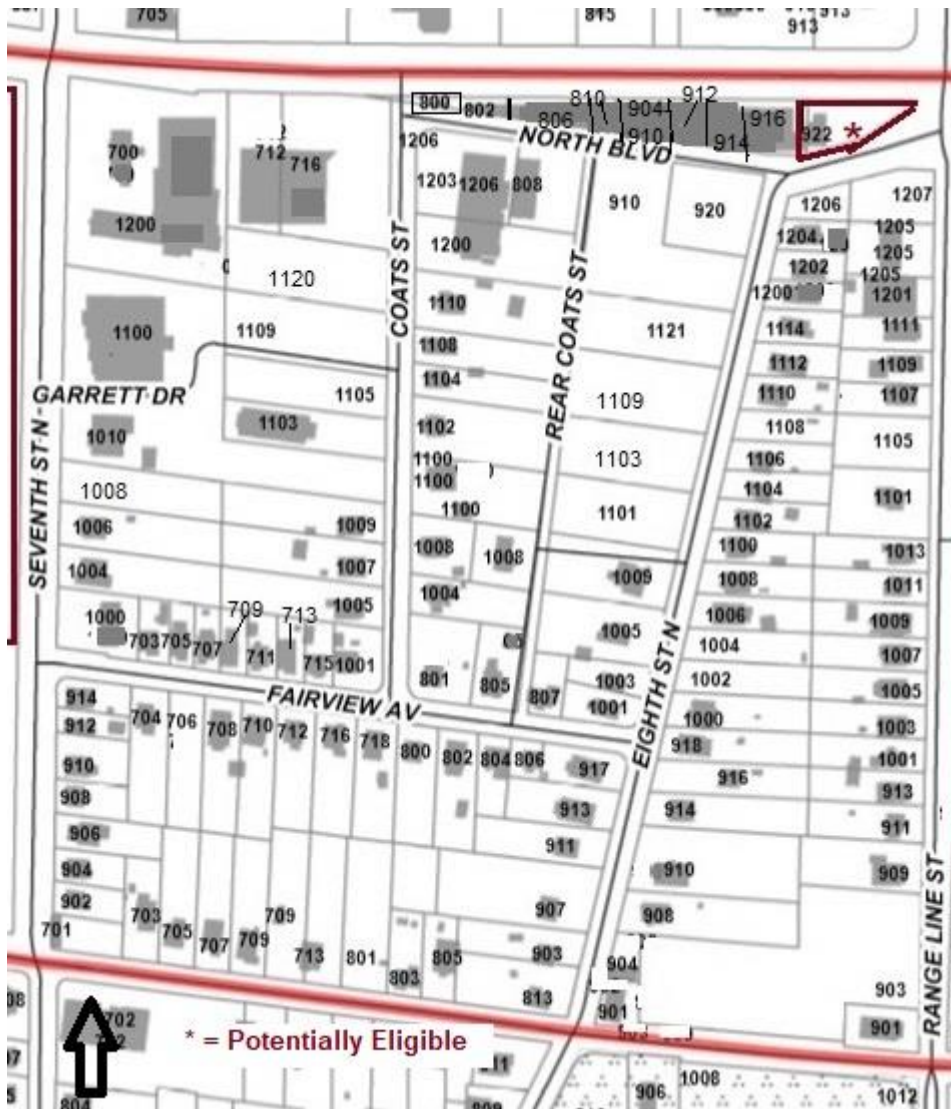


Figure 17. Survey Area, center. Survey area between red lined area (north/south). Not to scale (Source: City of Columbia, GIS).

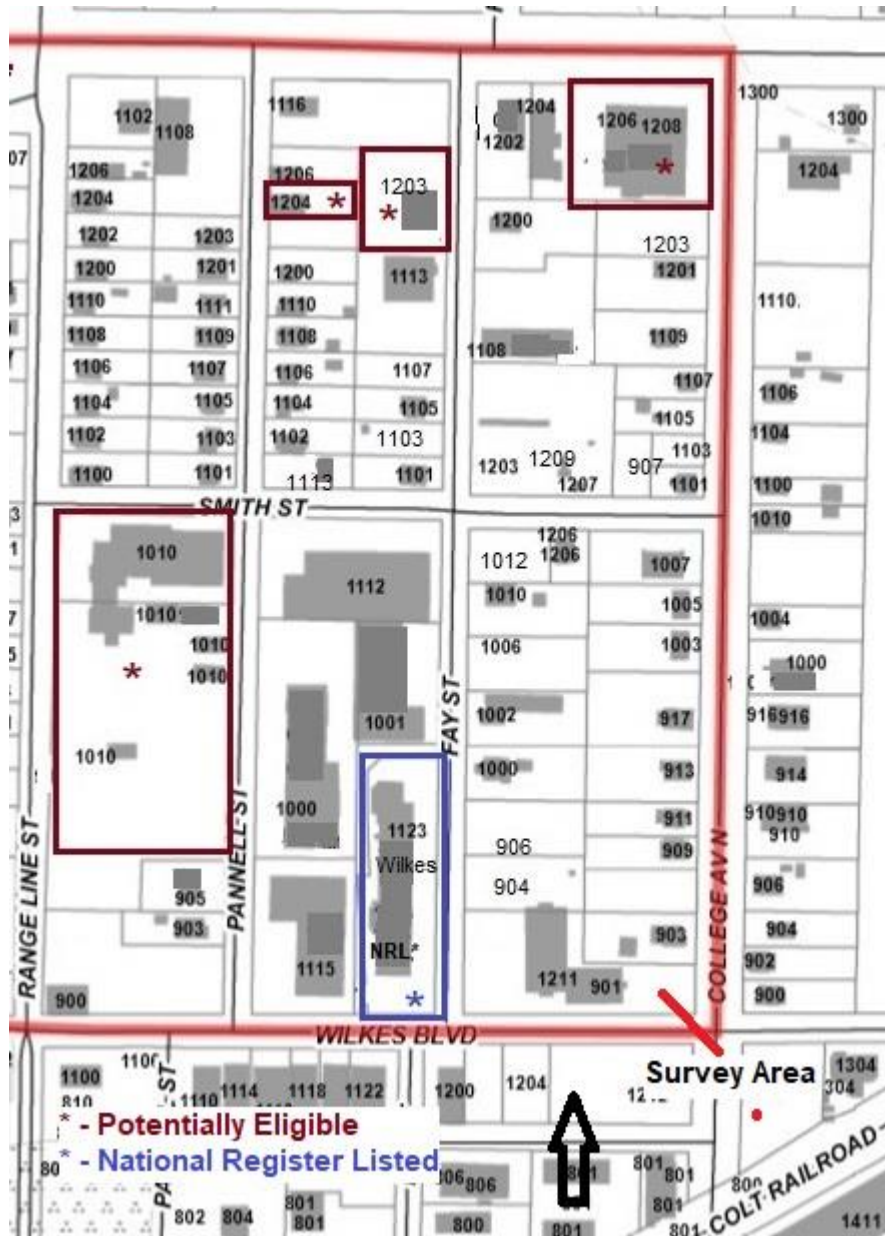


Figure 18. Survey Area, east end. Not to scale (Source: City of Columbia, GIS).

Table 1. Surveyed Properties, North Central Phase II

Survey #	Address	Property Type	Style or Type	Construction Date
BO-AS-011-0001	700 E. Business Loop 70	Commercial	Modern	c. 2010
BO-AS-011-0002	712-16 E. Business Loop 70	Commercial	One-part commercial	c. 2010
BO-AS-011-0003	800 E. Business Loop 70	Warehouse	Warehouse	c. 1947
BO-AS-011-0004	802 E. Business Loop 70	Warehouse	Warehouse	c. 1930
BO-AS-011-0005	806 E. Business Loop 70	Warehouse	Warehouse	c. 1930
BO-AS-011-0006	810 E. Business Loop 70	Commercial	Two-part commercial	c. 1930
BO-AS-011-0007	904-10 E. Business Loop 70	Commercial	One-part commercial	c. 1940
BO-AS-011-0008	912 E. Business Loop 70	Commercial	One-part commercial	c. 1925
BO-AS-011-0009	914 E. Business Loop 70	Commercial	One-part commercial	c. 1930
BO-AS-011-0010	916 E. Business Loop 70	Commercial	One-part commercial	c. 1930
BO-AS-011-0011	922 E. Business Loop 70	Commercial	Box gas station	c. 1950
BO-AS-011-0012	1102 E. Business Loop 70	Commercial	One-part commercial	c. 1980
BO-AS-011-0013	1108 E. Business Loop 70	Commercial	Box commercial	c. 2000
BO-AS-011-0014	1116 E. Business Loop 70	Commercial	One-part commercial	c. 1947
BO-AS-011-0015	1202 E. Business Loop 70	Commercial	One-part commercial	c. 1960
BO-AS-011-0016	1204 E. Business Loop 70	Commercial	One-part commercial	c. 1960
BO-AS-011-0017	1206-8 E. Business Loop 70	Commercial	One-part commercial	c. 1950
BO-AS-011-0018	1001 Coats Street	Single Family	Folk Victorian	c. 1910
BO-AS-011-0019	1004 Coats Street	Single Family	Folk Victorian	c. 1910
BO-AS-011-0020	1005 Coats Street	Single Family	Front gable with wing	c. 1910
BO-AS-011-0021	1007 Coats Street	Single Family	Folk Victorian	c. 1910
BO-AS-011-0022	1008 Coats Street	Single Family	End gable plan	c. 1910
BO-AS-011-0023	1009 Coats Street	Single Family	Folk Victorian	c. 1905
BO-AS-011-0024	1100 Coats Street	Single Family	Front gable with wing	c. 1910
BO-AS-011-0025	1102 Coats Street	Single Family	Folk Victorian	c. 1920
BO-AS-011-0026	1103 Coats Street	Religious	Warehouse	c. 2000
BO-AS-011-0027	1104 Coats Street	Single Family	Front gable with wing	c. 1915
BO-AS-011-0028	1105 Coats Street	Lot	Parking	c. 2000
BO-AS-011-0029	1108 Coats Street	Single Family	Bungalow	c. 1920
BO-AS-011-0030	1109 Coats Street	Lot	Parking	c. 2000
BO-AS-011-0031	1110 Coats Street	Single Family	End gable plan	c. 1920
BO-AS-011-0032	1120 Coats Street	Lot	Parking	c. 2000
BO-AS-011-0033	1206 Coats Street	Commercial	Warehouse	c. 2000
BO-AS-011-0034	901 N. College Avenue	Commercial	Post Modern	c. 1990
BO-AS-011-0035	903 N. College Avenue	Single Family	Gable front with wing	c. 1923
BO-AS-011-0036	907 N. College Avenue	Lot	Parking	c. 1985
BO-AS-011-0037	909 N. College Avenue	Single Family	Folk Victorian	c. 1907
BO-AS-011-0038	911 N. College Avenue	Single Family	Folk Victorian	c. 1907
BO-AS-011-0039	913 N. College Avenue	Single Family	Folk Victorian	c. 1907

Survey #	Address	Property Type	Style or Type	Construction Date
BO-AS-011-0040	917 N. College Avenue	Single Family	Folk Victorian	c. 1907
BO-AS-011-0041	1003 N. College Avenue	Single Family	Ranch	c. 1953
BO-AS-011-0042	1005 N. College Avenue	Single Family	Ranch	c. 1953
BO-AS-011-0043	1007 N. College Avenue	Multi-Family	Post Modern	c. 1985
BO-AS-011-0044	1101 N. College Avenue	Single Family	Ranch	c. 1940
BO-AS-011-0045	1103 N. College Avenue	Lot	Community garden	n/a
BO-AS-011-0046	1107 N. College Avenue	Duplex	Ranch	c. 1953
BO-AS-011-0047	1109 N. College Avenue	Single Family	Folk Victorian	c. 1920
BO-AS-011-0048	1201 N. College Avenue	Commercial	Vernacular	c. 1960
BO-AS-011-0049	1203 N. College Avenue	Lot	Parking	c. 1985
BO-AS-011-0050	703 Fairview Avenue	Single Family	Bungalow	c. 1920
BO-AS-011-0051	704 Fairview Avenue	Single Family	Folk Victorian	c. 1915
BO-AS-011-0052	705 Fairview Avenue	Single Family	Bungalow	c. 1920
BO-AS-011-0053	706 Fairview Avenue	Single Family	Bungalow	2019
BO-AS-011-0054	707 Fairview Avenue	Single Family	Bungalow	c. 1930
BO-AS-011-0055	708 Fairview Avenue	Single Family	Craftsman Bungalow	c. 1920
BO-AS-011-0056	709 Fairview Avenue	Single Family	Bungalow	c. 1930
BO-AS-011-0057	710 Fairview Avenue	Single Family	Gable front with wing	c. 1920
BO-AS-011-0058	711 Fairview Avenue	Single Family	Bungalow	c. 1923
BO-AS-011-0059	712 Fairview Avenue	Single Family	Front gable with wing	c. 1915
BO-AS-011-0060	713 Fairview Avenue	Single Family	Bungalow	c. 1923
BO-AS-011-0061	1008 Rear Coats Street	Single Family	Ranch	c. 1955
BO-AS-011-0062	715 Fairview Avenue	Single Family	Bungalow	c. 1923
BO-AS-011-0063	716 Fairview Avenue	Single Family	Front gable with wing	c. 1910
BO-AS-011-0064	718 Fairview Avenue	Single Family	Front gable with wing	c. 1915
BO-AS-011-0065	800 Fairview Avenue	Single Family	Front gable with wing	c. 1920
BO-AS-011-0066	801 Fairview Avenue	Single Family	Folk Victorian	c. 1910
BO-AS-011-0067	802 Fairview Avenue	Single Family	Bungalow	c. 1925
BO-AS-011-0068	804 Fairview Avenue	Single Family	Front gable with wing	c. 1915
BO-AS-011-0069	805 Fairview Avenue	Single Family	Folk Victorian	c. 1910
BO-AS-011-0070	806 Fairview Avenue	Single Family	Vernacular	c. 1910
BO-AS-011-0071	807 Fairview Avenue	Single Family	Folk Victorian	c. 1910
BO-AS-011-0072	904 Fay Street	Lot	Parking	c. 1985
BO-AS-011-0073	906 Fay Street	Lot	Parking	c. 1985
BO-AS-011-0074	1000 Fay Street	Multi-Family	Front gable with wing	c. 1920
BO-AS-011-0075	1001 Fay Street	Commercial	Prefabricated metal	c. 1987
BO-AS-011-0076	1002 Fay Street	Community Ctr.*	Vernacular	c. 1930
BO-AS-011-0077	1006 Fay Street	Lot	Vacant	c. 1985
BO-AS-011-0078	1010 Fay Street	Commercial	Side gable	c. 1987
BO-AS-011-0079	1012 Fay Street	Lot	Parking	c. 1985
BO-AS-011-0080	1101 Fay Street	Single Family	Front gable	c. 1930

Survey #	Address	Property Type	Style or Type	Construction Date
BO-AS-011-0081	1103 Fay Street	Lot	Vacant	c. 1985
BO-AS-011-0082	1105 Fay Street	Single Family	Bungalow	c. 1930
BO-AS-011-0083	1107 Fay Street	Lot	Parking	c. 1985
BO-AS-011-0084	1108 Fay Street	Commercial	Post-Modern Mansard	c. 1978
BO-AS-011-0085	1200 Fay Street	Single Family	Tudor Revival	c. 1926
BO-AS-011-0086	1203 Fay Street	Civic Building*	Mid-century Modern	c. 1968
BO-AS-011-0087	902 N. Seventh Street	Single Family	Gable front	c. 1915
BO-AS-011-0088	904 N. Seventh Street	Single Family	Bungalow	c. 1920
BO-AS-011-0089	906 N. Seventh Street	Single Family	Vernacular	c. 1910
BO-AS-011-0090	908 N. Seventh Street	Single Family	Front gable with wing	c. 1915
BO-AS-011-0091	910 N. Seventh Street	Multi-Family	Front gable with wing	c. 1910
BO-AS-011-0092	912 N. Seventh Street	Single Family	Vernacular	c. 1910
BO-AS-011-0093	914 N. Seventh Street	Single Family	Front gable with wing	c. 1910
BO-AS-011-0094	1000 N. Seventh Street	Multi-Family	Post-Modern Mansard	c. 1985
BO-AS-011-0095	1004 N. Seventh Street	Single Family	New Traditional Ranch	c. 2015
BO-AS-011-0096	1006 N. Seventh Street	Single Family	Front gable with wing	c. 1910
BO-AS-011-0097	1008 N. Seventh Street	Lot	Vacant	c. 1985
BO-AS-011-0098	1010 N. Seventh Street	Single Family	Ranch	c. 1980
BO-AS-011-0099	1100 N. Seventh Street	Church	Modern	c. 1980
BO-AS-011-0100	1200 N. Seventh Street	School/religious	No style	c. 1990
BO-AS-011-0101	903 N. Eighth Street	Single Family	Front gable with wing	c. 1920
BO-AS-011-0102	904 N. Eighth Street	Multi-Family	Two-part commercial	c. 1910
BO-AS-011-0103	907 N. Eighth Street	Single Family	Ranch	c. 1960
BO-AS-011-0104	908 N. Eighth Street	Single Family	Folk Victorian	c. 1900
BO-AS-011-0105	910 N. Eighth Street	Multi-Family	No style	c. 1910
BO-AS-011-0106	911 N. Eighth Street	Multi-Family	Queen Anne	c. 1900
BO-AS-011-0107	913 N. Eighth Street	Single Family	Craftsman Bungalow	c. 1920
BO-AS-011-0108	914 N. Eighth Street	Single Family	Front gable with wing	c. 1910
BO-AS-011-0109	916 N. Eighth Street	Single Family	Front gable	c. 2010
BO-AS-011-0110	917 N. Eighth Street	Single Family	Craftsman Bungalow	c. 1920
BO-AS-011-0111	918 N. Eighth Street	Single Family	Bungalow	c. 1920
BO-AS-011-0112	1000 N. Eighth Street	Single Family	Folk Victorian	c. 1915
BO-AS-011-0113	1001 N. Eighth Street	Single Family	Front gable	c. 1915
BO-AS-011-0114	1002 N. Eighth Street	Lot	Vacant	c. 2000
BO-AS-011-0115	1003 N. Eighth Street	Single Family	Front gable	c. 1915
BO-AS-011-0116	1004 N. Eighth Street	Lot	Vacant	c. 2000
BO-AS-011-0117	1005 N. Eighth Street	Single Family	Front gable with wing	c. 1915
BO-AS-011-0118	1006 N. Eighth Street	Single Family	Front gable with wing	c. 1910
BO-AS-011-0119	1008 N. Eighth Street	Single Family	Front gable	c. 1996
BO-AS-011-0120	1009 N. Eighth Street	Multi-Family	Apartment bldg-no style	c. 1920
BO-AS-011-0121	1100 N. Eighth Street	Multi-Family	Front gable with wing	c. 1920

Survey #	Address	Property Type	Style or Type	Construction Date
BO-AS-011-0122	1101 N. Eighth Street	Lot	Vacant	c. 1990
BO-AS-011-0123	1102 N. Eighth Street	Single Family	Front gable with wing	c. 1920
BO-AS-011-0124	1103 N. Eighth Street	Lot	Vacant	c. 1990
BO-AS-011-0125	1104 N. Eighth Street	Single Family	Folk Victorian	c. 1910
BO-AS-011-0126	1106 N. Eighth Street	Single Family	Folk Victorian	c. 1910
BO-AS-011-0127	1108 N. Eighth Street	Lot	Vacant	c. 2000
BO-AS-011-0128	1109 N. Eighth Street	Lot	Vacant	c. 2000
BO-AS-011-0129	1110 N. Eighth Street	Single Family	Folk Victorian	c. 1910
BO-AS-011-0130	1112 N. Eighth Street	Single Family	Folk Victorian	c. 1910
BO-AS-011-0131	1114 N. Eighth Street	Single Family	Folk Victorian	c. 1910
BO-AS-011-0132	1121 N. Eighth Street	Lot	Vacant	c. 2000
BO-AS-011-0133	1200 N. Eighth Street	Single Family	Bungalow	c. 1924
BO-AS-011-0134	1202 N. Eighth Street	Single Family	Folk Victorian	c. 1910
BO-AS-011-0135	1204 N. Eighth Street	Single Family	Bungalow	c. 1930
BO-AS-011-0136	1206 N. Eighth Street	Lot	Vacant	c. 2000
BO-AS-011-0137	1104 N. Providence Road	School	Jacobethan Revival	1926
BO-AS-011-0138	808 North Boulevard	Commercial	Warehouse	c. 2010
BO-AS-011-0139	910 North Boulevard	Lot	Parking	c. 2000
BO-AS-011-0140	920 North Boulevard	Lot	Parking	c. 2000
BO-AS-011-0141	903 Pannell Street	Single Family	Bungalow	c. 1930
BO-AS-011-0142	905 Pannell Street	Duplex	Ranch	c. 1960
BO-AS-011-0143	1000 Pannell Street	Commercial	Prefabricated side gable	c. 1985
BO-AS-011-0144	1101 Pannell Street	Single Family	Tudor Revival	c. 1903
BO-AS-011-0145	1102 Pannell Street	Single Family	Front gable with wing	c. 1920
BO-AS-011-0146	1103 Pannell Street	Single Family	Minimal Traditional	c. 1950
BO-AS-011-0147	1104 Pannell Street	Single Family	Front gable with wing	c. 1920
BO-AS-011-0148	1105 Pannell Street	Single Family	Front gable with wing	c. 1930
BO-AS-011-0149	1106 Pannell Street	Single Family	Ranch	c. 1950
BO-AS-011-0150	1107 Pannell Street	Single Family	Bungalow	c. 1930
BO-AS-011-0151	1108 Pannell Street	Single Family	Bungalow	c. 1920
BO-AS-011-0152	1109 Pannell Street	Single Family	Craftsman Bungalow	c. 1930
BO-AS-011-0153	1110 Pannell Street	Single Family	Front gable with wing	c. 1920
BO-AS-011-0154	1111 Pannell Street	Single Family	Minimal Traditional	c. 1930
BO-AS-011-0155	1200 Pannell Street	Single Family	Minimal Traditional	c. 1920
BO-AS-011-0156	1201 Pannell Street	Single Family	Craftsman Bungalow	c. 1930
BO-AS-011-0157	1202 Pannell Street	Lot	Vacant	c. 2010
BO-AS-011-0158	1203 Pannell Street	Single Family	Craftsman Bungalow	c. 1930
BO-AS-011-0159	1204 Pannell Street	Commercial	Mid-century Modern	c. 1960
BO-AS-011-0160	1206 Pannell Street	Commercial	Two-part commercial	c. 1960
BO-AS-011-0161	900 Range Line Street	Commercial	One-part commercial	c. 1940
BO-AS-011-0162	901 Range Line Street	Multi-Family	American Foursquare	c. 1915

Survey #	Address	Property Type	Style or Type	Construction Date
BO-AS-011-0163	903 Range Line Street	Lot	Vacant	c. 2000
BO-AS-011-0164	909 Range Line Street	Single Family	Folk Victorian	c. 1915
BO-AS-011-0165	911 Range Line Street	Single Family	Minimal Traditional	c. 1945
BO-AS-011-0166	913 Range Line Street	Shelter*	Craftsman Bungalow	c. 1910
BO-AS-011-0167	1001 Range Line Street	Single Family	Dutch Colonial Revival	c. 1920
BO-AS-011-0168	1003 Range Line Street	Single Family	Front gable	c. 2000
BO-AS-011-0169	1005 Range Line Street	Single Family	Front gable with wing	c. 1905
BO-AS-011-0170	1007 Range Line Street	Single Family	Bungalow	c. 1920
BO-AS-011-0171	1009 Range Line Street	Single Family	Queen Anne	c. 1890
BO-AS-011-0172	1010 Range Line Street	School	Second Renaissance Rev.	1916
BO-AS-011-0173	1011 Range Line Street	Single Family	Front gable with wing	c. 1915
BO-AS-011-0174	1013 Range Line Street	Single Family	Bungalow	c. 1915
BO-AS-011-0175	1100 Range Line Street	Single Family	Bungalow	c. 1920
BO-AS-011-0176	1101 Range Line Street	Single Family	Folk Victorian	c. 1910
BO-AS-011-0177	1102 Range Line Street	Single Family	Bungalow	c. 1920
BO-AS-011-0178	1104 Range Line Street	Single Family	Folk Victorian	c. 1910
BO-AS-011-0179	1105 Range Line Street	Lot	Vacant	c. 2015
BO-AS-011-0180	1106 Range Line Street	Single Family	Front gable with wing	c. 1920
BO-AS-011-0181	1107 Range Line Street	Single Family	Folk Victorian	c. 1915
BO-AS-011-0182	1108 Range Line Street	Commercial	Bungalow	c. 1937
BO-AS-011-0183	1109 Range Line Street	Multi-Family	Bungalow	c. 1920
BO-AS-011-0184	1110 Range Line Street	Single Family	Bungalow	c. 1936
BO-AS-011-0185	1111 Range Line Street	Commercial	Bungalow	c. 1920
BO-AS-011-0186	1201 Range Line Street	Commercial	Modern	c. 1975
BO-AS-011-0187	1202 Range Line Street	Commercial	Front gable with wing	c. 1930
BO-AS-011-0188	1204 Range Line Street	Commercial	Bungalow	c. 1930
BO-AS-011-0189	1205 Range Line Street	Commercial	Commercial strip	c. 1990
BO-AS-011-0190	1206 Range Line Street	Multi-Family	Modern	c. 1965
BO-AS-011-0191	1207 Range Line Street	Lot	Vacant	c. 2000
BO-AS-011-0192	1112 Smith Street	Commercial	Prefabricated	c. 1985
BO-AS-011-0193	1113 Smith Street	Commercial	Front gable	c. 1930
BO-AS-011-0194	1203-09 Smith Street	Lot	Community garden	2010
BO-AS-011-0195	1206 Smith Street	Single Family	Front gable with wing	c. 1920
BO-AS-011-0196	701 Wilkes Boulevard	Commercial	One-part commercial	c. 1930
BO-AS-011-0197	703 Wilkes Boulevard	Commercial	Folk Victorian	c. 1915
BO-AS-011-0198	705 Wilkes Boulevard	Single Family	Front gable with wing	c. 1915
BO-AS-011-0199	707 Wilkes Boulevard	Single Family	Front gable	c. 2004
BO-AS-011-0200	709 Wilkes Boulevard	Single Family	Front gable with wing	c. 1920
BO-AS-011-0201	713 Wilkes Boulevard	Single Family	Front gable with wing	c. 1920
BO-AS-011-0202	801 Wilkes Boulevard	Lot	Vacant	c. 1990
BO-AS-011-0203	803 Wilkes Boulevard	Single Family	Front gable with wing	c. 1920

Survey #	Address	Property Type	Style or Type	Construction Date
BO-AS-011-0204	805 Wilkes Boulevard	Single Family	Front gable	c. 1994
BO-AS-011-0205	813 Wilkes Boulevard	Single Family	Front gable with wing	c. 1920
BO-AS-011-0206	901 Wilkes Boulevard	Commercial	Two-part commercial	c. 1900
BO-AS-011-0207	1115 Wilkes Boulevard	Commercial	Prefabricated metal	c. 1985
BO-AS-011-0208	1123 Wilkes Boulevard	Commercial	Industrial/factory	1907
BO-AS-011-0209	1200 Range Line Street	Multi-Family	American Foursquare	c. 1930

**Table reflects current (not historic use).*

Property Styles and Types

The Phase II survey area is largely representative of architectural styles that became popular during the early-to-mid twentieth century. The neighborhood’s property types and styles, identified in **Table 2**, are commonly seen in working-class neighborhoods such as Columbia’s North Central Neighborhood. Most of the study area’s early housing, constructed to support individuals employed at the shoe factory, is composed of wing and gable plan dwellings with Folk Victorian stylistic influences (76 properties). Many of these dwellings share similar plans, details and building materials, indicating that a limited number of builders constructed the houses. Because most of these examples have been sided with contemporary materials, the study area fails to support a residential historic district.

Table 2. Architectural styles and property types – Phase II survey area (North Central).

Architectural Style/Property Type	Number of Properties
American Foursquare	2
Box Commercial Gas Station	1
Craftsman/Bungalow	35
Dutch Colonial Revival	1
Factory/Industrial	1
Folk Victorian/Gable and Wing	76
Jacobethan Revival	1
Mid-Century Modern	2
Minimal Traditional	4
Modern	6
No Style (no applied style)	3
Post Modern/Post Modern Mansard	4
Pre-Fabricated/Warehouse	10
One-Part Commercial Block	12
Queen Anne	2
Ranch/New Traditional Ranch	10
Second Renaissance Revival	1
Tudor Revival	2
Two-Part Commercial Block	4
Vernacular	5
Property Lot Types	
Community Garden	2
Parking Lot	11
Vacant Lot	6

AMERICAN FOURSQUARE

American Foursquare was one of the most prevalent styles that emerged for residential housing constructed c. 1890 - 1930. Home owners, builders and architects considered the style's characteristics the embodiment of practicality, simplicity and value. The style's name reflects its four square room plan, which never changed even when design features were altered to address individual preferences. The first floor supported an entrance hall, living room, dining room and kitchen; the second floor consisted of three bedrooms and a bathroom. Part of the style's popularity and success is attributed to the fact that these dwellings could be affordably individualized without altering the basic square form. This was particularly appealing to manufactured and kit-home companies such as Sears, Montgomery Ward and Aladdin. Housing catalogs featuring the American Foursquare did much to perpetuate the style's popularity during the early twentieth-century.³²

American Foursquare housing typically includes the following features:

Plan Shape:	Square
Height:	2.5 stories
Façade:	Symmetrical
Roof Type:	Hip with wide over-hanging eaves
Windows:	Double-hung wood sash; single or grouped, typically with 1/1, 6/1 or 9/1; sometimes stained glass
Exterior:	Brick or wood siding
Porches:	Full-width with columns
Doors:	Wood and glass panel
Details:	Dormers
Chimney:	Brick; exterior

³² James C. Massey and Shirley Maxwell, *House Styles in America* (Penguin Studio: New York, 1996), 110, 214-216.



Figure 19. 901 Range Line Street is an American Foursquare style dwelling (Photo: Adam Flock, April 2019).

BOX COMMERCIAL GAS STATION/SERVICE BUILDINGS

Gasoline/service stations are distinguished by a fuel pump station with a main building for the office and customers. The fuel pump station area is usually covered with a free-standing canopy that may be attached to the main building. While some gas stations only offered fuel, other stations offered repair and maintenance service. The service area is usually attached to the main building and includes one or more bays with overhead track doors. Most of these property types were designed with a box-like shape.³³ The box commercial gas station at 922 E. Business Loop 70 no longer retains its fuel pumps the box shape building with service bays and office/customer area is intact and clearly illustrates the property’s use as a mid-twentieth-century service station.

Box Commercial Gas Station/Service buildings commonly include the following features:

Plan Shape:	Box-like or square; rectangular
Height:	1 story
Façade:	Symmetrical or asymmetrical
Roof Type:	Flat
Windows:	Display
Exterior:	Concrete block, brick, stucco or enamel panels

³³ Chester H. Liebs, *Main Street to Miracle Mile: American Roadside Architecture* (The John Hopkins University Press: Baltimore, 1995: 95-98.

Porches: None
Doors: Metal/glass; Garage bay doors usually multiple light
Details: May have canopy shelter for pumps freestanding or attached to building



Figure 20. 922 E. Business Loop 70 is the study area’s sole example of a box service station building (Photo: Adam Flock, April 2019).

COMMERCIAL - BLOCK FORMS

One of the more common building types found in commercial areas are one-part and two-part commercial blocks. The commercial block emerged during the mid-nineteenth century when towns were experiencing an increase in business growth. It is a widespread building type that was simple and economical to build.³⁴

The **one-part commercial block** is suitable for a wide range of commercial uses and can house multiple businesses. One-part commercial blocks can be attached to other buildings or freestanding. They are single-story street level buildings constructed as simple box or rectangular plans.³⁵

One-Part Commercial Block buildings include the following features:

³⁴ Richard Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture* (AltaMira Press: New York, 2000), 54-55.

³⁵ Ibid.

Plan Shape:	Rectangular or square
Height:	1 story
Storefront:	Varied layout commonly utilizes display windows, transoms, single or double doors
Roof Type:	Flat; may have parapet or coping
Exterior:	Brick, metal, wood or stucco
Details:	Sizable wall surface between the storefront and the cornice line – this space is often used for signage.



Figure 21. 701 Wilkes Boulevard is a one-part commercial block building (Photo: Adam Flock, April 2019).

The **two-part commercial block** was popular in downtown areas. It was prevalent throughout the United States, meeting the needs of small to moderate sized businesses. This building form varies – it may be two, three or four stories in height with a clear division (on the exterior) between the upper and lower levels. Exterior differentiation reflected interior use and how the first level of the building functioned differently from the upper floor(s). The first floor (street level) typically held commercial businesses. The public space is visible through the glass storefront. Examples of businesses occupying the lower level include retail, offices, financial (banking) and food establishments. The two-part commercial building's upper floors were private spaces typically supporting offices, meeting halls and lodging/residential use. Overall design of

the two-part commercial block varies. Some examples are simplistic and others display high style architectural features or pressed metal facades.³⁶

Two-Part Commercial Block buildings include the following features:

- Plan Shape: Rectangular or square
- Height: 2 to 4 stories
- Storefront: Varied layout commonly utilizes display windows, transoms, single or double doors
- Roof Type: Flat; may have parapet or coping
- Exterior: Brick, metal, wood or stucco
- Details: May be simplistic in design or have a pressed metal façade or ornate



Figure 22. 810 E. Business Loop is an example of a two-part commercial block building in the North Central Neighborhood (Photo: Adam Flock, April 2019).

³⁶ Ibid, 24.

CRAFTSMAN/BUNGALOW

The Craftsman style was the most popular design for small residential dwellings constructed in the United States during the 1900s-1930s. The Bungalow emerged on the housing scene in the 1890s, adapted primarily at that time for resort cottages and rustic dwellings. Influenced by the Arts and Crafts Movement, the style was promoted for single family housing by two California architects in particular, brothers Charles S. and Henry M. Greene. The Greenes began their business in 1893 in Pasadena. By the early 1900s they had designed several Craftsman Bungalows that were modestly planned but “intricately detailed.” The Greenes’ innovative designs were frequently noted in popular magazines and builders’ catalogs including *The Architect*, *Good Housekeeping*, *Western Architect*, *House Beautiful* and *Ladies' Home Journal*.³⁷ More than any other architectural influence of its era, the Craftsman Bungalow reflected American middle-class values. It was valued by architects, builders and home owners for its appealingly rustic elements, open floor plan and affordability. In short, the Craftsman Bungalow represented proficiency and practicality and attractively so – qualities that Americans readily embraced.³⁸

Craftsman Bungalow style housing typically includes the following features:

Plan Shape:	Rectangular or irregular
Height:	Usually 1-1.5 stories
Façade:	Typically asymmetrical
Roof Type:	Gable, occasionally hipped; low-pitched
Windows:	Double-hung wood sash; typically 3/1 or 4/1 vertical upper sash panes; small square windows; sometimes stained-glass and boxed bay windows
Exterior:	Wood siding, brick; occasionally stucco or stone accents in piers
Porches:	Full-width porches, partial-width porches; roof supported by square or tapered columns/post on brick or stone piers
Doors:	Craftsman style; wood panel with lights in upper section
Details:	Wide unenclosed eave overhang; exposed roof rafters; decorative beams or braces under gables
Chimney:	Commonly exterior; brick or stone, occasionally wood sided

³⁷Virginia McAlester and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1998), 454.

³⁸Joseph C. Bigott, *From Cottage to Bungalow* (Chicago: University of Chicago Press, 2001), 1-4.



Figure 23. 1108 Pannell Street is an example of a Bungalow with a Craftsman-influenced porch (Photo: Adam Flock, April 2019).

DUTCH COLONIAL REVIVAL

The Dutch Colonial Revival style is a subtype of the Colonial Revival style. It is a modification of the original Dutch Colonial style established in the United States during the years 1650-1840. The original movement is associated with the early inhabitants of present day New Jersey and New York. The revival version of Dutch Colonial became popular during the early 1900s -1920s and declined during the 1930s.³⁹ The Dutch Colonial style has a distinctive profile from the Colonial Revival style due to its key feature, a gambrel roof. For this reason, such dwellings are often referred to as “barn” houses. Dutch Colonial Revival was often published in popular housing design catalogs of the 1910s-1920s, which helped to popularize the style.⁴⁰

Dutch Colonial Revival style housing commonly includes the following features:

Plan Shape:	Rectangular; sometimes irregular
Height:	2 to 2.5 stories
Façade:	Symmetrical or asymmetrical
Roof Type:	Gambrel roof; intersecting gables

³⁹ McAlester and McAlester, 322, 324.

⁴⁰ “Colonial Revival: Dutch Colonial” *Antique Home* (Available at: <http://www.antiquehome.org/Architectural-Style/dutch-colonial.htm>) Access date: 1 July 2019.

Windows:	Double-hung wood sash; adjacent pairs; often flanked by shutters
Exterior:	Wood siding, wood shingle, brick or stone
Porches:	Centered porch, full-width usually with columns
Doors:	Wood panel with glass; sidelight and transoms; door surrounds with pediments, narrow columns or pilasters
Details:	Flared eaves; projecting eaves; dormers
Chimneys:	Tall and wide



Figure 24. 1001 Range Line is the survey area’s sole example of a Dutch Colonial Revival style dwelling (Photo: Adam Flock, April 2019).

FACTORY INDUSTRIAL/ BLOCK FORMS

Factory industrial block buildings are primarily utilitarian in design. The first level is commonly designed to house the office area in a small section while the remainder of the building was used for manufacturing and storage. Multi-storied buildings typically divided activities by floor. Architectural detailing may surround the main entrance to the building but such buildings have limited embellishments, reflecting their utilitarian use. Factory industrial block buildings may have elevators, rooftop light monitors, loading docks and stacks or towers. These building forms are generally found near rail lines or on the edge of commercial districts. Twentieth-century

examples are usually situated near highways and/or interstates to provide easy access for trucks and customers.⁴¹

Industrial/Factory Blocks includes the following features:

- Plan Shape: Rectangular, square or irregular
- Height: 1 to 4 stories
- Roof Type: Flat
- Door: Commercial type; glass/metal; may have some detailing
- Windows: Multiple-light, hopper; various sizes; may have few windows or none
- Exterior: Brick or concrete
- Details: Utilitarian in design; may have a loading dock, rooftop light monitors and stacks or towers



Figure 25. 1123 Wilkes Boulevard was originally used as a shoe factory and is a multi-storied industrial block building (Photo: Adam Flock, April 2019).

⁴¹ Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York: Oxford University Press, 1999), 217

FOLK VICTORIAN

The Folk Victorian style evolved from the National Folk house movement and was popular during the 1870s-1910s. Folk Victorian utilized simple forms based on earlier nineteenth-century housing prevalent throughout the United States. The railroad's arrival assisted in boosting the style's popularity by providing affordable access to pre-cut lumber and inexpensive Victorian detailing advertised in catalogs and magazines. Mass-produced embellishments were easily added to older dwellings, as well as newly constructed homes. This allowed homeowners to update older housing to reflect current architectural trends. Common house forms/plans that adapted Folk Victorian influences include gable and wing, front gable, pyramidal and side gable.⁴²

Folk Victorian style housing typically includes the following features:

Plan Shape:	Rectangular; irregular
Height:	1, 2 or 2.5 stories
Façade:	Symmetrical; sometimes asymmetrical
Roof Type:	Side or front gable; hipped
Windows:	Double-hung wood sash; small panes; symmetrical placement; sometimes a pediment over the window
Exterior:	Wood siding; sometimes brick
Porches:	Full-width porches; wraparound porches; one-story in height; spindle work detailing
Doors:	Wood panel with glass; transoms; usually not distinctive
Details:	Brackets under the eaves; spindle work
Chimney:	Brick; average height

⁴² Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2017), 397.



Figure 26. 805 Fairview Avenue is a Folk Victorian style dwelling in the North Central Neighborhood (Photo: Adam Flock, 2019).

JACOBETHAN REVIVAL

The Jacobethan Revival style is named for a fusion of the architectural styles popular during Britain’s Jacobean and Elizabethan eras (1500s – 1600s). The style utilizes a mixture of Renaissance influences such as Gothic and Tudor, adapted under the Jacobethan name during the late nineteenth/early twentieth-century. The style was most popular in the United States c. 1890 – 1915. The railroad’s delivery of mass-produced architectural materials and the publication of architectural journals and pattern books, such as those authored by Andrew Jackson Downing, familiarized the public with the style and boosted its use. Downing favored Jacobethan Revival for country dwellings but (as demonstrated in the survey area) it was also popular in public buildings, particularly those associated with education.⁴³

Jacobethan Revival style commonly includes the following features:

- Plan Shape: Rectangular, Irregular, U-shaped or H-shaped; wings
- Height: Typically 2 to 3 stories
- Façade: Symmetrical
- Roof Type: Steeply-pitched gables, multiple gables, may have flat roofs combined with gables

⁴³ Marcus Whiffen, *American Architecture Since 1780* (Cambridge: The MIT Press, 1969), 178-182.

Windows: Tall narrow windows with multiple panes or diamond panes; grouped; bay windows; window hoods

Exterior: Brick

Porches: Stoop

Doors: Entry generally has surround of terra cotta or stone; pilasters or columns; ogee arches; door hoods

Details: Classical details; Palladian classical order; columns or pilasters; terra cotta or stone detailing; chimney pots

Chimney: Brick



Figure 27. Hickman High School at 1104 N. Providence Road is the survey area's sole example of Jacobethan Revival architecture (Photo: Adam Flock, April 2019).

MID-CENTURY MODERN

Mid-century modern style buildings reflect a postwar movement that placed design “emphasis on form rather than ornament [and] . . . materials rather than picturesque constructions.”⁴⁴ As such, buildings that reflect these ideals are relatively void of ornamentation and highlight the materials used to construct buildings, most of which were developed or perfected during World War II. The building industry was reshaped by World War II, which demanded rapid mobilization. Because many materials used to build (such as steel and wood) were necessary to construct critical-need items such as planes and factories, the building industry developed new methodologies for using traditional materials such as concrete, while also inventing new resources such as fiberglass.⁴⁵ Mid-century modern buildings reflect methods and materials developed during the war and highlight composition rather than embellishment.⁴⁶ The style was introduced immediately after World War II and remained popular in commercial and residential architecture through the 1960s.

Mid-Century Modern buildings commonly include the following features:

Plan Shape:	Rectangular, square, irregular
Height:	1 to 2 stories
Façade:	Symmetrical; may be asymmetrical
Roof Type:	Flat
Windows:	Fixed, display; usually metal frame
Exterior:	Commonly brick, usually light in color; variety of materials maybe be used – like tile or concrete
Doors:	Metal doors with glass
Details:	Mix use of exterior building materials

Figures 42 and 43 (see following section) illustrate the survey area’s two examples of mid-century modern buildings.

⁴⁴“Modernism and the Recent Past Defined,” National Trust for Historic Preservation, (Available at: <http://www.preservationnation.org/information-center/saving-a-place/modernism-recent-past/defined.html>), 8 August 2019.

⁴⁵ Donald Albrecht, *World War II and the American Dream* (Cambridge: MIT Press, 1995), xxiii, 19-20.

⁴⁶ Kristen Minor, “Architectural trends, forms, materials and expression important in the St. Louis School of Modern Movement Architecture, c. 1945-1975,” *Thematic Survey of Modern Movement Non-Residential Architecture, 1945-1975*, in *St. Louis City* (Unpublished, 2013), 85.

MINIMAL TRADITIONAL

The Minimal Traditional style, introduced in the 1930s, is the earliest of several new styles of Modern housing that found widespread popularity among middle-class residents prior to and after World War II. The style displaced earlier dominant styles such as Tudor Revival and the Craftsman Bungalow, consequently changing the field of housing construction during the early-to-mid twentieth century. The Minimal Traditional style introduced a greatly simplified form that increased in use during World War II, when building materials were in scarce supply. The style's stripped down appearance and lack of ornamentation is reflected in its nomenclature. Lack of ornamentation and smaller porches permitted rapid construction and affordability – more so than styles that previously dominated American residential design. Minimal Traditional housing was common through the 1950s when the Ranch style gained favor.⁴⁷ The style frequently incorporates elements of the Tudor Revival and/or Ranch styles, demonstrating its role as an early example of modernistic design. It was the most popular form of small house design before and after World War II – “a well-studied and thoughtful response to the most challenging conditions ever to affect home construction in the United States.”⁴⁸

Minimal Traditional style housing typically includes the following features:

Plan Shape:	Rectangular, irregular
Height:	1 to 1.5 stories
Façade:	Symmetrical; asymmetrical
Roof Type:	Side gable
Windows:	Double-hung wood sash; picture windows; shutters and awnings are common
Exterior:	Brick or wood siding; less frequently stone or asbestos shingles
Porches:	Usually stoop or partial-width with roof supported by decorative iron or slender wood posts
Doors:	Wood panel, commonly with lights in upper section
Details:	Minimal overhanging eaves, typically void of decorative details
Chimney:	Brick; exterior

⁴⁷ Jane C. Busch, *The Greenwood Encyclopedia of Homes Through American History*, Volume 4: 1946-1970 (Westport, CT: Greenwood Publishing, 2008), 38; McAlester and McAlester, 478.

⁴⁸ McAlester and McAlester, 588.



Figure 28. 1200 Pannell Street is an example of a Minimal Traditional style dwelling (Photo: Adam Flock, April 2019).

MODERN MOVEMENT

Modern Movement incorporates several architectural influences/styles including mid-century modern, contemporary and post-and-beam. Modern Movement buildings broke with pre-World War II preferences, which are typically embellished and feature traditional building materials such as brick.⁴⁹ Modern styles are simplified in form, absent of applied ornamentation and emphasize functional design. One objective of the Modern Movement was to focus on bringing the outdoors into living and public spaces by integrating windows as walls. At the same time, the movement is also often noted for its broad expanse of uninterrupted wall surfaces.⁵⁰ Elements of the Modern Movement are derived from the residential designs of Frank Lloyd Wright and the Bauhaus, a German design school founded by Walter Gropius in 1919. Wright’s Usonian houses are examples of his contribution to the Modern Movement. The Bauhaus – using the Arts and Crafts movement – streamlined art, architecture and sculpture as “the new structure of the future.”⁵¹

⁴⁹ Jonathan Fricker and Donna Fricker, “Louisiana Architecture: 1945-1965, Post-War Subdivisions and the Ranch House,” Louisiana Division of Historic Preservation (Available at: https://www.crt.state.la.us/Assets/OCD/hp/national_register/historic_contexts/ranchhousefinalrevised.pdf) Access date: 5 July 2019.

⁵⁰ McAlester, 629-630.

⁵¹ Lauren Walser; “A Brief History of Bauhaus Architecture,” *National Trust for Historic Preservation*, Available at: https://savingplaces.org/stories/a-brief-history-of-bauhaus-architecture#.XR_EXuhKiHs (16 January 2019; Access date: 29 July 2019).

Like the Ranch style, the Modern Movement reached its height of popularity during the 1950s, but the style did not experience widespread acceptance. By the late 1960s, most architects and builders considered the style unfashionable. Despite its brief lifespan, the movement did lead in design awards and was frequently featured in architectural magazines.⁵²

Modern Movement buildings commonly include the following features:

- Plan Shape: Irregular
- Height: 1 to 2 stories
- Façade: Asymmetrical
- Roof Type: Side gable; varied pitches
- Windows: Fixed, casement, ribbon windows; less common double-hung; wood or vinyl; single pane, less common multi-pane
- Exterior: Brick, stone, wood siding; variety of materials maybe be used
- Porches: Stoop or no porch
- Doors: Wood or metal doors; may have light or be solid
- Details: Mix use of exterior building materials; slanted or curved roof line
- Chimneys: Brick, stone or wood sided



Figure 29. 1206 Range Line Street is an apartment building influenced by the Modern Movement (Photo: Adam Flock, April 2019).

⁵² McAlester, 632.

POST MODERN/ NEO-MANSARD

Post Modern style buildings came into fashion during late 1960s and are still often constructed. The style replicates features from previous traditional designs, while blending newer materials and forms into the design. This intermingling of new and old lends the style an innovative yet recognizable form. Post modernism creates modern building with a sense of the past.⁵³

Post Modern dwellings commonly include the following features:

Plan Shape:	Rectangular or Irregular
Height:	1, 2 and 2.5 stories
Façade:	Symmetrical or asymmetrical
Roof Type:	Side gable, front gable or hip with moderately overhanging eaves, varied pitches
Windows:	Double-hung, wood or vinyl, single pane or multi-pane; shutters common
Exterior:	Brick, stone, wood, vinyl; variety of materials maybe be used
Porches:	Stoop, full- or partial-width; roof supported by narrow post or columns
Doors:	Wood or metal doors; maybe have light or not
Details:	Dormers
Chimneys:	Brick, stone or wood/vinyl sided



Figure 30. 901 N. College Avenue is an example of a Post-Modern style building within the survey area (Photo: Adam Flock, April 2019).

⁵³ McAlester, 264.

The **Neo-Mansard** style signified a move toward more traditional architectural styles centered on detailing. This was a departure from the inspiration of Modern architecture. The style emerged during the 1960s, named for its roof shape. The Neo-Mansard style conveys minor similarity to the Second Empire style, popular during the 1870s. The shingle clad upper sloping wall surface was an inexpensive way to add artistic character to a building. The use of window openings cut within the lower slope of the mansard roof sets the style apart from its predecessor (Second Empire), which features recessed windows in dormers. The Neo-Mansard style was used for residential buildings, apartment complexes and commercial buildings and remained popular into the 1970s.⁵⁴

Neo-Mansard style commonly includes the following features:

Plan Shape:	Rectangular or Irregular
Height:	1 and 2 stories
Façade:	Symmetrical or asymmetrical
Roof Type:	Mansard roof – commonly clad with asphalt shingles or wood shake shingles; dual pitched hipped; may have more than one mansard roof on different levels
Windows:	Double-hung, single pane or multi-pane; casement; tall, round-arched windows extending through the roofline
Exterior:	Brick, may have stucco
Porches:	Stoop
Doors:	Centered or at the “L”; segmental arch over entrance’ doors may have circular or curvilinear panels; double doors may be recessed; paired
Details:	Dormers with windows on steep lower slope; quoins
Chimneys:	Brick

⁵⁴ McAlester, 687-688.



Figure 31. 1108 Fay Street is an example of the Neo-Mansard style (Photo: Adam Flock, April 2019).

PREFABRICATED / WAREHOUSE BUILDINGS

Prefabricated buildings are manufactured of standardized components/units at a factory or mill to provide rapid assembly and construction on the building site. These components/units are pre-cut to size and include entire building modules. Prefabrication is used for all types of buildings, including residential, commercial and industrial properties. Buildings typically feature metal seamed exterior wall cladding, metal seamed roofs (usually low-pitched) and rectangular or square forms though some may be irregular in plan when combined with more than one block unit. Prefabricated buildings surveyed in the Phase II study area are predominately warehouse type properties.⁵⁵

⁵⁵ Lester Walker, *American Homes: The Landmark Illustrated Encyclopedia of Domestic Architecture* (New York: Black Dog & Leventhal Publishers, Inc., 1996), 240-241

Prefabricated buildings commonly include the following features:

Plan Shape:	Rectangular or Irregular
Height:	Typically 1 story
Façade:	Symmetrical or asymmetrical
Roof Type:	Low-pitched hip or flat
Windows:	1/1, fixed or 1/1 slider
Exterior:	Metal
Porches:	Stoop or none
Doors:	Metal with or without glass pane
Details:	Typically no details; usually concrete slab foundation



Figure 32. 1206 N. Coats Street is an example of a prefabricated warehouse-style building in the survey area (Photo: Adam Flock, April 2019).

QUEEN ANNE

The Queen Anne style originated in England and embodies the peak of the romantic or picturesque movement of the nineteenth century. Founded on the ideals of “decorative overindulgence” and variation, the Queen Anne style was not an authentic representation of any single style or historical architectural detailing, exhibiting a mixture of several stylistic influences derived from the Victorian and Romantic eras.⁵⁶ The style was created and promoted by Richard Norman Shaw and other English architects during the late nineteenth century. The name was adapted to reflect the Renaissance style popular during the reign of Queen Anne (1702-1714) but in actuality is more closely related to medieval forms of the Elizabethan and Jacobean eras in England (which preceded the Renaissance style). In the United States, the Queen Anne style became popular through the circulation of pattern books and early architectural journals such as *American Architect and Building News*. The Queen Anne style was prevalent in America, used primarily in residential architecture during the years 1880 to 1900. Technological advances in mass production of wood trim aided by railroad transport helped to make building materials more affordable and accessible, which did much to promote the style during the height of its popularity.⁵⁷

Queen Anne style housing typically includes the following features:

Plan Shape:	Irregular
Height:	1, 2 or 3 stories
Façade:	Asymmetrical
Roof Type:	Hipped with lower cross gables, cross gables, front gable; steeply pitched
Windows:	Double-hung wood sash; bay windows, stained glass, asymmetrical placement
Exterior:	Brick or wood siding, patterned shingles or brickwork
Porches:	Wraparound or full-width; commonly with decorative spindle work and trim
Doors:	Wood panel with glass; sidelight and transoms; door surrounds with pediments, narrow columns or pilasters
Details:	Dormers; towers, ornamentation in gable ends, stick work
Chimney:	Tall

⁵⁶ Gerald Foster, *American Houses, A Field Guide to the Architecture of the Home* (New York: New York, Houghton Mifflin Company, 2004), 278, 280.

⁵⁷ McAlester and McAlester, 268.



Figure 33. 1009 Range Line Street is one of two examples of the Queen Anne style in the survey area (Photo: Adam Flock, April 2019).

RANCH*/NEW TRADITIONAL RANCH

**Ranch is sometimes referred to as a housing form rather than a style. National Register Bulletin 16A: How to Complete the National Register Registration Form (1990; revised 1997), identifies Ranch as a style associated with the Modern Movement. For the purposes of this report, Ranch is identified as a style, not a property type.*

By 1950, the Ranch style had swiftly displaced previous styles and forms of dwellings, becoming the most popular housing style of the post-World War II era. By the early 1950s, nine out of ten houses constructed were Ranch style homes.⁵⁸ The style's origination began in the 1930s, following the model of low, rambling Spanish Colonial Ranch housing developed in California that adopted Craftsman and Prairie Style modifications. California architect Cliff May is credited with creating the Ranch style, which he identified as the “dream house.”⁵⁹ May's Ranch style dwelling was introduced in 1931, a single-story house exhibiting Spanish Colonial Revival influences and an integrated façade garage. He designed over 50 Ranch houses during the early- to mid-1930s, continuing to cultivate and expand the style through the 1940s. The Ranch house gained the attention of architects and rapidly became a national trend. While May's design supported a single-car garage, later versions incorporated two-car garages and carports attached at one end of the façade. The garage and carport evolution symbolizes the necessity of the automobile, particularly for those residing in an outlying subdivision where Ranch style housing

⁵⁸ Witold Rybczynski, “The Ranch House Anomaly,” *Slate Magazine* 17 April 2007..

⁵⁹ Emily Pettis et al, “A Model for Identifying and Evaluating the Historic Significance of Post-World War II Housing,” (Washington, DC: Mead & Hunt for the Transportation Research Board, 2013), 49.

was ubiquitous. By the 1950s, the Ranch style maximized façade widths and plans became more sprawling, especially on larger lots.⁶⁰

Ranch style housing typically includes the following features:

Plan Shape:	Rectangular; L-shaped; irregular
Height:	1 story
Façade:	Symmetrical; asymmetrical
Roof Type:	Hipped; side gable, cross hipped, front gable to side gable; low-pitched
Windows:	Double-hung (wood or metal), casement, large picture windows, sliding, occasionally bay windows; shutters and awnings are common
Exterior:	Brick, stone, wood siding (may be wide, horizontal or vertical) and aluminum/steel siding
Porches:	Full-width porches, partial-width porches and stoop; narrow wooden posts or iron posts
Doors:	Wood panel with glass, solid paneled door and outer storm/screen door; single or double doors
Details:	Wide projecting eaves; attached brick/stone landscape beds; privacy screen walls
Chimney:	Brick, stone or wood sided, large and typically off-center, may be perpendicular with façade
Garage:	One-or-two- car garage or carport, commonly attached at one end of the façade and integrated into the form of the house

⁶⁰ Ibid.



Figure 34. 1003 N. College Avenue is a Ranch style dwelling (Photo: Adam Flock, April 2019).

SECOND RENAISSANCE REVIVAL

The Second Renaissance Revival style employs architectural detailing that became popular in Europe during the Renaissance, an era of rediscovery that sought to replicate classical orders of Greek and Roman architecture. Renaissance architecture emerged in Florence during the 1400s and continued through the 1600s. Architectural classicism became popular throughout Europe during the 1500s through the writings of well-known architects such as Italy's Andrea Palladio (1508 – 1580).⁶¹ Chicago's 1893 World's Columbian Exposition re-introduced these ideas and spawned the Second Renaissance Revival style movement. Like its predecessor, the style was based on classical influences of the Greek and Roman orders. The Second Renaissance Revival style remained popular through the 1920s, used primarily for public buildings such as schools, libraries, post offices and courthouses.⁶²

⁶¹ "Renaissance Architecture" and "Andrea Palladio," *Encyclopedia Britannica* (Available at: <https://www.britannica.com/>) Access date: 9 August 2019.

⁶² Mark Gelerner, *A History of American Architecture: Buildings in Their Cultural and Technological Context* (Hanover and London: University Press of New England, 1999), 157-161.

Second Renaissance Revival style commonly includes the following features:

Plan Shape:	Rectangular or Irregular
Height:	Typically 2 to 4 stories
Façade:	Symmetrical
Roof Type:	Flat; may have parapet; sometimes low-pitched hipped
Windows:	Double-hung, multiple-lights; may have surrounds
Exterior:	Brick
Porches:	Stoop
Doors:	Entry generally has surround of terra cotta or stone; pilasters or columns
Details:	Classical details; quoins; ground level may be rusticated in design

Figure 39 (see following section) illustrates the survey area’s solitary example of the Second Renaissance Revival, the Eugene Field Elementary school at 1010 Range Line Street.

TUDOR REVIVAL

The Tudor Revival style adapted features of Medieval English and Tudor England prototypes constructed in the sixteenth and seventeenth centuries. The early style ranged from thatched roof folk cottages to grand manor houses. It became popular in the United States during the time that the Colonial Revival style gained dominance as a residential style.⁶³ Earliest examples of Tudor Revival housing in the United States were constructed during the late nineteenth century. Most examples are sizeable buildings that closely imitate their English precedents. During the early 1900s, the style was widely adapted by the middle class when construction became more affordable through balloon frame construction and veneers (brick/stone). After World War I, the style was furthered by returning servicemen who associated Tudor Revival with their time abroad. Like the Craftsman Bungalow and Colonial/Dutch Revival styles, Tudor Revival was promoted in popular magazines, housing plan catalogs and travel publications and endorsed by the Better Homes Movement of the 1920s for its affordability and modest size.⁶⁴

Tudor Revival style housing typically includes the following features:

Plan Shape:	Irregular
Height:	1 to 2.5 stories
Façade:	Asymmetrical
Roof Type:	Commonly side gable (steeply pitched); less common front gable
Windows:	Tall narrow windows commonly in multiple groups; multi-pane glazing; casements windows
Exterior:	Brick, stucco or wood siding; often half-timbering; stone accents

⁶³ McAlester and McAlester, 354-358.

⁶⁴ Arrol Gellner, *Storybook Style: America’s Whimsical Homes of the Twenties* (New York: Viking Studio, 2001), 8.

- Porches: Stoop; arches found in entry porches; side porches occasionally
- Doors: Heavy board-and-batten with square or arched small windows in upper section; commonly arched
- Details: Façade dominated by one or more prominent steeply pitched cross gables; cut stone
- Chimneys: Usually large exterior chimneys; front or side of house; tall; multiple shaft or stepped chimneys; decorative chimney pots



Figure 35. 1200 Fay Street is one of two examples of Tudor Revival style dwellings in the survey area (Photo: Adam Flock, April 2019).

VERNACULAR

Vernacular architecture is not an easily encapsulated architectural form or style. Most definitions indicate what vernacular is not, rather than what it embodies. Vernacular architecture is not a high-style building designed by professional architects. More accurately, it is a type of skilled building construction handed down from one generation of builders or craftsmen to the next. This is accomplished through applied hands-on methodology evident through materials, form, and/or ornamentation. Vernacular relates to the building’s composition; it is not a stylistic term. Vernacular buildings echo everyday life and experiences of people within a culture or region. It is common place and simple in appearance to the point that examples are often overlooked. It is, however, a reflection of local culture and therefore a significant contribution to the built environment.



Figure 36. 912 N. Seventh Street is a vernacular dwelling that illustrates local building methodologies (Photo: Adam Flock, April 2019).

National Register Listed and Eligible Properties

The Phase II survey area has one National Register listed property and six properties that appear potentially eligible for the National Register of Historic Places, as detailed below. The National Register listed property is the former Hamilton-Brown Shoe Factory at 1123 Wilkes Boulevard. The property was listed in 2002 and a full version of the National Register nomination is available at: <https://dnr.mo.gov/shpo/nps-nr/02000791.pdf> (Missouri State Historic Preservation Office, National Register listings by county).

922 E. Business Loop 70 – Potter’s Cities Service Station

The building at 922 E. Business Loop 70 is a vacant gasoline station constructed c. 1950. Although the parcel held a gas station as early as 1930, the current building reflects a standardized plan station used by the Cities Service Company, which owned the property after World War II. The business was known as Potter’s Cities Service gas station when this building was constructed (identified as Potter’s Service Station in previous years).⁶⁵ Cities Service was established in 1910 as a holding company for public utilities. The company’s owner, Henry Latham Doherty also purchased a number of natural gas businesses in Oklahoma and Kansas, which led to the company’s investment in the oil industry. Federal regulations for public utility companies in 1940 mandated changes to the company, which reorganized in that year as Cities Service Oil Company. In 1964, the company changed its brand name to CITGO.⁶⁶

By the 1950s, service stations owned by corporate companies began to use a basic box building plan with logos or embellishments that allowed motorists to easily identify the company owning the gas station.⁶⁷ Such was the case by the time the gas station at 922 E. Business Loop was constructed. As illustrated in **Figure 37**, the station was a basic box plan with identical bays. The cloverleaf logo used by Cities Service Company is illustrated in the historic image above the gas station at 922 E. Business Loop 70. The building is remarkably intact and retains its architectural integrity. In this regard, the property appears individually eligible for the National Register of Historic Places under Criterion C: Architecture as an excellent example of a postwar box service station.

⁶⁵ *Polk’s Columbia City Directory*, Kansas City, MO: Self-published, 1947, 1961.

⁶⁶ American Oil & Gas Historical Society, “Cities Service Company,” Available at: <https://aoghs.org/stocks/cities-service-company/> (Access date: 10 July 2019).

⁶⁷ Michael Karl Witzel, *The American Gas Station* (New York: Barnes & Noble Books, 1999), 120.



Figure 37. 922 E. Business Loop 70 was constructed as a Cities Service Company gas station in the 1950s. The image above the surveyed building is a photo of a similar building constructed during the 1950s in Somonauk, Illinois (Source – upper image: Katrina Milton, “60 Years of Service;” lower photo by Adam Flock, April 2019).

1206-1208 E. Business Loop 70 – Frozen Gold Ice Cream Plant/Warehouse

The large building at 1206-1208 E. Business Loop 70 (**Figure 14**) was constructed as a factory/warehouse for the Frozen Gold Ice Cream conglomerate c. 1950. The company originated in 1929 when five independent ice cream companies (all located in central Missouri) incorporated as State Dairy Products and produced Frozen Gold Ice Cream (**Figure 38**). In Columbia, the business was originally downtown – city directories indicate in 1940, the business occupied a building at 201 S. Eighth Street but by 1950 was located at 1206-1208 E. Business Loop 70.⁶⁸

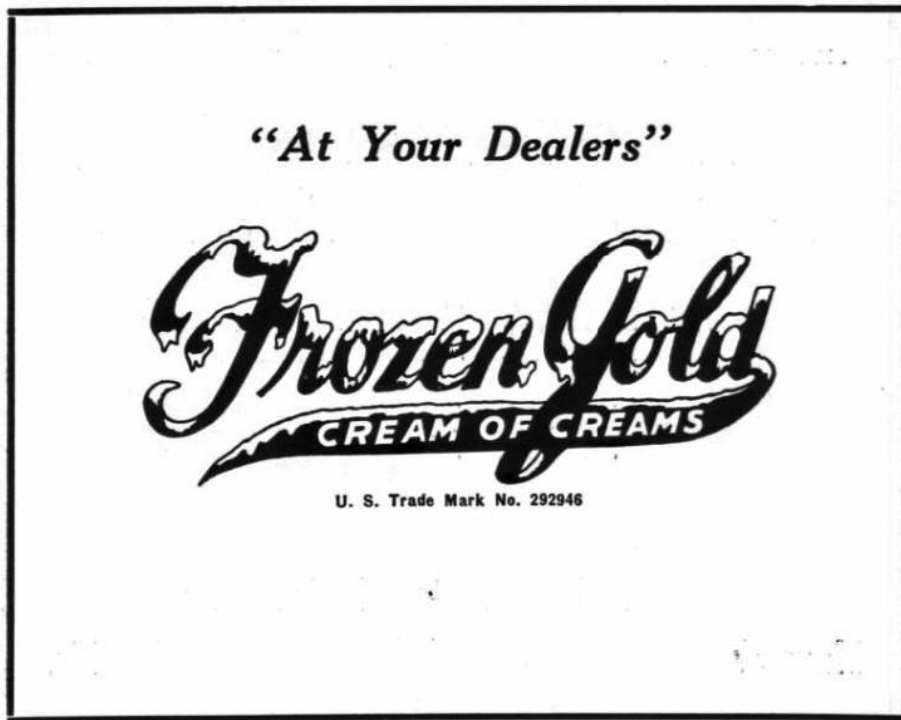
In 1965, State Dairy Products, Inc. was purchased by Hawthorn Melody Inc. of Chicago. A number of State Dairy's factories and distribution warehouses remained in operation following the ownership transfer, including Columbia's Frozen Gold plant. The property's location on U.S. Highway 40 (aka U.S. Business Loop 70) was integral to securing the plant's retention by Hawthorn Melody Inc.

H. Roy Norton, Jr., president of Hawthorn Melody Inc. said that the combination of Frozen Gold's extensive distribution in the central Missouri area and Hawthorn Melody's operations in the greater Kansas City area will permit the new company to provide superior dairy products to a large segment of Missouri homes. . . He reported that the growing importance of Columbia as an educational and marketing center plus the availability of easy access to all parts of the state combine to make the Columbia ice cream production plant location ideal for future expansion.⁶⁹

The former Frozen Gold Ice Cream Plant/Warehouse appears individually eligible for the National Register of Historic Places under Criterion A (Commerce) and Criterion C (Architecture). The combination-use building retains its integrity of site, setting and materials and is an excellent example of the city's postwar light industry that emerged along U.S. Highway 40 (aka Business Loop 70).

⁶⁸ *Polk's Columbia City Directory*, 1940, 1954.

⁶⁹ "Moberly Men to Retire with Ice Cream Firm's Sale," 1, 12.



COLUMBIA CITY DIRECTORY (1940)

Figure 38. Frozen Gold Ice Cream aka State Dairy Products was originally located on S. Eighth Street prior to moving to 1206-1208 E. Business Loop 70. This advertisement was placed in the 1940 City Directory's Business Section (Source: *Polk's Columbia City Directory, Buyer's Guide*, 1940, p. 19).

1010 Range Line Street – Eugene Field Elementary School

The Eugene Field School at 1010 Range Line Street was constructed in 1916 and like Hickman High School (see below, 1104 N. Providence Road) was designed by William B. Ittner of St. Louis (**Figure 39**). The school was constructed by a local contracting firm, Davis & Edwards. Ittner was nationally recognized during his lifetime as a premiere school building architect and his firm continues to operate in downtown St. Louis. Ittner's ideas about how school buildings should be constructed grew from his own experience, attending public schools in St. Louis that were far from ideal. His ideas about natural light, an open plan building and use of the latest in safety design for educational buildings led to his acclaimed career. The Eugene Field School is an early example of his school designs and precedes the full formation of the ideals for which he is lauded today. Even so, the building is a handsome Second Renaissance Revival style building that demonstrates the features Ittner focused on in his later buildings, such as large classroom windows, which provided a sense of space and light.

The Eugene Field Elementary School is a good example of its style. Furthermore, it is an example of Ittner's early school designs, which were integral to forming Ittner's better-known examples constructed in the 1920s-1930s. The building's additions relate to their era of

construction and do not detract from the original building. Provided that interior spaces retain integrity, the building appears potentially eligible under Criterion C (Architecture). This significance extends to the architect (Ittner) and possibly the contracting firm (Davis & Edwards), which also designed the city’s first African-American high school (Douglass), a National Register listed property identified in the Phase I survey. The school may also have Criterion A (Education) significance. The building was one of the city’s three first schools to embrace a national movement that emerged during the early 1900s, encouraging schools to add playground equipment. In 1922, only Eugene Field, Grant and Lee Schools in Columbia subscribed to the ideals of this movement, which supporters felt would improve children’s overall physical and mental health.⁷⁰



Figure 39. The Eugene Field Elementary School at 1010 Range Line Street may be eligible for the National Register of Historic Places under Criterion C (Architecture) (Photo: Adam Flock, April, 2019).

⁷⁰ “Growth of Playground Movement Here is Slow but Continuous,” *The Columbia Evening Missourian* (18 March 1922), 1.



Figure 40. Public school playgrounds became popular in the early 1900s but Columbia schools had only three in 1922, including the one at Eugene Field School. This image is a playground at Perkins School for the Blind in Massachusetts, c. 1920 (Source: <https://www.flickr.com/photos/perkinsarchive/sets/72157649440590942/>, Access date; 8 August 2019).

1104 N. Providence Road – David Hickman High School

Hickman High School, constructed in 1926 at 1104 N. Providence Road (**Figures 24 and 41**), was constructed by William B. Ittner, renowned for his innovative school designs as discussed previously. This building is likely ineligible for Criterion C (Architecture) due to extensive additions to the building that date from the mid-to-late twentieth century. However the building may have significance under Criterion A (Education) related to civil rights / integration patterns in the City of Columbia. The school was segregated (intended for Caucasian students only) when constructed and a number of residents objected to the property’s location based on the fact “some students would have to walk through the Negro section of town to reach the school from their homes.”⁷¹ Alterations to the building may be significant if the additions were necessary to support an integrated school population following the *Brown v. Board of Education* decision in 1954. The school’s controversial beginnings and/or later events that shaped the property’s alterations should be explored further to determine whether the property is individually eligible for the National Register of Historic Places.

⁷¹ Gafke, 43.



Figure 41. Hickman High School in 1947 (Source: *Cresset*, Hickman High School Yearbook – 1947).

1203 Fay Street – Engineering Surveys and Services

The building at 1203 Fay Street was constructed c. 1968 by Knipp Construction Company (see 1204 Pannell Street, below) for Engineering Surveys and Services. More recently, the building was donated by the original owner, Richard H. Knipp to the Great Rivers Council of the Boy Scouts of America. This organization continues to use the building as its headquarters. The office building is a good example of its Mid-Century Modern Style and for that reason appears potentially eligible for the National Register of Historic Places under Criterion C: Architecture. The property may also be significant (Criterion C) in relation to the builder, Richard Knipp (1914-2004). Mr. Knipp was a prolific local builder. Born in Tipton, Missouri, he moved to Columbia in 1938 with his brother “after reading a news article that said Columbia was headed toward a building boom.”⁷² Knipp was a self-taught carpenter and builder. His company, founded in 1945, completed a large number of construction projects in Columbia, including many of the city’s public school buildings.⁷³

⁷² Kristin Hayden, “Leaving big footprints,” *Columbia Missourian* (21 July 2008), Available at: https://www.columbiamissourian.com/news/local/leaving-big-footprints/article_782d70c5-51ff-5c1a-bc47-4c58a234f82d.html (7 August 2019).

⁷³ Ibid.

The building at 1203 Fay Street (**Figure 42**) has not been significantly altered since construction and exhibits classic features of its style such as precast concrete panels, aluminum framed windows, decorative tiles and buff colored brick. Interior information is necessary to fully assess the building’s National Register eligibility.



Figure 42. 1203 Fay Street appears eligible for the National Register of Historic Places under Criterion C: Architecture (Photo: Adam Flock, 2019).

1204 Pannell Street – Knipp Construction Company

The single-story commercial building at 1204 Pannell Street was constructed c. 1960 for Knipp Construction Company (**Figure 43**). The building shares architectural features similar to those described for 1203 Fay Street and (like the building on Fay Street) appears potentially eligible under Criterion C (Architecture). The property may also be significant under Criterion A: Commerce. The building was constructed by and for Knipp Construction Co., established in 1945 by Richard H. Knipp. Prior to this location, the business was located in downtown Columbia at 10-A S. Ninth Street (extant, NRL, Downtown Columbia Historic District) in a building constructed c. 1910.⁷⁴ Mr. Knipp began his career in Columbia working as a carpenter for the

⁷⁴ *Polk’s Columbia City Directory*, 1961; Debbie Sheals, ”Downtown Columbia Historic District,” *National Register of Historic Places Registration Form*, 2006. 7:27. Of note, the building is also addressed as 12 S. Ninth Street, which is used in the nomination.

University of Missouri. In addition to the two buildings surveyed in the Phase II study area, Knipp constructed the Columbia Chamber of Commerce and a number of churches and public schools. Richard Knipp was additionally involved in municipal activities. He served as the city's First Ward Councilman for more than a decade, helped to write the city's charter and was instrumental in bringing a regional airport to the community.⁷⁵

If the building at 1204 Pannell Street retains interior integrity, the property may be eligible for the National Register of Historic Places under Criterion C (Architecture). The building is an excellent example of a small mid-twentieth century office building. The building may additionally be significant under Criterion A (Commerce) for its association with Knipp Construction Company. The firm, owned by Richard Knipp, appears to have played a significant role in constructing many of the city's schools, churches and commercial buildings. The building at 1204 Pannell Street was designed specifically for Knipp Construction Company and may be important for its association with the locally prominent building firm.



Figure 43. Knipp Construction Company at 1204 Pannell Street is potentially eligible for the National Register of Historic Places under Criterion C (Architecture) (Photo: Adam Flock, 2019).

⁷⁵ Ibid.

Recommendations

The Phase II North Central Neighborhood survey was conducted in April-September 2019. The survey documented 209 properties bounded by E. Business Loop 70 (north), N. College Avenue (east), Wilkes Boulevard (south) and N. Providence Road (east). While the surveyed properties are largely residential, dating to the early twentieth-century, the study area also supports a number of commercial, two industrial (former use) buildings, a church and three schools. The former Hamilton-Brown Shoe Company at 1123 Wilkes Boulevard is listed on the National Register of Historic Places. The survey did not identify any historic district but did determine that six properties are potentially eligible for the National Register of Historic Places (**Table 3**).

Table 3. Potentially eligible properties in the Phase II North Central survey area.

Survey #	Address	Historic Name or Use	Eligibility Criteria
BO-AS-011-0011	922 E. Business Loop 70	Potters Service Station	C: Architecture
BO-AS-011-0017	1206 E. Business Loop 70	Frozen Gold Ice Cream	C: Architecture A: Commerce
BO-AS-011-0086	1203 Fay Street	Engineering Surveys	C: Architecture
BO-AS-011-0137	1104 N. Providence Road	Hickman High School	A: Education
BO-AS-011-0159	1204 Pannell Road	Knipp Construction Co.	C: Architecture A: Commerce
BO-AS-011-0172	1010 Range Line Street	Eugene Field School	C: Architecture A: Education

It is recommended that prior to completion of a National Register nomination for the properties identified in Table 3, an eligibility determination request be submitted to the Missouri State Historic Preservation Office. Additional information regarding this step in determining a property’s (or district’s) eligibility status is available at: <https://dnr.mo.gov/shpo/eligassess.htm>. Interior information is additionally necessary to determine eligibility. If building interiors are altered, properties may not be eligible for the National Registers of Historic Places.

Two businesses appear integral to the eligibility determinations of three buildings (1203 Fay Street, 1204 Parnell Road and 1010 Range Line Street). These companies are Davis & Edwards, which constructed Eugene Field School at 1010 Range Line Street and Knipp Construction Co., which constructed 1203 Fay Street and 1204 Parnell Road. As discussed, both firms played integral roles in constructing buildings in the neighborhood. Further research will assist in identifying what properties in Columbia represent the best examples of their work.

Hickman High School, constructed in the 1920s, was controversial at the time because of its location north of the city’s African-American neighborhood. This theme and the building’s post World War II additions that were likely necessary following desegregation indicate that the

building is potentially eligible for the National Register. The high school is not recommended for listing based solely on its architecture due to the building’s numerous additions. Further research is recommended to evaluate the City’s desegregation program and more fully evaluate the role that Hickman High School played during this era.

The survey area’s northern boundary, E. Business Loop 70, was established as a federal highway in 1926 when renamed as U.S. Highway 40. The section of the road just north of N. Eighth Street connected what were formerly Mores (east) and North (west) Boulevards, creating a triangular parcel upon which an early twentieth-century commercial strip was constructed in the 1920s-1930s. The commercial strip fails to retain integrity that would render the buildings eligible as a district (**Figure 44**). The former Potters Service Station at 922 E. Business Loop 70 (described above) is situated at the east end of the strip and does appear individually eligible for the National Register of Historic Places.



Figure 44. Early twentieth-century commercial development along E. Business Loop 70 is too altered to be considered a historic district.

While the business loop properties constructed prior to World War II have been extensively altered and are not eligible for the National Register of Historic Places, it is recommended that additional research be conducted to fully document their history and determine the impact that the highway had on Columbia during the early-to-mid twentieth-century. The Frozen Gold plant/warehouse at 1206-1208 E. Business Loop 70 is one building that demonstrates the highway’s importance. There may be additional eligible resources situated east and/or west of the survey area along the business loop.

Bibliography

- Albrecht, Donald. *World War II and the American Dream*. Cambridge: MIT Press, 1995.
- Alchetron – Free Social Encyclopedia for the World. “Ole Fahlin” Biography. Available at: <https://alchetron.com/Ole-Fahlin> (Access date: 5-August 2019).
- American Oil & Gas Historical Society. “Cities Service Company.” Available at: <https://aoghs.org/stocks/cities-service-company/> (Access date: 10 July 2019).
- archINFORM. “William B[utts] Ittner.” Available at: <https://www.archinform.net/arch/73215.htm> (Access date 5 August 2019).
- “Architect Will Inspect Buildings,” *The Daily Missourian*. 18 January 1917: 4.
- Austin, David C. and Thomas J. Gubbels. “A History of the Missouri State Highway Department.” Missouri Department of Transportation: Unpublished (2008).
- Bigott, Joseph C. *From Cottage to Bungalow*. Chicago: University of Chicago Press, 2001.
- Bradley, Betsy Hunter. *The Works: The Industrial Architecture of the United States*. New York: Oxford University Press, 1999.
- Busch, Jane C. *The Greenwood Encyclopedia of Homes Through American History, Volume 4: 1946-1970*. Westport, CT: Greenwood Publishing, 2008.
- City of Columbia. City View: GIS Maps. Available at: <https://gis.gocolumbiamo.com/CityView/> (Access date: 15 April 2019).
- “City to Buy Sewer from Shoe Factory,” *University Missourian*. 3 December 1913: 1.
- “Colonial Revival: Dutch Colonial.” *Antique Home*. Available at: <http://www.antiquehome.org/Architectural-Style/dutch-colonial.htm> (Access date: 1 July 2019).
- “Columbia in Record for Building Period, New Store and Dwellings May Bring Expenditures Near \$350,000 Mark,” *The Evening Missourian*. 28 March 1917: 5.
- “Columbia’s New School to be Finished June 1,” *The Daily Missourian*. 7 Jan 1917: 7.

- Cresset*. Hickman High School Yearbook. 1947. Available at:
<https://www.classmates.com/yearbooks/Hickman-High-School/1000249721?page=53>
 (Access date: 7 August 2019).
- Feurer, Rosemary. "Shoe City, Factory Towns: St. Louis Shoe Companies and the Turbulent Drive for Cheap Rural Labor, 1900-1940," *Gateway Heritage*. Fall 1988: 2-17.
- Foster, Gerald. *American Houses, A Field Guide to the Architecture of the Home*. New York: New York, Houghton Mifflin Company, 2004.
- Fricker, Jonathan and Donna Fricker. "Louisiana Architecture: 1945-1965, Post-War Subdivisions and the Ranch House," Louisiana Division of Historic Preservation. Available at:
https://www.crt.state.la.us/Assets/OCD/hp/nationalregister/historic_contexts/ranchhousefinalrevised.pdf (Access date: 5 July 2019).
- Gafke, Roger A. *A History of Public School Education in Columbia*. Columbia: Public School District, 1978.
- Gelerner, Mark. *A History of American Architecture: Buildings in Their Cultural and Technological Context*. Hanover and London: University Press of New England, 1999.
- Gellner, Arrol. *Storybook Style: America's Whimsical Homes of the Twenties*. New York: Viking Studio, 2001.
- Google Maps. Google.com 2019.
- "Great Shoe Factory. Hamilton Brown Co. Has Magnificent Plant in Columbia." *University Missourian*. 7 March 1911: 3.
- "Growth of Playground Movement Here is Slow but Continuous," *The Columbia Evening Missourian*. 18 March 1922: 1.
- (Hackman). *R.E. Hackman's Columbia City Directory*. Quincy, IL: Self-published, 1909.
- "The Hamilton-Brown Shoe Factory is Columbia's Largest Industry," *University Missourian*. 28 August 1910:4-1.
- Hayden, Kristin. "Leaving big footprints," *Columbia Missourian*. 21 July 2008. Available at:
https://www.columbiamissourian.com/news/local/leaving-big-footprints/article_782d70c5-51ff-5c1a-bc47-4c58a234f82d.html (7 August 2019).

- “Kindergarten for the Blind,” Perkins School Archives/Digital Collection. Available at: <https://www.flickr.com/photos/perkinsarchive/sets/72157649440590942/> (Access date: 8 August 2019).
- Liebs, Chester H. *Main Street to Miracle Mile: American Roadside Architecture*. The Johns Hopkins University Press: Baltimore, 1995: 95-98.
- Longfellow, Rickie. “Back in Time The National Road,” *Federal Highway Administration* (General Highway History). Available at: <https://www.fhwa.dot.gov/infrastructure/back0103.cfm> (Access date: 7 August 2019).
- Longstreth, Richard. *The Buildings of Main Street: A Guide to American Commercial Architecture*. AltaMira Press: New York, 2000.
- Longwisch, Cynthia. “St. Louis, Missouri, Public Schools of William B. Ittner.” *National Register of Historic Places Multiple Property Listing*, 1992.
- McAlester, Virginia Savage. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 2017.
- McAlester, Virginia and Lee McAlester. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 1998.
- Marquis, Albert Nelson (ed.). *The Book of St. Louisans*. Chicago: A.N. Marquis & Company, 1912.
- Massey, James C. and Shirley Maxwell. *House Styles in America*. Penguin Studio: New York, 1996.
- Milton, Katrina, J.E. “60 Years of Service.” 17 July 2017. Available at: <https://www.valleylifepress.com/articles/2017/07/13/63ec04b9bf0e4b88a0a4ce076df132dc/> (Access date: 10 July 2019).
- Minor, Kristen. “Architectural trends, forms, materials and expression important in the St. Louis School of Modern Movement Architecture, c. 1945-1975,” *Thematic Survey of Modern Movement Non-Residential Architecture, 1945-1975, in St. Louis City*. Unpublished: 2013.
- Missouri Department of Transportation. “Missouri Roads Before the Interstate System,” *Missouri’s Interstate System: Yesterday, Today and Tomorrow*. Formerly available on MoDOT website. Printed copy, Ruth Keenoy.
- Missouri Division of Public Information. *Roads & Their Builders*. (Jefferson City): Missouri State Highway Commission, (1971).

- “Missouri Swede Has Made Fortune Where Snow Seldom Falls,” *St. Louis Globe-Democrat*. 19 December 1946: 1.
- “Moberly Men Retire with State Dairy Products Sale,” *Moberly Monitor-Index*. 2 September 1965: 1, 12.
- “Modernism and the Recent Past Defined,” National Trust for Historic Preservation. Available at: <http://www.preservationnation.org/information-center/saving-a-place/modernism-recent-past/defined.html> (Access date: 8 August 2019).
- “Our History.” Ittner. Available at: <https://www.ittnerarchitects.com/our-history> (Access date: 29 July 2019).
- Pettis, Emily et al. “A Model for Identifying and Evaluating the Historic Significance of Post-World War II Housing.” Washington, DC: Mead & Hunt for the Transportation Research Board, 2013.
- Polk’s Columbia City Directory*. Kansas City, MO: Self-published, 1940, 1947, 1950, 1961.
- “Renaissance Architecture” and “Andrea Palladio,” *Encyclopedia Britannica*. Available at: <https://www.britannica.com/> (Access date: 9 August 2019)
- Row 10 Historic Preservation Solutions, LLC. “Survey to Identify Historic Resources within the North-Central Neighborhood (Phase I) Columbia, Missouri.” June 2017. Available at: <https://dnr.mo.gov/shpo/survey/BOAS010-R.pdf> (Access date: 7 April 2019).
- Rybczynski, Witold. “The Ranch House Anomaly,” *Slate Magazine*. 17 April 2007.
- Sanborn Fire Insurance Maps. Columbia, Missouri. 1908, 1914, 1925, 1931, 1948.
- “Sewer Arguments are Finished Today,” *University Missourian*. 12 February 1914: 1.
- Sheals, Debbie. “Downtown Columbia Historic District,” *National Register of Historic Places Registration Form*. 2006.
- Sheals, Debbie. “Hamilton-Brown Shoe Factory,” *National Register of Historic Places Nomination Form*. 2002.
- Toft, Carolyn. “William B. Ittner, FAIA (1864-1936).” Available at: https://www.landmarks-stl.org/architects/bio/william_b_ittner_faia_1864_1936/ (Access date: 5 August 2019).
- TRIP. “The Interstate Highway System in Missouri: Saving Lives, Time and Money.” June 2006.

United States Census Bureau. 1910. Columbia Ward 1, Enumeration District 013. Ancestry.com (Access date: 1 August 2019).

“Urban renewal brought a bitter end,” *Columbia Daily Tribune*. 20 May 2015. Available at: <https://www.columbiatribune.com/2aaf3740-fe77-5cd5-9d29-3b48947bdd2e.html> (Access date: 7 August 2019).

Walker, Lester. *American Homes: The Landmark Illustrated Encyclopedia of Domestic Architecture*. New York: Black Dog & Leventhal Publishers, Inc., 1996.

Walser, Lauren. “A Brief History of Bauhaus Architecture,” *National Trust for Historic Preservation*. 16 January 2019. Available at: https://savingplaces.org/stories/a-brief-history-of-bauhaus-architecture#.XR_EXuhKiHs (Access date: 29 July 2019).

Whiffen, Marcus. *American Architecture Since 1780*. Cambridge: The MIT Press, 1969.

Witzel, Michael Karl. *The American Gas Station*. New York: Barnes & Noble Books, 1999.

Workers of the Writers’ Program of the Works Progress Administration. *Missouri The WPA Guide to the “Show Me” State*. St. Louis: Missouri Historical Society Press, reprint 1998.