

JOHNSON COUNTY, KANSAS
FINAL HISTORIC RESOURCES SURVEY REPORT

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Prepared by Cheryl Musch and Melissa Fisher Isaacs

For

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Museum

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INTRODUCTION

This report summarizes the results of a survey identifying historic resources conducted by the Johnson County Museum in Johnson County, Kansas, from 1991 to 2008 for the Historic Preservation Office of the Kansas State Historical Society.

Over the past 17 years, a significant number of the pre-1950 structures in Johnson County have been surveyed by the Johnson County Museum. This survey is part of a larger project to document historic architectural resources in the state of Kansas, funded by a historic preservation survey grant from the National Park Service, United States Department of the Interior and administered by the Kansas State Historic Preservation Office.

The purpose of this survey was to identify Johnson County's historic architectural resources. The survey and resulting data will provide a basis for comprehensive preservation planning and for education about the county's historic resources.

As stated in the National Park Service's *Guidelines for Local Surveys*,

To make effective use of historic resources, to respect their value and extend their lives, it is necessary to integrate historic preservation into community planning. This is the immediate reason for undertaking a local historic resources survey; to gather the information needed to plan for the wise use of a community's resources.

The project was guided by a survey master plan drafted in 1991, which included a multi-year reconnaissance level survey, comprehensive surveys of selected properties, and eligibility assessments and nominations for the Register of Historic Kansas Places and the National Register of Historic Places.

This plan identified priorities for reconnaissance survey areas, beginning with areas which are under development pressure and have historic resources which may be threatened. The plan also defined the historic context, common property types, and a timetable for the project.

From 1991 to 2008, structures on Johnson County's 302,720 acres were surveyed by six project managers and 91 trained volunteers. At the reconnaissance level, 9,213 Kansas Historic Resources Inventory Reconnaissance Forms were completed. The focus of the project was on identifying pre-1950 structures in the county.

Reconnaissance level surveys led to the identification of resources for comprehensive survey and research, which led to nominations of properties to the State and National Registers.

Guidelines for the study were provided by the Kansas Historic Preservation Department and the National Park Service, U.S. Department of the Interior. This historic resources survey was financed in part with Federal funds from the National Park Service, a division of the United

States Department of the Interior, and administered by the Kansas State Historical Society. Additional funding and support was provided by the Johnson County Heritage Trust Fund and the Johnson County Museum.

PROJECT METHODOLOGY

The key steps in the methodology for this project were:

- 1) To conduct a reconnaissance level field survey and compile an inventory of the historic resources in the county.
- 2) To evaluate the potential significance of selected properties through a comprehensive level survey.
- 3) To develop a report with findings from the surveys and develop a historical context statement.

Reconnaissance Level Survey and Inventory

Reconnaissance level surveys were the most labor intensive part of the project, taking place over 17 years with 91 trained volunteers, in addition to project managers, staff and interns. The Kansas Historic Preservation Survey Manual defines a survey as a site visit to every building, site, and structure in the survey area that is older than 40 years old. For the purpose of this project, the focus was on resources built before 1950.

The order in which the surveys were conducted was determined by the project manager, museum director, and the Johnson County Historic Preservation Advisory Committee based on the following factors affecting survey priorities:

- 1) Geographical distribution of historic resources
- 2) Historic resources facing immediate threats
- 3) Local and statewide priorities
- 4) Potential for listing on the State and National Registers of Historic Places

The first years of the survey concentrated on rural areas in a corridor that would be affected by the proposed 21st Century Parkway. Slated for construction in 2000, this highly controversial beltway has not been built. Figure 1 illustrates the preferred (in bold) and alternative routes of the parkway as it was proposed in 1992.

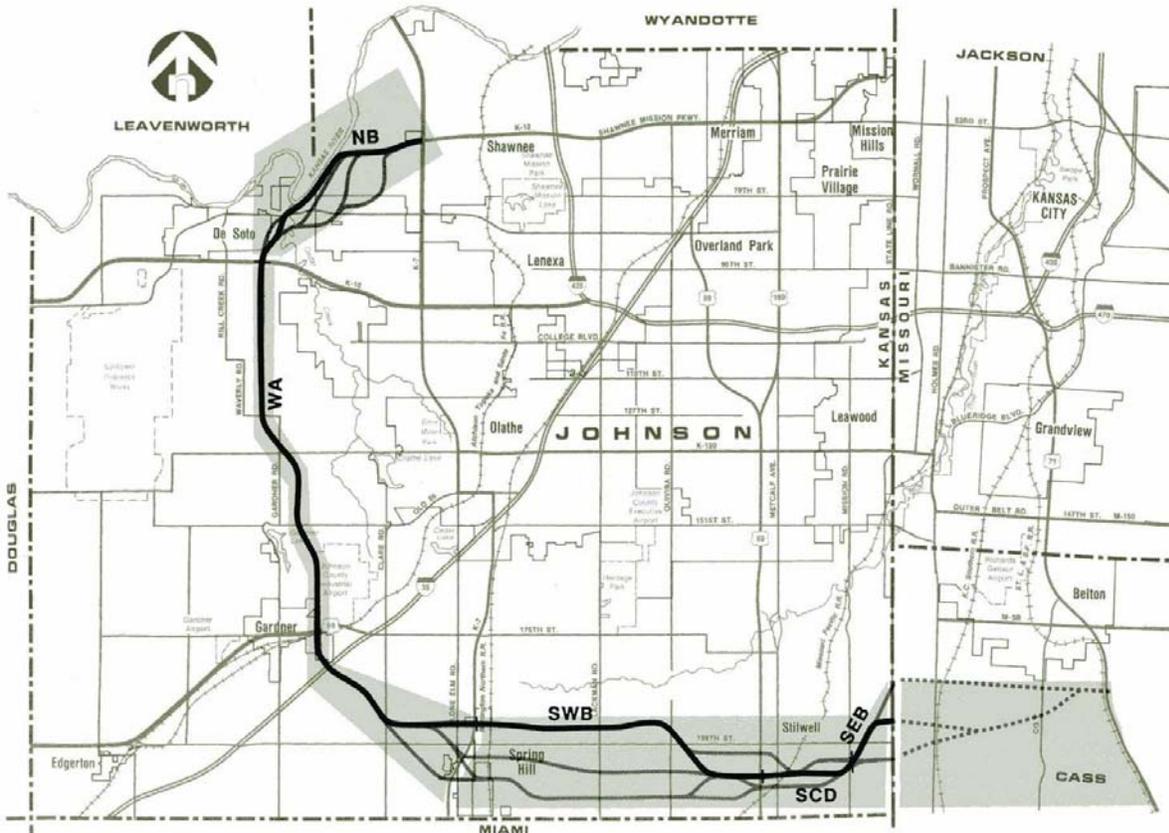


Figure 1: The proposed route of the 21st Century Parkway, 1992. Courtesy of Howard Needles Tammen & Bergendoff.

Subsequent priorities were guided in part by the Johnson County Rural Comprehensive Plan (JCRCP). The JCRCP was first adopted by the Board of County Commissioners in 1986; the plan is reviewed annually by the Johnson County Planning Commission and has been updated six times in the intervening years. The Johnson County Rural Comprehensive Plan encourages retention of agricultural uses and operations within appropriate areas and development in existing growth centers and corridors. The trend in construction in the county through its history is expansion from the northeast corner of the county into undeveloped rural land to the south and west.

In training sessions at the Johnson County Museum, survey volunteers learned about the county’s history, building types, architectural styles, and how to complete survey forms. Each volunteer was assigned an area to survey that was part of the current project area defined in the survey master plan. Within these areas, surveyors located and photographed each structure with an estimated date of construction before 1950, and completed a Kansas Historic Resources Inventory Reconnaissance Form for each structure. Volunteers then submitted their forms to the project manager who reviewed them for completeness and accuracy. Any necessary additions and corrections were made by the project manager. In addition to the designated survey areas, the project manager surveyed structures which were endangered, scheduled for immediate demolition, or suggested by individuals with specific information about the properties.

When forms were completed, the original forms with 3" x 5" black and white photographs attached were submitted to the Historic Preservation Office of the Kansas State Historical Society. In addition, the Museum retained an archival copy of each of the forms with a 3" x 5" copy of the black and white photographs for this project. These photographs have been included in the Museum's permanent collection, and each has been assigned a unique accession number. The information on the forms and descriptions and digital images of the photographs are also retained in a PastPerfect database with the rest of the museum's collection catalog. As part of a project made possible by funding from the Institute of Museum and Library Services (IMLS) and from the Johnson County Board of County Commissioners through the Heritage Trust Fund (HTF), survey photographs taken in 2005 and earlier were digitally scanned as both 150 dpi JPEG and 600 dpi TIFF files. The JPEG files were uploaded to the JoCoHistory.org website for easy access by the public. The JPEG and TIFF files are also stored at the Museum. Photographs taken since 2005 have also been scanned to these specifications, and are stored by the Museum. Future plans call for making these more recent images accessible via JoCoHistory.org as well.

A Historic Preservation Advisory Committee met regularly with the project manager and museum director. This committee assisted in defining priority areas for survey and discussed strategies for preserving the county's historic resources. The project manager also met with local agencies including the Edgerton Historical Society, Leawood Historic Commission, the Lenexa Historical Society, the Olathe Historical Society, Old Shawnee Town, Monticello Historical Society, Overland Park 2000, the Overland Park Landmarks Commission, Shawnee Historical Society, Westwood neighborhood associations, and city and county planning departments to discuss the project and its findings.

Comprehensive Level Survey

One of the objectives of the reconnaissance level survey was to identify properties that are potentially significant in local history and to prepare detailed histories and descriptions to document those properties, in some cases for State or National Register designation.

A few hundred properties were identified as candidates for further research. After review and initial research, approximately 50 were deemed appropriate for comprehensive research.

During the survey period, nine additional properties were placed on the National Register of Historic Places, bringing the total in the county to 15. Five were placed on the Register of Historic Kansas Places, bringing the total of State Register-only properties to nine.

Products

1. 9,213 completed Kansas Historic Resources Inventory Reconnaissance Forms, each accompanied by one or more 3" x 5" black and white photographs and the negatives of the inventoried property.
2. 10,140 low resolution (150 dpi JPEG) and high resolution (600 dpi TIFF) digital images of photographs taken during the survey.

3. Annual research reports describing the project methodology, compiling findings, and making recommendations for future survey, comprehensive surveys, and register nominations.
4. Comprehensive inventories of significant properties which added nine additional properties to the National Register and five additional properties to the State Register.
5. Increased public awareness of historic resources in the county through meetings, newspaper articles, public programs, television interviews, and other venues.

JOHNSON COUNTY'S BUILT ENVIRONMENT REFLECTS ITS HISTORY

Historic context

For the purpose of this survey, four historic periods are defined in the survey master plan. They are:

Pre-White Settlement in Johnson County, 1670-1854

Early White Settlement, 1855-1900

Early Suburbanization, 1901-1944

Post World War II Housing Boom, 1945-1960

Pre-White Settlement in Johnson County, 1670-1854

The Kansa and Osage Indians occupied what is now Johnson County from about 1670-1825, when the tribes agreed to a treaty that divided their territory into reservations for Indian tribes relocated from the eastern United States. All of what is now Johnson County became part of the new Shawnee Reservation.

The Shawnee founded their initial settlement by 1828 near the present-day city of Shawnee. They established themselves along the banks of the Kansas River and the surrounding creeks, including Bull and Mill Creeks. They used local waterways for trade and to cultivate the county's earliest farms.

In the 1840s, a new military road connected Fort Leavenworth, which was established in 1827 north of Johnson County, and Fort Scott, established in 1842 south of Johnson County. Its route cut through the northeast corner of the county. The Santa Fe and California-Oregon Trails also followed routes through Johnson County, and gave travelers a view of the industrious Shawnees' success in settling and farming their land.

Three missions were established on the Shawnee reservation in the 1830s. The first and largest was the Methodist Mission. At the height of its activity, the mission was comprised of 16 wood and brick buildings, including a meeting or council house. Three structures from this mission still stand, and are located at 3403 W. 53rd Street in Fairway (West building, 1839, JCM 2005.1.1099; East building, 1841, JCM 2005.1.1100; North building, 1845, JCM 2005.1.1091). The other missions were established by the Quakers and the Baptists. Although none of the buildings from these two missions are extant in their original locations, it is believed that the Charles Loomis House (5900 Hadley, 1912, JCM 2006.1.45 a-b), a contributing structure in the Loomis Historic District in Merriam, was constructed with reclaimed lumber from the Quaker Indian Mission buildings. In addition, a one-story wood shed from the Quaker Mission was moved from its original location to stand behind the Lloyd Griffith House (5923 Hadley, 1944, JCM 2006.1.46 a-b), and is also a contributing structure in the Loomis Historic District.

Before the railroad came through, transporting bulky building material was impractical, so readily-available local materials were used. The Shawnee built one and two-story structures using horizontal log, wood frame, brick, and stone construction. Most early structures were

simple folk forms with little or no stylistic embellishment.

Isaac McCoy, a Baptist minister, provides one of the earliest descriptions of Shawnee homes after a visit in 1835. He described what he saw on Shawnee farms saying, “Generally their dwellings are neat, hewed log cabins, erected with their own hands....” Most often, walnut was used for log construction in Johnson County.

Historic resources from the Pre-White Settlement period date from 1828 to 1854, when the county was opened to white settlement. There are 11 known extant historic resources which are believed to date from this period—the three buildings which were part of the Shawnee Methodist Mission, one building from the Quaker Indian Mission, four houses (the Fangro House, the Hoff House, the Graham Rogers House and a cabin from Monticello that was moved to Old Shawnee Town), a building, also moved to Old Shawnee Town, which is identified by local legend as the “Old Shawnee Jail”, and two cemeteries (the Shawnee Methodist Mission Cemetery and the Shawnee Indian Cemetery).

Few log structures remain in the survey area, and those that are extant have undergone extensive alterations. A log cabin (11501 W. 57th Street, JCM 2001.1.706) built in 1828 which is now in Old Shawnee Town, was moved from Monticello in 1976. The two-story cabin, which originally had a dirt floor, was converted and reconstructed as a single story with a loft and a concrete floor.

The Frederick Hoff house, located at 10900 Woodland Road in Olathe (log portion possibly dates to the 1840s, JCM 1994.16.915 a-b), illustrates how modifications and local lore can make finding and dating these early structures difficult. In 1859, Phebe Big Knife, a Shawnee Indian, sold her property to Frederick Hoff, a white settler. The family believes that part of the I-house was built in the 1840s by the Shawnee. The walnut rafters, they say, show marks from hand tools. In the 1870s or 1880s, a smooth-cut limestone addition was added. It is possible the home was built in 1860 by Frederick Hoff. It is also possible that part of the home dates to this earlier period.

In addition to log construction, there is also early wood frame construction in the county. The Graham Rogers House (c. 1845, JCM 2005.72.12 and JCM 2005.001.1087), located at 6741 Mackey in Overland Park, is a combination of the two material types. The original two story log cabin was built by Chief Graham Rogers, a Shawnee Indian. In later years, the house was sheathed with clapboards and a wood frame ell was appended to the rear of the structure. The Graham Rogers House is listed on the Register of Historic Kansas Places.

As early as 1839, brick structures were built in the county. Brick for the Shawnee Methodist Mission and Manual Labor School was imported from St. Louis and produced in mission kilns built for this purpose. Some early brick structures are still standing in Johnson County, including the three two-story structures at the Mission in Fairway—the west building (the first permanent structure at the mission— 3403 W. 53rd Street, 1839, JCM 2005.1.1099), the east building (3403 W. 53rd Street, 1841, JCM 2005.1.1100), and the north building (3403 W. 53rd Street, 1845, JCM 2005.1.1091)—which are listed jointly on the National Register.

The Fangro House, usually considered the oldest house in Shawnee (5707 Nieman Road, 1824, JCM 1995.1.39), is a two-pen brick residence built by Chris Fangro. Some local residents believe that Fangro also built the Old Shawnee Jail (1843, JCM 1995.1.43), a small stone structure which was moved to Old Shawnee Town in 1966.

Local stone was used as a building material as early as the 1840s as well. Its earliest use was for foundations. Later, after white settlement, stone was used for churches, schools, businesses, residences and farm buildings. In some cases, stone additions were added to log houses. By 1874, Johnson County had at least 64 active stone quarries (See Figure 2). Stone never became a primary building material in the county, but was used steadily through the 20th century.

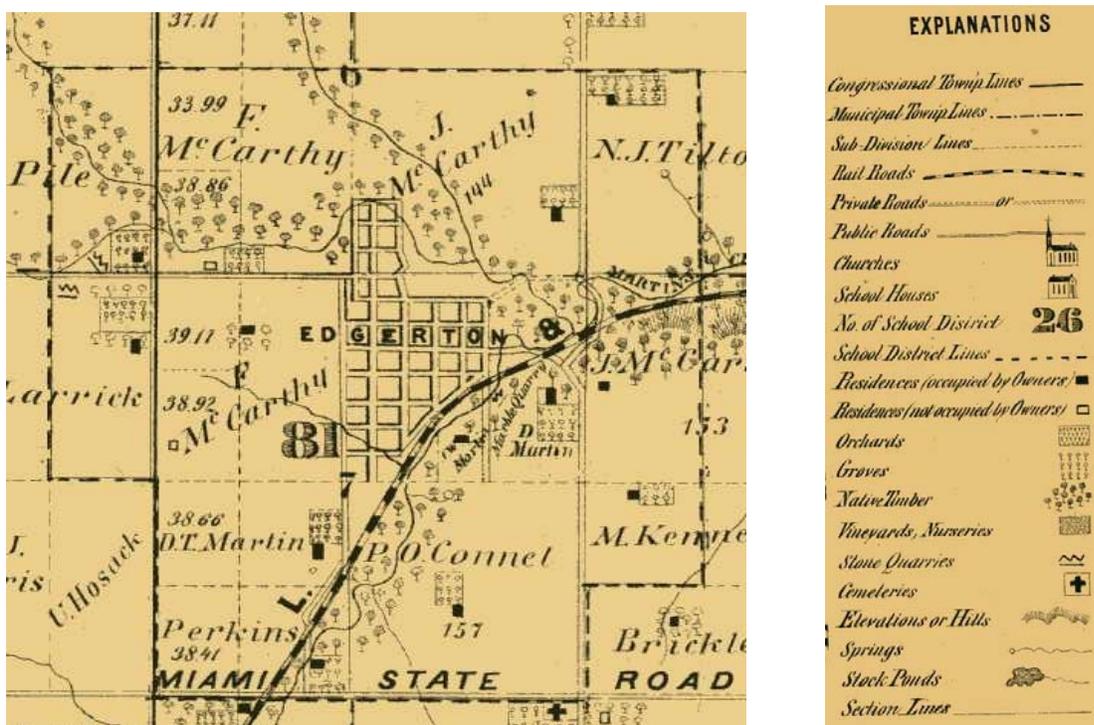


Figure 2: The 1874 Johnson County Atlas records the sites of at least 64 stone quarries in the county, including two just west of Edgerton (left). The atlas also indicates the locations of other natural resources vital to building and settlement, such as stands of native timber and springs and ponds (right).

Two early cemeteries—the Shawnee Methodist Mission Cemetery, located at 3201 Shawnee Mission Parkway in Fairway, and the Shawnee Indian Cemetery, located at 10905 W. 59th Terrace in Shawnee—are also extant. The Shawnee Methodist Mission Cemetery is currently owned and maintained by the Kansas State Historical Society, and includes the burial site of Johnson County’s namesake, Reverend Thomas Johnson. A plaque at the Shawnee Indian Cemetery, now owned by the Kansas State Historical Society, reads, “Only Shawnee and kin buried here. Site of Methodist Log Church and Camp Ground. Soldiers wrecked Church to make corrals during Civil War. 1840 Indian Cemetery.” Many headstones from the cemetery are

missing, and of those that remain, the earliest date is 1855.

During the course of the survey, some Pre-White Settlement residences were demolished. The Silverheels Cabin (ca. 1830) was built by Moses Silverheels in what is now Merriam. Built of brick and local stone supported by 12" x 12" timbers, it is believed that this two-story L-plan structure originally had fireplaces at each end of the house. Although the owner made an effort to retain the house, it was demolished after a fire set by arsonists damaged the structure.

The Daugherty House (or Daugherty-Bousman House, 13224 W. 67th Street, ca. 1852, JCM 1992.1.1115 a-e) in Shawnee was demolished in 1993 under development pressure to make way for a new subdivision (See Figure 3). The home was built by George Daugherty, a Shawnee Indian. This weatherboard clad home was deteriorated in 1992 when it was surveyed, and it was demolished later that year. The house frame was constructed of black walnut 2" x 4" lumber fastened with square nails, with handmade brick mortared roughly in the stud spaces. The brick likely served as insulation, a technique traditionally used in European construction.



Figure 3: The Daugherty-Bousman House, built c. 1852 and demolished in 1993, was an example of early vernacular architecture in Johnson County.

The Barnett-McCoy house (6105 K-7 Highway, ca. 1852, JCM 1993.1.2378 a-g) also succumbed to development pressure during the survey period. The roughly 13' x 30' home was constructed from square walnut logs cut with a circular saw, probably at a nearby mill. Typical of the size and style of homes the Shawnee built in the area, the small one-story structure (with an upper half story or attic) was part of the large Mill Creek settlement in Monticello Township, an area favored by the Shawnee because of nearby woodlands and spring water.

Early White Settlement, 1855-1900

The federal government made it easy for white settlers to acquire land in Johnson County by making the Shawnee reservation private land in the 1850s, opening new territory for settlement in 1854 with the Kansas-Nebraska Act, and passing the Homestead Act in 1862.

After the privatization of their reservation, some Shawnee left Kansas for new land in Indian Territory (now Oklahoma), while others took an offer of 200 acres to each Shawnee “man, woman, and child” and built their homes among the new white settlers. Settlement patterns in the county spread from the northeast to rural areas. Farms dotted the county, most within traveling distance of burgeoning small towns.

In the 1850s and 1860s, what is now Johnson County began to attract farm families. Building methods before the Civil War did not suddenly and dramatically change from the Pre-White Settlement period. Early families built log, wood and stone structures. The difference was that they considered these homes to be temporary, and expected to build bigger and better homes as their financial situation improved. New growth stagnated during the Civil War due to the violence of border skirmishes as pro-slavery and anti-slavery forces clashed.

In 1857, the Johnson County commissioners held their first official meeting. At that meeting, they established the county’s townships. By this time, a number of communities had already been organized. The first to be incorporated was the Olathe Town Company in 1857. Within a year, the communities of Spring Hill, Gardner, De Soto, and Gum Springs (present-day Shawnee) had been founded. In 1857, the county had very few structures. In Gardner, one town founder said that the site was “just plain prairie as far as the eye could see, and then more prairie as far as the imagination could see.”

The first railroad came to Johnson County in 1869. The railroads radically changed the built environment, impacting both agriculture and town development. Paired with the opening of the county for settlement, the railroads were the most important factor in the county’s pattern of development during the Early White Settlement period.

Four railroads crossed the county, and towns sprung up near railroad lines, including Wilder, Holliday, Zarah, Stilwell, Lenexa, and Bonita. In the 1870s and 1880s, the Kansas City and Santa Fe Railroad was constructed from Ottawa to Olathe. Stanley and Morse grew around the Clinton Branch of the St. Louis and San Francisco Railroad. Kenneth rose around the intersection of the Clinton Branch and Missouri Pacific Railroad. Ocheltree was built in anticipation of the construction of the Missouri River, Fort Scott, and Gulf Railroad which reached the town in late 1869. In railroad towns, businesses and residences clustered near depots.

A railroad line could make or break a town, or change development patterns. Edgerton was incorporated in 1883 when the St. Louis, Lawrence and Denver line and the Kansas City-Santa Fe Railroad came through the town. Edgerton and Gardner attracted residents from the nearby towns of Lanesfield, McCamish, and Four Corners because of economic advantages of being a town on the railroad.

Monticello was one of the earliest settlements in Johnson County, platted at the crossroads of the east-west Midland trail from Westport to Lawrence and the military road from Fort Leavenworth to Fort Scott. By 1860, the town had three stores, a hotel, and a blacksmith shop. When the Santa Fe Railroad built two miles east of the town in the 1870s, growth stagnated. By the early 1900s, the original town plan had been abandoned. The town remained a center for the surrounding rural area, but never grew to its anticipated potential.

The town of Spring Hill was located on an elevation. Local businesses refused to contribute funds to the construction of the Missouri River, Fort Scott, and Gulf Railroad to compensate for the grade, so the railroad went half a mile east of town with a station two miles north at Ocheltree. Within a few years, Spring Hill had a station, and the business district developed east of the original town site, nearer to the railroad.

By 1870, the county's population had reached 13,000. Rail networks linked the city and the county and intertwined their economies. As railroads reached Kansas City, and the Hannibal Bridge first spanned the Missouri River in 1869, they channeled new construction materials to growing communities. Cut lumber became available in sizes that could be shipped by rail, and a new, faster method of wood construction swept the Midwest. In what would come to be called balloon framing, spaced studs were joined with horizontal supports, using manufactured nails.

Most families were anxious to build a house that showed how they had prospered. In some instances, log construction was masked by weatherboard, additions, and alterations (see Figure 4). Other farm families and town residents built new homes with wood frame construction in styles popular at the time.



Figure 4: The Graham Rogers House was originally a two story log home built c. 1845. By 1874, the exterior had been covered with siding. A 1952 rehabilitation project revealed the original hand hewn log walls. The house was placed on the Register of Historic Kansas Places in 1988.

Farmers were connected to larger, more profitable national markets by the railroad. This new prosperity led to construction of bigger homes near the end of the 19th century. The railroads

also had a role in promoting and selling real estate, and the railroad developed Merriam Park, a popular resort in the 1880s.

The Early White Settlement period was well-represented in the survey—844 structures from this time period were surveyed in Johnson County. In the late 19th century, vernacular National Folk structures were most prevalent in the county. The I-house—a two-story house two rooms wide and one room deep and popular throughout the Midwest—was particularly in evidence (see Figure 5).



Figure 5: This I-house (16670 W. 191st Street, JCM 1993.1.1799) was built in the Ocheltree vicinity by the Dean family in about 1900. Like many I-houses, this one has a rear addition.

The J.B. Mahaffie House (1100 E. Kansas City Road, JCM 1997.1.519) in Olathe is an early example of a National Folk I-house. Built in 1865 of local stone, the house served as the first hotel for travelers on the Santa Fe Trail. The John McCarthy House (19700 Sunflower Road, ca. 1860, JCM 1996.1.194 a-y) in Edgerton is another stone example of a National Folk house, with added Folk Victorian details. Both homes are on the National Register of Historic Places.

In addition to the Mahaffie house, two other extant I-houses were used as hotels. The McIntire Hotel (127 E. Park, ca. 1900, JCM 1992.1.982 a-b) was built near the railroad and later moved to the center of Gardner. This structure has been significantly altered. The old Miller Hotel (5980 W. 198th Street, 1887, JCM 1993.1.1433) in Stilwell is a well-preserved I-house with a rear wing.

The two-story Robert Newton Redpath house (13055 W. 135th Street, 1861, JCM 1994.16.1003 a-d) in what is now Overland Park was an example of the earliest type of permanent residence in the county made of stone. The Redpath house was demolished during the survey period. The

Pierce-Ellis house (31940 W. 191st Street/Gardner, 1869, JCM 1994.16.100 a-c), another early example of stone construction, was slated for demolition in anticipation of the Gardner/Edgerton intermodal railroad project. The Samuel Garrett house (ca. 1874, JCM 1994.16.1234 a-e), located in what is now Garrett Park at 47th and Aminda Streets in Shawnee, survives as a rare example of stone construction from the Early White Settlement period in Johnson County. In 1999, the City of Shawnee purchased the Garrett house and 34 surrounding acres; the exterior of the house was restored as part of the site improvements for the new park. Stone examples often retain more integrity since they are more difficult to alter and enlarge than similar style frame houses.

There are extant examples in the county of all the National Folk forms defined by Virginia and Lee McAlester in *A Field Guide to American Houses*—gable-front, gable-front-and-wing, hall-and-parlor, I-house, mass-planned side-gabled, and pyramidal (see Figure 6). It was more common in the county to have a National Folk structure that sported some architectural elements from styles popular at the time (for example, Greek or Gothic Revival) than it was to build in true architectural styles. In total, 1,773 National Folk structures were identified in the survey from the Early White Settlement and Early Suburbanization periods.



Figure 6: Examples of each of the National Folk forms can be found in Johnson County. Clockwise from top left: Gable-front-and-wing (115 E. Warren/Gardner, JCM 1992.1.1005), gable front (130 S. Elm/Gardner, JCM 1993.1.1272), pyramidal (9750 Hedge Lane Terrace/Lenexa, JCM 1994.16.86), hall-and-parlor (8415 Ottawa/De Soto, JCM 1993.1.1327), and massed-plan (179th Street and Switzer Road/Stilwell vicinity, JCM 2001.1.711).

Many farm residences were classified in this survey as National Folk structures. Close to the

farmhouse were domestic secondary structures including summer kitchens, cellars, smokehouses, wash houses, well houses, and outhouses. The barn was usually the largest structure on a farm. And it was accompanied by other agricultural outbuildings—animal facilities (chicken houses), structures for processing (milking barns) and agricultural storage (silos, granaries, corn cribs). In rural areas, the financial success of a farmer was measured by the quality of his farm buildings, crops and animals. Some of these structures are intact on farmsteads. Many are empty and deteriorating. Because of development pressure, most have disappeared from the landscape.

The William Thomas Turner barn (1898, 19805 S. Moonlight Road/Gardner, JCM 2005.1.1110) is an outstanding example of a multi-use barn from this period in both Johnson County and eastern Kansas. Located on Moonlight Road in Gardner, this National Register-listed two level barn appears to be three stories from the exterior. The main level was used for housing livestock and farm machinery and the upper lofts provided storage space for hay and silage. The three levels of windows provided exceptional ventilation for drying grain to feed farm livestock. The weatherboard barn rests on a limestone foundation and is 40 feet wide, 62 feet long, and 45 feet tall with windows and louvered cupolas. The craftsmanship and size are remarkable for the time it was built. The expensive Louisiana Red Cypress used to build the barn accounts in part for the longevity of the structure.



Figure 7: An example of the Italianate style, the I.O. Pickering House (above) also displays the influence of the Queen Anne style. The house pictured below (c. 1865, JCM 1992.1.86 a-i) was a rural, vernacular interpretation of the Italianate style.



Although homes in true architectural styles from this period were generally built only by residents who could afford them, there are some examples in the county. The survey identified twenty-three Italianate structures from about 1880-1900. These are two-story frame structures, most with typical Italianate features including low hipped roofs, and wide eaves with under eave brackets. These include several rural houses, the Clear Creek Grange Hall (8895 Cedar Creek Rd/DeSoto, 1882, JCM 1992.1.1174), and three National Register-listed properties built by prominent residents of Olathe. The I.O. Pickering House (507 W. Park, 1869, JCM 1996.1.384) was built by Isaac Orland Pickering, an Olathe city attorney and mayor. This Italianate house includes Queen Anne elements—five porches, an onion-shaped dome pavilion, and a cupola (see Figure 7). The residence at the Ensor Farm (18995 W. 183rd Street/Olathe, 1875, JCM 1997.1.191 and JCM 2005.1.1086) features a wrap-around porch and a central fireplace. It was home to Loretta Ensor and her brother Marshall Hamilton Ensor, well-known ham radio operators. And the Frank Lanter House (562 W. Park Street/Olathe, 1901, JCM 1996.1.404), which sports a second-story porch, was constructed by the owner of the Lanter Lumber Company.

Built concurrently with the National Folk and Italianate styles, Folk Victorian and Queen Anne

styles are also extant. There are 56 Folk Victorian structures surveyed in the county which were built in towns and rural areas. These include public buildings and residences in varied conditions. Most are frame, but some are made from local stone. Folk Victorian residences encompass nearly all of the National Folk forms. What differentiates them from National Folk structures is added detail including porches with spindlework or decorative under eave brackets (see Figure 8). They include the John Breyfogle House (7108 W. 86th Street, ca. 1900, JCM 1994.16.989) in Overland Park; the Albert Ott House (401 S. Harrison Street/Olathe, 1894, JCM 1996.1.520 a-c), a National Register property in Olathe; and Hycrest (505 E. Cedar Street, 1881, JCM 2001.1.137 a-b) a State Register home in Olathe, which now features Craftsman details added during an alteration in 1919.



Figure 8: The house pictured on the left (14560 W. 215th Street/Bucyrus, 1890, JCM 1997.1.1113) displays the restrained ornamentation of the Folk Victorian style. The house on the right (16415 Lackman Road/Olathe, 1895, JCM 1997.1.180) exhibits the irregular roof shape, asymmetrical façade, and patterned shingles which are hallmarks of the Queen Anne style.

Queen Anne was a dominant building style in the United States from 1880-1900. There are 33 Queen Anne residences extant in the county, but because of the prevalence of the style in the Midwest, one might expect more. Varying in shape and decorative detailing, Queen Anne houses are most often identified by a steep, irregular roof; a porch which often wraps from the front of the house to the side; a number of decorative details which might include textured shingles, spindlework, pillars, half-timbered gables, or patterned masonry. There are some excellent examples of the Queen Anne style in the county (see Figure 8). The style is also well represented in Olathe, where 13 houses in this style were surveyed. Nearly all examples are in towns, including Spring Hill, Gardner, and Lenexa. These include Dr. William C. Harkey's House (224 E. Main Street, 1902, JCM 1992.1.947) in Gardner, a State Register property; several examples on Poplar Street in Olathe; and the Lackman-Thompson House (11180 Lackman Road, 1887, JCM 1991.106.117-118) in Lenexa, a State Register residence which is an unusual composite of the Second Empire and Queen Anne styles.

There are also 11 Colonial Revival examples from this period, one Stick structure—the George Hodges House (425 Water Street, 1892, altered to Tudor, 1921, JCM 1997.1.449, JCM 2002.1.34) in Olathe is on the State Register—and one Shingle style residence: the Sponable residence (106 S. Center Street, 1895, JCM 1992.1.1017 a-c) in Gardner.

As the county matured and became relatively prosperous, schools, churches, and businesses all played a role in defining local communities. Built in proportion to population growth, they met the needs of rural county residents as well as those in towns.

For growing local families, nearly 100 one-room schools were built in Johnson County by 1886. The county's school system was comprised mostly of one-room schools serving grades 1-8, with high school courses available in Olathe. Eleven school structures dating from before 1900 were documented during the course of the survey.

The design of one-room schools was simple. In an agricultural economy, rural communities had limited resources to spend on education. The Virginia School (7301 Mize Road/Shawnee, 1875, JCM 1993.1.1651), clad in weatherboard, with three windows on each side, is typical of a one-room rectangular school of the period, and is on the National Register (see Figure 9). In 2005, this school was moved from its original location at the northwest corner of 71st Street and Clare Road to the grounds of Mize Elementary School for use as a living history classroom. One of the best preserved examples of a one-room school is one of the most recognized—the Lanesfield School (18745 Dillie Road, 1869, altered 1904, JCM 2005.1.1094). This stone structure near Edgerton has been restored to its 1904 appearance and is also listed on the National Register of Historic Places.



Figure 9: This impressive brick structure (left) has stood on the grounds of the Kansas School for the Deaf since about 1865. The Virginia School (right) is a typically modest one-room school. It is shown here at its original location at the intersection of 71st Street and Clare Road.

Other frame and stone one-room schools are in various conditions. The Round Oak (near 175th Street and Edgerton Road/McCamish Township, 1860-74, JCM 1992.1.816) and Cedar Junction (30151 W. 92nd Place/De Soto, pre-1900, JCM 1992.1.1135) Schools are in ruins. Five former schools, some of which have been moved, are used as residences. Some of these have undergone extensive alterations. A few are vacant, in deteriorated condition, or scheduled to be moved or demolished because of new development. The Sunnyside School (16720 Renner Road, ca. 1920, JCM 1992.1.1238 a-c), a typical wood frame rural school located in Lexington Township, was razed during the survey period for new development.

One of the earliest school-related structures is the Administration building for the Kansas School for the Deaf (450 E. Park Street, JCM 2001.1.370) in Olathe (see Figure 9). Built 1865-1870,

this brick and limestone building is the oldest structure on campus and is still used by the school.

Along with schools, county residents also established churches to signify the strength of their young communities. The survey identified 15 churches from this early period. Most are National Folk styles, built of frame, brick, or stone, and are in small towns, including the Presbyterian Church in De Soto (8390 Peoria, ca. 1870, JCM 1992.1.871 a-b), the Morse Church (15431



Figure 10: The Morse Church retains its historic form and function.

Quivira Road/Overland Park, 1880, JCM 1994.16.117), and the Assumption Catholic Church (110 E. Nelson Street, 1899, JCM 1994.16.406 a-b and 1996.1.74) in Edgerton. While most of these early churches retain much of their architectural integrity, some have been modified for other uses and are no longer readily identifiable as one-time churches. These include the former Baptist Church in Gardner (227 E. Main, 1879, JCM 1992.1.972), which was remodeled for use as an apartment building, and the former Catholic Church in Gardner (107 E. Warren, 1862, JCM 1992.1.1004), which was moved from its original location and is now a private residence. A large modern addition was appended to the Second Baptist Church in Olathe (331 N. Kansas, c. 1886, JCM 1992.1.1119 a-d and JCM 1997.1.478) in the early 1990s. During the course of the survey, at least two churches from this period were demolished. These include the First Presbyterian Church (138 E. Shawnee, c. 1894, JCM 1992.1.957 a-d) in Gardner, a frame structure that suffered a fire, and the Methodist Episcopal Church (8310 Peoria, ca. 1870, JCM 1992.1.868 a-b) in De Soto, a landmark structure of local limestone.

Businesses and commercial blocks, often constructed near the railroad in small towns, were also integral to town and rural life. Some of the first commercial buildings, which were built in anticipation of or in response to the railroad, were two-story wood frame, National Folk structures. A rare extant example of an early wood frame commercial structure from this period is the Monticello General Store (7110 Brockway, ca. 1870, JCM 1994.16.20) which is now in present-day Shawnee. There are also some wood two-story examples clad in weatherboard in Lenexa near the rail line from ca. 1900.

Only a handful of commercial structures from this period survive. Many of the wood-frame structures that were built during this time succumbed to fire or were replaced with brick buildings to signal a town's permanence and prosperity. In Gardner, a major fire in 1906 destroyed most of "Gardner's frame rows." Most early frame structures were replaced with brick from about 1900-1910. In Spring Hill, all but one frame structure on the east side of Main Street had been demolished by 1888, while a fire in 1896 destroyed the remaining seven on the west side.



Figure 11: The Monticello General Store (c. 1870, JCM 1994.16.20), left, located at 7110 Brockway in Shawnee, is a rare surviving example of a National Folk style, wood frame commercial structure. 108 S. Main (1888, JCM 1993.1.1346), right, is part of Spring Hill’s State Register-listed downtown historic district. This brick commercial block was typical of the buildings that replaced early wood frame storefronts.

The Spring Hill Historic District on Main Street was listed on the Kansas Register of Historic Places in 2000. The district includes 16 commercial brick buildings built predominantly during three major periods (1886-1888, 1896, and 1903-1905, JCM 1993.1.1343-1353, 1352-1358, and 1358-1359) and one modern commercial building. The district offers a glimpse at how a commercial district builds over time and is characteristic of small downtown business districts constructed in the late 19th and early 20th century. Both the east and west sides of the street consist primarily of a contiguous row of one-part brick commercial buildings. Examples of these one-part commercial blocks constructed before 1900 are now somewhat rare in areas where pressure from development is increasing. The Spring Hill district retains a high degree of architectural integrity. Three two-part brick commercial buildings—two-story buildings with a single retail space on the first floor—anchor the downtown district like bookends.

Just one bridge built during this period was documented during the survey. Located in Olathe Township on a dead end road off 127th Street, this Pratt-through-truss bridge (JCM 1994.16.92 a-c), reportedly the oldest truss bridge in Johnson County, is comprised of a steel frame, wooden deck, and stone trestles. Built by the Kansas City Iron & Bridge Company before 1900, this rural bridge was closed to traffic in 1988 and was in deteriorating condition at the time it was surveyed.

Early Suburbanization, 1901-1944

Until the 1890s, many middle-class Americans believed their goals for close-knit family life could be achieved living in the city, but continued industrialization raised concerns about overcrowded housing, pollution, and growing immigrant populations in urban areas. The suburban ideal emerged in response to these conditions.

Two developers are central in introducing the suburban ideal to Johnson County. The first was William Strang, who connected Kansas City and the suburbs with his commuter rail line. The second was J.C. Nichols, who influenced building in the Kansas City metropolitan area and developed Mission Hills, as well as constructing numerous homes in Roeland Park, Fairway,

Mission, Westwood, and Westwood Hills. Both men shared a vision for suburban development that would emphasize a reunion with nature, strengthen familial bonds, and preserve democratic values. William Strang appealed to middle- and upper middle-class home buyers who wanted to retain a rural atmosphere with their suburban home. He developed Overland Park and contributed to the growth of Lenexa and Olathe. J.C. Nichols' Mission Hills attracted wealthy and upper middle-class families.

As part of the greater metropolitan area, Johnson County's history is intertwined with the history of Kansas City. As Kansas City's industry thrived during the 1880s, residential neighborhoods expanded to the southwest. By 1920, as upper- and middle-class families grew increasingly dissatisfied with urban life, and living beyond city limits became more convenient, a private home in the suburbs surrounded by nature became a national goal. High real estate prices in Kansas City began attracting builders to Johnson County's vast supply of inexpensive land.



Figure 12: The Nelson Studebaker Riley house at Blackfeather Farm (left) and J.C. Nichol's lodge (right) provided their affluent owners respite from the stresses of city life. The natural building materials and rustic architectural styles were expressions of the "reunion with nature" lifestyle.

The earliest suburban homes were built by wealthy city residents as country homes in the northeast part of the county, close to Kansas City. These homes provided weekend and summer getaways from the noise and pollution of the city. In 1931, a Kansas City society newspaper remarked that, "Kansas City is getting very country-estate-minded of late. It's becoming far more the vogue for the affluent to open a nearby country residence in the summer than to hide themselves off to a California or Atlantic seaboard resort." South of Stanley, the high rocky bluffs and low fertile bottomland of the Blue River watershed provide a dramatic setting for two such properties: the J.C. Nichols farm and lodge (near Antioch Road and 179th Street/Aubry Township, c. 1930, JCM 1994.16.365 a-f) and the Nelson Studebaker Riley house (8140 W. 183rd Street/Stilwell, 1927, JCM 1994.16.369 a-c), also known as Blackfeather Farm (see Figure 12). These properties are located near the heavily wooded confluence of Wolf and Coffee Creeks. From this junction the Blue River extends northeast into Jackson County, Missouri to the Missouri River. The Nichols lodge is a rustic wood-frame building with traces of the original Mexican ornamental motif; it replaced an earlier structure destroyed by fire. The property was purchased by the Kansas City Girl Scout Council in 1957 and is now known as Camp Timberlake. While the Riley house is a large permanent residence, walls of local fieldstone gave

it a rustic character. Because these properties functioned as estate/farms, both the lodge and the Riley house have a number of associated outbuildings. Blackfeather Farm was listed on the National Register in 1997.

During the earliest growth of the suburbs, only members of the upper middle- and upper classes with their own means of transportation and flexible working hours could consider living "so far" from town. The middle and working classes had to live closer to their jobs at a time when roads were poor, public transportation was limited, and working hours were long. However, changes in transportation supported the development of the suburbs. In the early 1900s, rail lines were built specifically to support commuter travel, allowing men to work downtown while supporting their families living in new suburban neighborhoods. The Strang Line served residents in Overland Park, Lenexa, and Olathe, while the Hocker Grove Line carried riders from Shawnee,



Figure 13: The well-preserved former Strang Line car barn in downtown Overland Park now serves as a commercial space.

Merriam, and Zarah to Kansas City. The Strang and Hocker Grove Companies also acted as real estate developers, platting new subdivisions along their lines and in the towns of Merriam, Shawnee, and the new community of Overland Park. Four structures associated with the Strang Line were documented during the survey, including former car barns in Overland Park (7400 W. 79th Street, c. 1920, JCM 1994.16.1058 a-b—see Figure 13) and Olathe (1006 E. Park Street, c. 1907-1910, JCM 1992.001.805 a-b and JCM 1997.001.640) and former stations or depots, one in Overland Park (8007 Overland Park Drive, c. 1935, JCM 1994.16.1189) and the other in Lenexa (9117 Haskins Street, c. 1906, JCM 1994.016.1315).

Three of the four structures have been converted into residences, and the fourth has found a second life as a commercial space.

Despite their popular appeal, the interurban rail lines could not compete with the freedom offered by the increasingly affordable automobile. Roads began to parallel interurban routes, making access to neighboring cities a short car ride away. From 1905 to 1915, both farmers and businessmen became involved in the Good Roads Movement in the county, supporting new road building and improvement. Local leaders pressured the county commissioners to build a "modern," rock-bottomed highway between Olathe and Kansas City. In 1925, the rock road was changed to a hard surface of concrete and brick. Bridges, too, were an important part of an improved road system. Although only eight bridges were documented during the survey, half were built in the period between 1910 and 1920.

The convenience of commuting by automobile further increased the desirability of suburban homes. Buyers were attracted to the suburbs by lower land costs and spacious lots. As more people became automobile owners, the design of houses changed to reflect this trend. When the automobile was first introduced, garages were usually separate from the house. By the 1920s,

garages began to be integrated into house design. Lots became wider to accommodate garages, and houses were set back farther from the street. And just as the garage was becoming part of the domestic sphere, so too did roadside architecture reflect domestic trends. Of the four service stations from the period of Early Suburbanization documented by the survey, three exhibit strong characteristics of the Tudor style which was so popular in residential construction at that time (see Figure 14).



Figure 14: This house (left—5412 Sycamore/Roeland Park, c. 1935-1940, JCM 1992.1.316) is an example of the Tudor style, which was incredibly popular for residential building during the 1920s and 1930s. During this time period, as car ownership became more common, the car was invited into the home—the garage became a part of the house rather than a detached outbuilding. Likewise, service stations like the one pictured (right) were built to reflect the trends in residential architecture. This Tudor-style gas station (c. 1927-1930, JCM 1991.106.115 a-d) stood on the southwest corner of Midland Road and Monticello Road.

Suburbanization and improved transportation changed the farm economy in the county as well. Instead of raising a variety of crops and livestock to support their families, some area farmers specialized in fruits, vegetables, and dairy products to sell to city dwellers. Others grew grain to feed cattle being processed in meatpacking houses in neighboring Kansas City. During the early part of the 20th century, this farm produce was delivered to the city by rail and road. The changing farm economy required different outbuildings, and on farms during this period, new animal and storage facilities, as well as other outbuildings were constructed, usually of wood. Four hundred seventeen agriculture-related structures dating from the Early Suburbanization period were documented during the survey.

Although the economic depression of the 1930s halted most construction in the Kansas City metropolitan area, development in Johnson County did not stop. J.C. Nichols, Charles Vawter, and Kroh Brothers, Inc. began building new communities. Fairway, Roeland Park, and Leawood were platted between 1937 and 1938. These communities appealed to upper and middle-class buyers who wished to live near the city. Resort developments like Lake Quivira became popular in the 1920s and 1930s when business executives could no longer afford extended vacations. The Works Progress Administration (WPA) also boosted the economy in the 1930s through projects to build new roads and structures, like those near Gardner Lake.

Even with new suburbanization, most of Johnson County remained rural and agricultural until about 1940. Most of the growth was in the northeast corner of the county, and along the

corridors created by roads and rail lines.

With the county's population in 1940 at 33,000, the farm economy changed again as large-scale farming of produce and dairy products boomed in warmer states where produce could be grown more cheaply and transported farther to cities. Land began to be seen as more valuable for subdivisions than for farming. The desire to own a home continued to attract new residents to Johnson County.

The majority of structures documented during the survey—a total of 5,407—dated from the period of Early Suburbanization. There was some carryover of styles from the Early White Settlement period, most prominently National Folk. A number of new styles became popularized during this period, fed by national exposure through the media, books, and house plans.

From 1900 through the 1930s, Craftsman (528 examples), Colonial Revival (462 examples) and Tudor (425 examples) were the most popular styles in the county. By the 1940s, the majority of the residences built were in the Minimal Traditional style (1758 examples). These styles came to be associated with early suburbanization and the maturing of small towns, and with agricultural progress and prosperity in Kansas.

The Craftsman style (see Figure 15) was an affordable option for middle-income homeowners. The style started in California and spread rapidly through the U.S. In the Midwest, and in Johnson County, many examples of Craftsman residences (also called bungalows) were constructed in the 1910s and 1920s. Plans were available in magazines and through mail order



Figure 15: The Craftsman style emphasized the connection between the house and the natural world. The use of stone in the construction of this De Soto bungalow (33180 W 83rd Street, c. 1915, JCM 1992.1.887) helps to create that connection.

companies such as Sears, Roebuck & Company and Montgomery Ward. Identifying elements include low-pitched gable roofs with wide eaves and exposed under eave rafters, and open or closed porches supported by columns. The appeal of the Craftsman style was that it was relatively inexpensive to build and efficient in design with little wasted space.

There are many well-preserved Craftsman residences throughout the county, both in rural areas and in towns. Local Craftsman homes are clad in weatherboard or brick. Some are built using native materials, especially Kansas limestone which was particularly popular in Olathe.

Improved transportation coincided with the popularity of the style. The strongest concentration of Craftsman homes were in cities on interurban lines and roads. About one quarter (104) of these homes in the county are in Olathe. The Strang Line connected Kansas City, Overland

Park, Lenexa and Olathe by 1906. And by 1910, a rock road linked Olathe and Lenexa to Kansas City. This access spurred growth in towns along the route. Craftsman residences in Overland Park (60) are in the oldest residential district. A number of Craftsman homes (27) are located in Lenexa, with a group on Pflumm Road which was likely constructed around 1915.

The style also flourished in Merriam (65). The Hocker Grove residential development started in 1905, and the streetcar line was constructed in 1907. There are a significant group of good examples of the Craftsman style in the Hocker Drive area. It was said that "...Pretty bungalows line the electric railway that runs from Merriam through this grove to Shawnee." Thirty-two Craftsman homes were documented in Shawnee. Several well-preserved examples were documented in Gardner (27) and De Soto (15). At Gardner Lake, there are examples of larger Craftsman homes built near the end of the style's period of popularity. Craftsman examples are also extant in rural areas, where they were built as farm houses.

The Colonial Revival style spans the Early Suburbanization and Post World War II periods. Of the 597 examples documented in the county, for the most part, the earlier homes (built in the 1910s through the 1930s) are large homes, many of them two stories. The later homes (built in the 1940s before and after WWII) are more modest.

Colonial Revival homes most often feature a central doorway accentuated with classical elements (porticos, sidelights, pediments) and have balanced windows on each side of the door on the front facade. Some have one or two story side extensions, roofline balustrades, and dormers. Many examples in Johnson County have attached garages. Most have weatherboard exteriors, although some are clad in brick.

Under the direction of J.C. Nichols and other developers, the style flourished in the county's northeast suburbs, particularly in Mission Hills (161), Roeland Park (32), and Westwood Hills (37). In Mission Woods, it is the most prevalent style, in 21 of the 43 homes built during the period of Early Suburbanization.

The Colgate-Peet house (see Figure 16—north of 111th Street off State Line Road, 1920s, JCM 1992.1.80 a-b and JCM 2000.1.428) in Leawood was an excellent example of the Colonial Revival style; unfortunately, this house was razed in 2003. Another example, which typifies the Dutch influence on the style, is the E.H. Haskin residence (9426 Pflumm, c. 1910, JCM 1994.16.1439), a Colonial Revival landmark on Pflumm Road in Lenexa. Elizabeth Evans Rivard, the first woman graduate from the University of Kansas School of Architecture, had a Colonial Revival commission built on Glendale Road in Westwood Hills (4938 Glendale Road, 1929, JCM 1996.1.1069). Another dramatic example is the rustic residence at the Blackfeather Farm (8140 W. 183rd Street, 1928, JCM 1994.16.369 a-c) in Stilwell. The rural two-story country home is constructed of irregularly laid native limestone. With strong Craftsman characteristics, the design also borrowed features from other popular styles of the period such as the Dutch Colonial gambrel roof and a Tudor Revival entrance lobby. The Blackfeather Farm, also known as the Nelson Studebaker Riley Farm, is on the National Register of Historic Places.



Figure 16: While the Colgate-Peet House, above left, was a landmark example of the Colonial Revival style, hundreds of more modest illustrations of the style, such as the Fairway house (5627 Fairway Road, 1940, JCM 2001.1.392) pictured above right, can be found in communities throughout Johnson County.

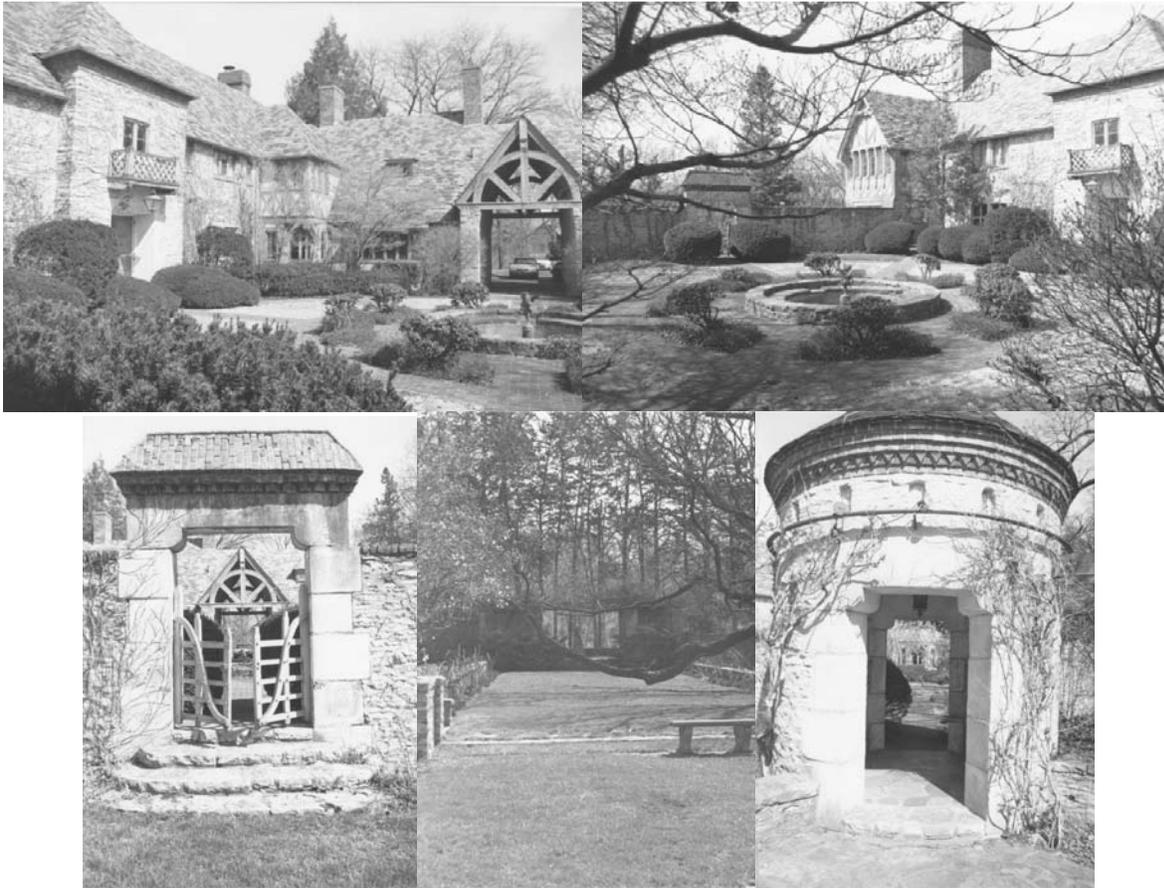


Figure 17: Designed by Country Club Plaza architect Edward Tanner, the National Register-listed Horn-Vincent-Russell Estate in Mission Hills is a remarkable example of the Tudor style. The grounds of the estate are likewise a significant representation of the work of the landscape architecture firm Hare & Hare.

The Tudor, or Tudor Revival, style was also popular in Johnson County, particularly in the

exclusive suburbs in the northeast. The style is characterized by steeply pitched gable roofs, decorative half timbering, narrow multi-pane leaded windows, and use of multiple materials in Johnson County including stone, brick and stucco. Like Colonial Revival homes, Tudor structures range from larger, more elaborate houses to small, simpler versions.

Of the 425 Early Suburbanization-era Tudor structures surveyed, the most are in Mission Hills (180) and Westwood Hills (77). Both have a good mix of architectural styles from the period, and many of the Tudor homes reflect the detailed design that distinguishes Nichols' subdivisions. Homes in both cities have been recommended for comprehensive survey. Simpler, mass-produced versions of Tudor were built in Roeland Park (28), Westwood (25), and Fairway (18). A scattering of others are in cities around the county.

Tudor homes are also sometimes characterized as "English estates" or "English cottages;" Tudor homes in the exclusive upscale Mission Hills, most built between 1915 and 1939, could be characterized by these monikers. A landmark example of the Tudor style in Johnson County is the Horn-Vincent-Russell estate (see Figure 17—6624 Wenonga Road, 1929-1931, JCM 1995.1.176 a-dd), a National Register property in Mission Hills. The two-story brick residence features multiple chimneys, stone trim, leaded casement windows, and decorative patterned timbers in gable openings. In the 1920s and 1930s, nationally there was a preponderance of construction of Tudor mansions.

Although J.C. Nichols developed both, Tudor homes in Westwood Hills are more moderate than those in Mission Hills (see Figure 18). Ground was broken in Westwood Hills in 1923. Construction of Tudor homes started immediately. In 1925, the commercial Westwood Hills shops (5100 State Line Road and 1901 W. 50th Street/Westwood Hills, JCM 1996.1.845-846 a-b) were built in the Tudor style. Elizabeth Evans Rivard designed a handful of distinguished Tudor residences in Westwood Hills.



Figure 18: The Westwood Hills home pictured on the left (2208 W. 49th Terrace, 1927, JCM 1996.1.1071) is a typical expression of the Tudor style in Johnson County. Many Minimal Traditional style homes, like the one pictured on the right (5333 Reeds Road/Mission, 1942, JCM 1995.1.709), also display elements of the Tudor style.

There is a good array of other architectural styles popular during the Early Suburbanization

period represented in the county, although not to the extent of the Craftsman, Colonial Revival, and Tudor styles.

Although the Prairie style was not common in the county, 46 examples were surveyed. The Prairie style is characterized by an emphasis on horizontal lines, usually with a low-pitched roof, wide overhanging eaves, and massive porch supports. The Herman and Ella Voigts House (see Figure 19—2405 W. 103rd Street, 1923, JCM 1993.1.1466 a-e) in Leawood, a National Register property, was built as a comfortable farm home that demonstrated Herman Voigts' prosperity and business acumen in raising and selling cattle. The two-story home is a fine Craftsman example, made from blocks of local stone. It conveys a sense of solidness in the landscape. The characteristics of the style are also evident in the Sam B. Haskins residence (10600 Lackman Road, 1922, JCM 1993.1.2384 a-d) in Lenexa and the old Monticello School (21110 W. 71st Street/Shawnee, 1923, JCM 1994.16.1).

An excellent residential example of the Neoclassical style (66 examples) is Mr. Joyce Hall's home (see Figure 19—1929-1930, JCM 1992.1.78 a-b and JCM 2000.1.427) off State Line Road in Leawood. A full facade porch supported by 6 two-story pillars and a roof-line balustrade made this an impressive home for the founder of Hallmark. The Gardner Bank (102 S. Elm, 1916, JCM 1992.1.965) also features a full Neoclassical facade.

A few Richardsonian Romanesque/Romanesque structures (9 examples) constructed shortly after the turn of the century are of note, including the Caenen Castle, a State Register-listed property, in Shawnee (12401 Johnson Drive, c. 1907, JCM 1995.1.25) and Holy Trinity Catholic Church in Lenexa (9138 Pflumm Road, 1910-1911, JCM 1995.1.163 a-f) which were made of hand-cut stones, and brick churches including the Lenexa United Methodist Church in Lenexa (9138 Caenen Lake Road, 1925, JCM 1994.16.1299) and Edgerton United Methodist Church (see Figure 19—300 E. 4th Street, 1913, JCM 1994.16.399 a-b).



Figure 19: The Herman and Ella Voigts House, left, illustrates the Prairie style. The Neoclassical residence pictured in the center was constructed for Hallmark founder Joyce Hall. The Edgerton United Methodist Church, right, is an example of the Romanesque style.

In addition to Colonial Revival and Neoclassical, there are other styles representative of the Eclectic movement which drew on an array of historic architectural traditions. Generally, only wealthy home buyers could afford such residences. Mission Hills is home to a number of landmark examples; however, other examples dot the county as well. These include French Eclectic (55 examples, mostly in Mission Hills), Spanish Eclectic (25 examples, including the Lake Quivira Clubhouse and homes in Mission Hills), Italian Renaissance (12 examples

including a rectory and garage in Lenexa, and a home in Westwood Hills), Beaux Arts (2 examples, a pair of residences in Mission Hills and Westwood Hills, both built in 1925), and Exotic Revival (one example built 1910-1920 in Merriam). Modern Eclectic structures appeared in the county as well including International (16 examples, primarily associated with the Olathe Naval Air Station) and Art Moderne (4 examples, 3 of which are residences in Fairway).



Figure 20: A number of Eclectic styles are represented in Johnson County, including French Eclectic (2114 W. 49th Terrace/Westwood Hills, 1928, JCM 1996.1.1073), above left, and Beaux Arts (2116 W. 50th Street/Westwood Hills, 1925, JCM 1996.1.1093), above right.



Figure 21: This unusual example (8702 W 49th Terrace, c. 1910-1920, JCM 1997.1.117 a-b) of the Exotic Revival style, left, stands in Merriam. The Art Moderne style is represented by the streamlined residence (5410 Pawnee Lane/Fairway, 1936, JCM 1997.1.1300) pictured on the left.

Under the direction of developers like J.C. Nichols, Charles Vawter, and Kroh Brothers, Inc., residential construction was underway in new suburbs like Prairie Village, Fairway, Roeland Park, and Leawood when the United States entered World War II in 1941. Nearly 1,500 homes in the Minimal Traditional style were constructed before the war; however, this style would become a hallmark of the post-World War II housing boom. Although the survey documented a greater number of Minimal Traditional style homes built before 1944 than after that year, the style's popularity in fast-growing new subdivisions continued well beyond the survey's cut-off

date of 1950.

As the county's population grew and homes were built, schools, churches, and commercial structures were erected as well. Education had been well-organized in Johnson County since the mid-19th century. Nineteen schools were surveyed from this period of Early Suburbanization. In the early 1900s, construction of one-room schools continued; however, a rising population required larger schools. New elementary and high schools offered a higher level of education close to home and were larger than any schools built before.

Many of these larger structures were built of brick, including Stanley High School (See Figure 20—15020 Metcalf, 1919, JCM 1994.16.230 a-b), De Soto Rural High School (32905 W. 84th Street, 1919, JCM 1993.1.1323), Spring Hill Rural High School (300 S. Webster, 1926, JCM 1993.1.2246 a-b) and Roesland School (4900 Parish/Roeland Park, 1920, JCM 1992.1.696). Some schools illustrate architectural styles that were popular for educational buildings at the time, including Prairie (Pleasant Valley School, 9470 W. 167th St/Overland Park, c. 1910, JCM 1994.16.141 a-c; Mt. Zion School, 10701 Renner Road/Lenexa, 1922, JCM 1994.16.98 a-b), and Collegiate Gothic (De Soto Rural High School, Spring Hill Rural High School, and Stanley High School).



Figure 22: The Stanley High School, left, illustrates the Collegiate Gothic style which was incredibly popular for schools built around World War I. District #25 (21110 W. 71st Street/Shawnee, 1923, JCM 1994.16.1), right, exhibits the long horizontal lines and hipped roof of the Prairie style. The addition on the right-hand side of the structure was added in 1955.

Like the county's schools, most local churches were vernacular rather than high style. The bigger and most elaborate churches were built in towns rather than in rural areas. Twenty churches from this period were surveyed, representing a spectrum of Christian denominations including Baptist (Stilwell), Catholic (Lenexa, Gardner), Friends (Gardner), Methodist (Edgerton), Methodist Episcopal (Spring Hill, Stilwell), and Presbyterian (Overland Park). Many of those that survived are built of brick or stone. Like residences, churches were built in admired styles of the time. One of the most impressive extant churches is Holy Trinity Catholic Church (9138 Pflumm Road, 1910-11, JCM 1995.1.163 a-f) in Lenexa. This Richardsonian Romanesque church of locally quarried limestone is a community landmark, as are the rectory and garage. The Overland Park Presbyterian Church (8029 Overland Park Drive, 1929-1930,

JCM 1994.16.1046 a-b) is an example of the Late Gothic Revival style, which was popular from the early 1900s to about 1940.



Figure 23: The Holy Trinity Catholic Church in Lenexa, left, and the Overland Park Presbyterian Church, right, are two landmark examples of church construction from the Early Suburbanization period.

There are early commercial structures in nearly every historic town and community. Many built during this period were constructed of brick, a fireproof material often used to replace early commercial structures that were lost to fires. Although some of these commercial buildings fell into disrepair or were targeted by urban renewal programs and demolished, 155 commercial structures from this time period, ranging from grain elevators to gas stations to one- and two-part commercial blocks, were documented during the survey.



Figure 24: When the Overland Park Bank was built in 1910, left, it was small but impressive—designed to convey William Strang’s faith in the future of Overland Park. Pictured in the mid-1990s, right, the bank’s surroundings indicate that Strang’s optimism was justified.

Bank buildings often anchored town commercial districts, positioned strategically on prominent street corners. The solid dignity of bank buildings from this period was intended to inspire the confidence of their customers. Extant examples include the State Bank of Spring Hill, a two-

story structure with Romanesque detailing (123 S. Main, c. 1903, JCM 1993.1.1359 a-b); the Farmers State Bank of Gardner, a two-story brick Neoclassical commercial building (140 E. Main Street, 1908, JCM 1992.1.938 a-f); and the Gardner State Bank, which has an impressive two-story Neoclassical façade (102 S. Elm Street, 1916, JCM 1992.1.965 a-d).

One-part and two-part commercial block buildings were common in downtown business districts. The Edgerton Grange Hall (404 E. Nelson, 1904, altered 1930s, JCM 1994.16.400 a-s) is a good example of a brick two-part commercial block building. This two-story form is built for a single store on the first floor. The hall provides a visual focus for downtown Edgerton. Its restrained Italianate commercial style features windows topped with segmental arched brick and embellished with label molding. The window sills are cut limestone, with a rough cut finish. As development pressure continues in the county, an increasing number of early commercial structures are considered threatened.

As World War II began, most residential and commercial building came to a halt. The areas around the Olathe Naval Air Station and the Sunflower Army Ammunitions plant were exceptions to this rule. With the hectic activity at these military installations came a heightened demand for worker housing at Sunflower and residences for the families of men stationed at the air station. Dozens of tract homes—most in the simple, Minimal Traditional style—were quickly erected to meet this need for housing.

Post World War II Housing Boom, 1945-1960

After WWII, construction in the county boomed. The county's growth spread from the northeast corner to the south and west. New bedroom communities blossomed in the northeast, and there was notable development in Prairie Village, Overland Park, Mission, Roeland Park, Merriam and Shawnee, and in and around the “detached” communities of De Soto, Gardner, Edgerton, and Spring Hill. Families flocked to the suburbs, where new houses were built in record numbers. Johnson County's post-war population growth—doubling twice between 1940 and 1960—was typical of suburban growth across the country.

The GI Bill, passed by the U.S. Congress in 1944, stimulated an unprecedented building boom through housing benefits to returning veterans. Almost half of suburban housing depended on federal financing available through Federal Housing Administration (FHA) and Veterans Administration (VA) home loans. The new government programs made buying a home more affordable. And Johnson County developers were prepared for this post-war growth and ready to provide homes to returning veterans.

Young families moved to suburban neighborhoods in record numbers. Fairway, Westwood, Westwood Hills, Roeland Park, and Prairie Village were models of ideal post-war suburban life. The phrase “a house a day” is often associated with the fantastic rate of growth in Prairie Village between 1945 and 1960. The mass-production techniques perfected during World War II were readily transferred to post-war suburban development.

Johnson County offered a wide variety of suburban homes, but its postwar growth was due primarily to the demand for middle and working-class housing. Perhaps no one did more than

real estate developer J.C. Nichols to solidify the suburban ideal in Johnson County. More homes were built between 1946 and 1951 than had been completed during the previous one hundred twenty years. By the 1950s, the county became the leading source for new middle-class housing in the Kansas City area, and living in Johnson County had become a symbol of prestige and upward mobility.

Commercial developers joined suburban home builders in the post-war building boom. Shopping centers, gas stations, warehouses, and offices moved from the central city to less expensive, more accessible locations along the new highways. And new schools, playgrounds, churches and country clubs were built for suburbanites. This growth set the stage for Johnson County's future, and intensified a population shift from the city to the suburbs.

The growth of Prairie Village illustrates a pattern of suburban growth repeated throughout the U.S. in the 1940s. In order to meet the booming demand for suburban housing, J.C. Nichols set a goal in the late 1940s to complete a house a day. As was true in post-war suburbs throughout the country, Nichols offered a limited number of styles and floor plans, showcased in model homes visited by potential buyers. These affordable homes close to Kansas City were greatly desired among Kansas City area residents. These were typically two-bedroom "starter homes," many sold to first-time home buyers. In 1949, the new community of Prairie Village, a 980-home suburb with schools and a convenient shopping center, won the National Association of Home Builders' Award for the "best complete community development" in the United States

Before WWII, vernacular residential architecture had begun the shift from the National Folk style to Minimal Traditional, which is sometimes called "tract housing." The Minimal Traditional house is a utilitarian form well suited to the typical city lot. These homes were typically rectangular one-story, side gabled, two-bedroom homes. Variation occurred in the exterior cladding material (brick, wood, stone or a combination), additions to the side gabled roof form (dormers or a front-facing gable), and, in some cases, an attached garage, a new innovation as cars became increasingly affordable. Some had Cape Cod or Colonial Revival elements, such as gabled dormers, and others alluded to the Tudor style, with a prominent front gable. As families grew, they sometimes added one or two wings, changing the form to an "L" or a "U."

In this survey of pre-1950 structures, 38 percent of all surveyed properties were Minimal Traditional homes, making Minimal Traditional by far the predominant building style represented. (By comparison, the architectural style with the second largest number of examples was National Folk, with just 1,773 examples—19 percent of all properties surveyed.) A significant number of the 3,520 Minimal Traditional homes surveyed were in Countryside, Fairway, Leawood, Overland Park, Prairie Village, Roeland Park, and Westwood. Smaller neighborhoods and individual examples appear in cities through the county.

By the early 1950s, home buyers opted for Ranch style homes which were bigger than Minimal Traditional houses and on larger lots. The rambling one-story homes featured low-pitched roofs and attached garages. Decorative detailing was often based loosely on the Colonial Revival style with shutters and decorative porch supports.

Because the goal of this survey was to identify pre-1950 structures, survey numbers for Ranch houses in the county are neither complete nor definitive, as the building period straddled the 1950 line. This is also the case for the emerging Split-Level home, which was most popular from the mid-1950s through the 1970s.



Figure 25: The Minimal Traditional style, left (5306 W. 51st Street/Roeland Park, 1948, JCM 1991.106.73), and the Ranch style, center (380 Lake Shore West/Lake Quivira, 1954, JCM 2005.1.213), dominated Johnson County’s built environment during the Post World War II period. The Split-level style, right (10105 W. 69th Terrace/Merriam, 1964, JCM 1997.1.19) also began its rise to popularity during this time.

Nineteen of the 67 commercial structures from this period that were documented by the survey are one-part commercial block buildings. Unlike their 19th- and early 20th- century predecessors, these post-war examples eschew almost all decorative treatment. While a few exhibit patterned brick friezes and pilasters—downtown Overland Park provides several examples of commercial structures which possess the restrained ornamentation of the streamlined Art Deco style (for example, JCM 1994.16.1173, JCM 1994.16.1174, and JCM 1994.16.1176, all constructed in 1945)—most are straightforward forms executed in brick, stucco, or concrete. Some feature flat awnings edge-wrapped with variegated chrome that lend these otherwise utilitarian forms a hint of moderne flair (for example, JCM 1994.16.1182 and JCM 1994.16.1196, both built in the early to mid-1950s). Commercial structures built towards the end of the 1950s include examples of the International style (such as JCM 1994.16.1122, JCM 1994.16.1235, and JCM 1994.16.1297), which favored asymmetrical facades, the complete absence of applied ornamentation, and an emphasis on rectilinear forms.

The survey turned up one example of a Quonset hut (9003 Johnson Drive/Mission, 1952, JCM 2005.1.572) being used as a commercial building. The first Quonset hut was designed in 1941 by the George A. Fuller Company of New York after a request from the United States military for a prefabricated building that could be quickly assembled by workers with little or no construction experience. Several different versions were developed during the course of World War II; all told, approximately 170,000 Quonset huts were manufactured and used by the United States military. After the war, the government sold these utilitarian structures for \$1,000 apiece, and they migrated to sites all over the United States, many of them bridging the gap in the post-war housing shortage in neighborhoods and on university campuses. Many others found second lives as commercial buildings. Of the three other Quonset huts noted during the course of the survey, two (1942, JCM 1997.1.286) still stand on the grounds of the former Olathe Naval Air Station, and the third (visible in JCM 1992.1.73 a) serves as an outbuilding or garage.



Figure 26: During the Post World War II Housing Boom period, commercial buildings were often simple one-part commercial blocks. Some, like the building pictured on the left (7919/7921 Santa Fe Drive/Overland Park, 1945, JCM 1994.16.1173), offered restrained Art Deco style ornamentation, while others, like the building pictured on the right (7315/7319 W. 80th Street/Overland Park, c. 1950, JCM 1994.16.1196), had almost no ornamentation at all.

While most of the religious facilities documented by the survey were constructed during the periods of Early White Settlement and Early Suburbanization, a few were built after 1945. A notable example is the Village Presbyterian Church (6700 Mission Road, JCM 1997.1.1048), which opened for worship services in Prairie Village in 1948. This brick structure, which features evenly spaced arched windows and prominent broken pediments over the entrances, exhibits the simplified Colonial Revival style which came into vogue in the 1940s and 1950s.



Figure 27: The Village Presbyterian Church, left, opened in 1948 and quickly became home to one of the fastest growing congregations in Johnson County. The church's first minister, Dr. Robert Meneilly, was a prominent figure in the local civil rights movement. The Old Mission United Methodist Church, right, is an excellent example of a Colonial Revival style church.

The Old Mission United Methodist Church (5519 State Park Road, JCM 1997.1.1212 a-c) in Fairway is a second noteworthy example of a church built during this period, and one which illustrates the influence J.C. Nichols had in shaping upper-class suburban life. This Colonial Revival style church was built in 1946 on land that J.C. Nichols had reserved for a church. In

designing his subdivisions, Nichols sought to promote a spirit of community among residents; towards this end he recruited and subsidized community organizations ranging from schools to churches to country clubs. In 1954, a sanctuary was appended to the original structure, and in 2000, a new wing was added to house offices and classrooms. The stone edifice is augmented with cast stone quoins; other features include cornice-line dentils, arched windows, and a triangular pediment over the main entrance.

Because the focus of the survey was on structures constructed before 1950, only one school from the Post World War II Housing Boom period was documented during the survey, and indeed few schools were built between 1945 and 1950. The early 1950s, however, saw the first of many new schools constructed in the northeast corner of the county as the initial wave of baby boomers reached school age. Of the 35 structures currently in use by the Shawnee Mission School District as elementary attendance centers, seven were built between 1951 and 1960, 15 between 1961 and 1970, and three between 1971 and 1980. All of the district's seven middle schools were constructed between 1955 and 1967, and four of SMSD's five high schools were built between 1960 and 1970. In more recent years, as subdivisions once brimming with young families have aged, declining enrollment in schools has become an issue. In the Shawnee Mission district, enrollment peaked in 1970 at 45,700 pupils. Since then, as enrollment has declined to about 30,000 students, the district has closed 15 schools. While some of these former schools have found second lives as churches (for instance, Sequoyah Elementary), community centers (such as Osage Elementary), or even, in the case of Flint Elementary, as the local children's museum, others have been demolished to make way for new development. All of these school buildings display the rectilinear, asymmetrical facades that are hallmarks of the International style.



Figure 28: The South Park School, pictured on the left, played a role in a lawsuit that ended in an important victory for school desegregation. The school is an example of the International style that was popular for educational facilities during this time period. The Walker School, on the right, is still standing and currently serves as the home of the Philadelphia Baptist Church.

The single school from this period documented during the survey was the historically significant South Park School (8715 W. 49th Street/Merriam, 1947, JCM 1996.1.49). This school's construction prompted a lawsuit—Webb v. School District 90—that was a precursor to the better known Brown v. Board of Education. Built in 1947, South Park Elementary School was originally intended to serve as an educational facility for white school children in Merriam.

Meanwhile, the community’s black children continued to make due with the Walker School (9420 W. 50th Terrace/Merriam, 1888, JCM 1997.1.113), an inadequate and deteriorating structure dating from the nineteenth century. The gross disparity in the quality of the two school buildings prompted black parents to file suit against the school district. *Webb v. School District 90* was argued before the Kansas Supreme Court and was an early victory in the struggle for school integration. The South Park School continued to serve as an elementary school until 2006.

As the 1950s continued, the pace of development in Johnson County only quickened. The availability of affordable land and the construction of new highways encouraged not only residents, but also commercial interests to relocate from Kansas City to Johnson County. Shopping centers like RanchMart, which opened in 1958 at 95th Street and Mission Road, were designed to accommodate shoppers arriving by car rather than on foot, and were a prelude to the shopping malls that were built in the 1960s. The county’s population growth—and more sophisticated demands for public services—placed increasing pressure on city and county government. In 1951, a new county courthouse (100 N. Kansas Avenue, JCM 1996.1.360 a-c) was erected in Olathe to accommodate the growth in the county’s workload.

Johnson County Dates of Construction

Pre-White Settlement, 1670-1854	10
Early White Settlement, 1855-1900	844
Early Suburbanization, 1901-1944	5407
Post World War II Housing Boom, 1945-1960	2752 (436 after 1950)
Post 1960	152
Unknown	48

Johnson County Architectural Styles

Art Deco	13
Art Moderne	4
Beaux Arts	2
Collegiate Gothic	3
Colonial Revival	597
Contemporary	35
Contemporary Folk	19
Craftsman	546
Exotic Revival	1
Folk Victorian	56
French Eclectic	55
Gothic Revival	18
International	16
Italian Renaissance	12
Italianate	24
Minimal Traditional	3520
Mission	2
Modern	45
Monterey	17

National Folk	1773
Neo-French	5
Neoclassical	66
Neocolonial	2
Neoelectic	31
None	1028
One-Part Commercial Block	110
Prairie	46
Pre-Railroad	2
Queen Anne	33
Ranch	680
Richardsonian Romanesque	3
Romanesque	6
Shingle	1
Spanish Eclectic	25
Split-level	73
Stick Style	1
Tudor	458
Tudor Revival	1
Two-Part Commercial Block	26
Unidentified	21

Johnson County Historic Function

Agriculture Subsistence	603
Commerce Trade	268
Defense	18
Domestic – Hotel	7
Domestic – Multiple Dwelling	209
Domestic – Secondary Structure	284
Domestic – Single Dwelling	7649
Education	40
Funerary	11
Government	13
Health Care	1
Industry	11
Landscape	4
Other – Subdivision Sign	1
Recreation and Culture	15
Religion	47
Social	10
Transportation	19
Unknown	18

UNIQUE CHARACTERISTICS OF TOWNS & NEIGHBORHOODS

1. SHAWNEE (includes CHILLICOTHE, MONROVIA, and ZARAH) - 290 structures surveyed

Gum Springs, later renamed Shawneetown and shortened to Shawnee, was one of the first towns

in the Kansas Territory and was the site of the first territorial legislature and home to the first territorial governor. Located at the intersection of early military and territorial roads leading to the Santa Fe Trail, Shawnee also became the first county seat.

The area was favored by the Shawnee Indians because of nearby natural springs. Four of the 10 Pre-White Settlement structures surveyed in Johnson County are in Shawnee. These include the Fangro House (5707 Nieman Road, 1824, JCM 1995.1.39), generally considered to be the oldest building in the county; a cabin from Monticello (1828, JCM 2001.1.706) and the Old Shawnee Jail (1843) which were moved to Old Shawnee Town, a local historic site; and the Shawnee Indian Cemetery (1840). Also surveyed was the Daugherty House (or Daugherty-Bousman House, ca. 1852), which was demolished in 1993. (See Pre-White Settlement in Johnson County, 1670-1854, for more information on these structures.)



Figure 29: The Fangro House is believed by many to be the oldest surviving structure in Johnson County.

Although these are some of the oldest historic resources in the county, most have not fully retained their historic integrity. Historic integrity, according to *National Register Bulletin 16A*, is based on the survival of the physical characteristics of the property, including location, design, setting, materials, workmanship, feeling, and association. When structures have been moved or their historic appearance has been altered, some of their associations with time and place are lost. In 1966, efforts were made to preserve Shawnee history by moving historic structures to Old Shawnee Town. This undertaking saved some historic resources that would have been lost, but also compromised their historic integrity. The Old Shawnee Jail, the first structure moved to the property, originally stood at 58th and Nieman Road. It was taken apart stone by stone and reconstructed on site. The Monticello cabin was moved and heavily altered when reconstructed.

Outside of Old Shawnee Town, part of the Fangro House on Nieman Road is preserved as the front of another structure. And the Shawnee Indian Cemetery is fairly well preserved, although headstones from before about 1855 are missing.

The Governor Reeder Mansion in Shawnee (10910 W. 60th Street, JCM 2008.1.211) may have been built in the 1850s. Governor Andrew H. Reeder, the first territorial governor of Kansas, is thought to have lived at this site. Based on a comparison between the current structure and a historic photograph dated c. 1865 (JCM 1987.1.254), the home appears to have been significantly altered and enlarged, possibly in the 1870s or 1880s. The home is a two-story National Folk structure with a pyramidal roof.

Shawnee was originally platted in 1856 during the Early White Settlement period. In 1862, the town was virtually destroyed, when it was burned and looted by southern guerillas led by William Quantrill. Following the Civil War, the town was platted on a linear pattern as a true square of eight blocks by eight blocks. Bordered by 57th Street on the north, Goddard Street on the east, 61st Street on the south, and Bond Avenue on the west, these 64 blocks formed the base of the town. Nieman Road split the town into east and west. About 3/8ths was north of Johnson Drive, and 5/8ths was south.

Shawnee became a bustling town and a center for nearby farms. Forty-six structures dating from 1855 to 1900 were surveyed in present-day Shawnee. Many of these are structures in what would have been rural areas surrounding Shawnee. These are primarily vernacular, National Folk residences and agricultural outbuildings.

Farms are made up of related buildings, each with a specific function. Most often farm buildings are built over time, as the following examples in Shawnee were. Levi Flint, a Shawnee Indian, constructed a wood National Folk house in 1856 at what is now 6565 Mize Road (JCM 1993.1.1637). The house was remodeled ca. 1890 with additions to the east and northeast. The Flint property also includes a barn extant from ca. 1900. On another property, Jonathan Mize built a National Folk I-house in 1865 which was also altered ca. 1890 (25040 W. 71st Street, JCM 1993.1.1647). This site includes a deteriorated henhouse (ca. 1920, JCM 1993.1.1648), a barn (1905, JCM 1993.1.1649), and a milking barn (ca. 1922, JCM 1993.1.1650).

The Shawnee Historical Society, formed to save the Shawnee Jail, was instrumental in relocating historic resources from the Early Settlement period to Old Shawnee Town. Among the buildings now standing on the grounds of Old Shawnee Town is one of the earliest extant frame one-room schools in the county, the Harmony School (ca. 1890, JCM 2001.1.733). The Harmony School was moved some distance, from 151st and Pflumm Road, which is now part of Olathe.

The Bender Barn was originally located on the Bender farmstead near 71st and Pflumm Road in Shawnee. When this two-bay horse barn was reconstructed at Old Shawnee Town, the stone foundation was replaced with concrete. The Bender Smokehouse (1884) was also moved.

Also at Old Shawnee Town is the Hart House (1878, JCM 2001.1.707) originally located at 75th

and Quivira. During the relocation of the wood home, a rear extension fell off. The six room house, which belonged to an affluent farming family, was reconstructed with the four remaining rooms.

The majority of historic resources remaining in Shawnee were built during the period of Early Suburbanization, from 1901 to 1944. Shaped by the Hocker Grove electric rail line, which connected Shawnee with Kansas City, and the rising popularity of the automobile and better roads, the town began to spread to the west and south. Shawnee shifted from a small town to part of the suburban landscape.

Historic resources of note from this period include some stone structures, including the State Register-listed Caenen Castle (ca. 1907, JCM 1995.1.25) on the corner of Johnson Drive and Caenen, a local Richardsonian Romanesque landmark, and the Spring Family store (ca. 1925, JCM 1994.16.907 a-b), an L-plan stone commercial structure on Midland Drive.

Several small towns, including Chillicothe, Holliday, Monrovia, Monticello, Wilder, and Zarah, are part of what is now Shawnee. Historic resources in Holliday, Monticello and Wilder were surveyed independently. Any structures remaining from Chillicothe, Monrovia, and Zarah are included in the survey in Shawnee.

Chillicothe was platted in 1858 by a real estate developer who envisioned a town with businesses and residences at what is now the interchange of I-435 and Shawnee Mission Parkway. It was in a well-traveled location along the road from the south to Leavenworth. The route took travelers through Chillicothe on the way to the Bluejacket ferry across the Kaw River. The town site was also along the Westport-to-Lawrence road, one route of the Kansas Stage Company. There were a few structures built in the town from the mid-1850s to 1880s, but the town never materialized. The developer had a blacksmith shop, and a couple of licenses for dram shops were issued. In 1978, the Kansas State Historical Society stopped highway construction so archaeologists could investigate the area believed to be historic Chillicothe. Several flat etched stones were uncovered which possibly formed the foundation or steps of a structure. At this time, it is believed there are no extant historic resources from historic Chillicothe.

In the early 1900s, the town of Monrovia was platted, extending from Johnson Drive on the south to 57th Street on the north, and from Halsey Street on the east to Long on the west. At one time, the town had two grocery stores, a garage, a service station, a park, and a volunteer fire station. Any structures that may be remaining in what was Monrovia were not identified as such, but rather as part of Shawnee. On the site, Remi Caenen built the landmark locally known as the Caenen Castle.

Zarah was a small community once located along the Santa Fe Railway line, close to the current intersection of Shawnee Mission Parkway and Woodland Road. In 1869, the original plat of Zarah, near what is now 64th Street and Martindale Road, shows 44 lots and one main street. According to some accounts, the town name was LeRoy, then Brighton, before it became Zarah. Apparently the community did not attract many settlers, as it does not show up in the 1874 atlas of Johnson County.

Zarah never became a boom town. The population reached 50 by 1910, and by 1954 there were fewer than 100 residents. Zarah went into decline during the Great Depression and never recovered. Around 1930, the town consisted of eight houses, two gas stations, two stores, a grain elevator, a bank, and a restaurant. It was also home to the Starwood Park amusement park which boasted a dance pavilion. The town's grain elevator was destroyed by fire. In the early 1970s, Zarah was annexed by Shawnee and is now a light industrial area. There may be a few structures remaining in what was Zarah that were surveyed as part of Shawnee.

In 1950, Shawnee's population was 845. After that year, the city grew rapidly, annexing rural areas and outlying small towns, and dividing them into subdivisions. Monrovia was annexed in 1960 and Zarah in the early 1970s.

Results of this survey of pre-1950 structures in Shawnee show some of the oldest structures in the county and significant growth during the period of Early Suburbanization, 1901-1944. The majority of structures surveyed (200 of 290) were residences.

**Shawnee
Dates of Construction**

Pre-White Settlement, 1670-1854	4
Early White Settlement, 1855-1900	46
Early Suburbanization, 1901-1944	191
Post World War II Housing Boom, 1945-1960*	47 (1 after 1950)
Unknown date	2

*Survey period to 1950, so all structures built after 1950 were not surveyed.

**Shawnee
Architectural Styles**

Pre-Railroad	1
National Folk	73
Italianate	2
Richardsonian Romanesque	1
Colonial Revival	8
Tudor	17
Craftsman	32
Prairie	2
Minimal Traditional	62
Ranch	7

Split Level	1
None*	70
Unidentified	3
One-Part Commercial Block	9
Two-Part Commercial Block	4

*The sub-section of structures identified as having no architectural style are comprised of garages, barns and other types of primarily agricultural outbuildings. While these structures certainly reflect the influence of historical and cultural trends, function is the defining factor in determining their design.

Note: A structure that displays the elements of more than one architectural style is included in the counts of all of the styles it represents.

Shawnee Historic Function

Agricultural Subsistence	57
Commerce Trade	12
Domestic - Single Dwelling	199
Domestic - Multiple Dwelling	1
Domestic - Secondary Structure	14
Education	1
Government	1
Industry	1
Religion	1
Social	1
Unknown	2

2. MONTICELLO TOWNSHIP (includes MONTICELLO) - 82 structures surveyed

The town of Monticello was platted in 1857 in the northwest part of the county near 71st Street and Monticello in present-day Shawnee. The earliest buildings were lost to a tornado in 1858. At the crossroads of the east-west Midland Trail from Westport to Lawrence and the military road from Fort Leavenworth to Fort Scott, by 1860 Monticello had the makings of a prosperous town, with stores, residences and a hotel. A school was built in 1865. The Midland Railway Company had planned to build through Monticello, but the railway was never built. Instead, the Atchison, Topeka and Santa Fe Railroad built tracks through Holliday and Zarah, which led to the demise of Monticello. By 1913, the original town plan had been abandoned. Monticello continued to serve as a center for nearby farms.



Figure 30: The Monticello Township Hall was built between 1918-1919, and served an important function in the community.

The majority of resources surveyed in Monticello were built during the Early Suburbanization Period. One structure built during the Pre-White Settlement Period was surveyed. The Barnett-McCoy house (ca. 1852, JCM 1993.1.2378 a-g) succumbed to development pressure during the survey period. The roughly 13' x 30' home was constructed from square walnut logs cut with a circular saw, probably at a nearby mill. Typical of the size and style of homes the Shawnee built in the area, the small one-story structure (with an upper half story or attic) was part of the large Mill Creek settlement in Monticello Township, an area favored by the Shawnee because of nearby woodlands and spring water. This structure eventually became part of Woodsonia Farm, owned by Woodson McCoy.

The Monticello General Store (7110 Brockway/Shawnee, ca. 1870, JCM 1994.16.20) is a rare wood commercial building from the Early Settlement Period. Most early commercial structures were replaced by more permanent fireproof masonry. The Monticello United Methodist Church (23860 W. 75th Street/Shawnee, ca. 1894, JCM 1994.16.7) on the corner of 75th and Gleason is another early example of a surviving wood structure. There is also a good example of a stone National Folk I-house (21405 W. 73rd Terrace/Shawnee, ca. 1870, JCM 1994.16.29 a-c) on W. 73rd Terrace. Township Hall (7209 Brockway/Shawnee, 1919, JCM 1994.16.22), a 28' x 50' wood frame building clad in weatherboard, is probably the most significant individual structure in Monticello. The hall had two rooms, an office in the front and a rear room for storing small tools.

Other notable historic resources include the Monticello School (21110 W. 71st Street/Shawnee, 1923, District 25, JCM 1994.16.1), a stone two-room country school with Prairie style elements. Two other striking structures of local stone, Scott's Tavern and Filling Station (southwest corner of Midland and Monticello Roads, 1927-1930, JCM 1991.106.116 a-l and JCM 1991.106.115 a-d, respectively) were endangered by development when surveyed in 1991.

Two 19th century cemeteries were surveyed in Monticello—the Monticello Cemetery (near 73rd Terrace/Shawnee, ca. 1867, JCM 1994.16.28) and the Union Cemetery (1884, JCM 1994.16.8 a-b) on the corner of 75th and Gleason.

In 1968, in an attempt to stave off annexation pressures from the nearby communities of Shawnee and Lenexa, Monticello Township began the first of two unsuccessful efforts to incorporate. In 1971 Shawnee annexed a portion of Monticello Township which included the site of the village of Monticello. In the mid-1980s, Shawnee and Lenexa renewed their respective efforts to annex portions of the township. Despite the opposition of many rural landowners in the area, the majority of the township was split between the two cities in 1986. Small portions were also annexed by the cities of De Soto and Bonner Springs. By 2006, the township, which had once encompassed forty-two square miles, consisted of just a few right-of-way parcels along K-10. On January 26, 2006, the Johnson County Commission passed a resolution dissolving Monticello Township. Structures in the historic town of Monticello, as well as in the shrinking rural areas of the former Monticello Township, continue to be threatened by expanding development.

**Monticello Township
Dates of Construction**

Pre-White Settlement, 1670-1854	1
Early White Settlement, 1855-1900	28
Early Suburbanization, 1901-1944	47
Post World War II Housing Boom, 1945-1960*	4 (none after 1950)
Unknown	2

*Survey period to 1950, so all structures from 1950s were not surveyed.

**Monticello Township
Architectural Styles**

Pre-Railroad	1
National Folk	21
Queen Anne	1
Folk Victorian	2
Gothic Revival	1
Tudor	1
Colonial Revival	3
Craftsman	1
Prairie	1
Minimal Traditional	5
Modern	1
None	44

Monticello Township

Historic Function

Agricultural Subsistence	28
Commerce Trade	3
Domestic - Single Dwelling	31
Domestic – Multiple Dwelling	1
Domestic - Secondary Structure	11
Education	2
Funerary	3
Government	1
Religion	1
Transportation	2
Unknown	1

3. WILDER - 17 structures surveyed

West of Highway K-7 and 47th Street is the former site of the town of Wilder. Originally settled in 1877 and platted in 1882, Wilder flourished in the 1880s. Its early success was due to its prime location on the Atchison, Topeka and Santa Fe Railroad, and one mile south of the Kansas River which had fine riverbank soil. The fertile soil was ideal for growing potatoes and Wilder soon gained a reputation as the "potato capital of the nation." Access to railroad meant Wilder's bountiful potato crop could easily be shipped across the country, and potato sheds were constructed near the depot.

Wilder boasted a post office, a general store, a two-room school and a depot by the turn-of-the-twentieth century. Sadly, the heyday of Wilder was short-lived. Proximity to the river also meant trouble as flooding of the Kansas River was a constant concern for Wilder's residents. Floods hit in 1903 and 1908 causing a great deal of damage, but the townspeople managed to resume their businesses and farming interests in the wake of the disasters. The 1951 flood was another story. On July 13, 1951 the raging river waters wreaked havoc on Wilder. Floodwaters reached second story windows, and currents literally swept buildings away. The town was declining by the 1950s, and after the flood in 1951, many people moved away.

Wilder never recovered from the flood of 1951. Only four families remained within two blocks of the original town. In 1952, the post office closed, and the depot and potato sheds faced the bulldozer. At the time of the survey, just seventeen structures remained to mark the spot of the Wilder town site, most from the period of Early Suburbanization.

Wilder Dates of Construction

Early White Settlement, 1855-1900	2
Early Suburbanization, 1901-1944	12
Post World War II Housing Boom, 1945-1960*	1
Post 1960	1
Unknown	1

*Survey period to 1950, so all structures from 1950s were not surveyed.

**Wilder
Architectural Styles**

National Folk	12
Minimal Traditional	1
Ranch	1
None	2
Unidentified	1

**Wilder
Historic Function**

Domestic - Single Dwelling	15
Agriculture Subsistence	2

4. HOLLIDAY - 12 structures surveyed

Holliday, originally named Waseca, was platted in 1882. This town owed its livelihood to the Santa Fe Railroad, which arrived in 1885. At the time, the town had a population of 75, which grew to 200 by the early 20th century. In its early years, the town prospered, and had three general stores, a restaurant, blacksmith shop, barbershop, dance hall, depot, one-room schoolhouse, and two churches. It served as a center for townspeople as well as farming families in the surrounding area. The town sustained itself until the 1951 flood, after which much of the town was not rebuilt and the school closed. The town's structures, near the Kansas River and 47th and Holliday Drive, deteriorated over the years. A 2002 newspaper article recorded eight homes left along 50th and Locust. The town site was purchased by Deffenbaugh Industries, a local waste removal company, to expand the neighboring Johnson County Landfill. Their intent was to bulldoze remaining structures in historic Holliday.

Based on a *Kansas City Star* article in December 2002, it is likely that some of the structures that may have been remaining in historic Holliday in 1994 when the area was surveyed were identified with Shawnee as the location. Of the residences below, it is possible that one of them may have been a store (southwest corner of Holliday and Locust, c. 1930-1945, JCM 1994.16.1498).

**Holliday
Dates of Construction**

Early Suburbanization, 1901-1944	11
Post World War II Housing Boom, 1945-1960	1 (0 after 1950)

**Holliday
Architectural Styles**

National Folk	7
Craftsman	2
None	3

**Holliday
Historic Function**

Domestic - Single Dwelling	9
Agriculture Subsistence	3

5. LAKE QUIVIRA - 147 structures surveyed

From the mid-1910s through the early 1930s, building planned resort communities was a national trend. The resorts offered vacation amenities including swimming, fishing, boating, golfing, dancing, and theater. As Americans discovered newly found leisure time and became more mobile, they flocked to recreational facilities in which they could enjoy the beauty of nature.

Lake Quivira began as the dream of Topekan Charles E. Gault. Gault enticed others to join him in the Johnson and Wyandotte County lake project, including W.I. Drummond, who in 1927 organized the Quivira Development Company, and Samuel Insull, a Chicago financier who held and sold stock in the company.

Promotional materials highlighted the location’s accessibility and beauty. The vision for the project included a large lake with a series of smaller lakes for boating, swimming and fishing, home sites suitable for summer or country homes, a clubhouse, a beach, and other recreational amenities such as a golf course, athletic field, and tennis courts.

The developers promoted easy accessibility to Kansas City and promised, “The Santa Fe Railroad and bus lines will supply quick, convenient and economical transportation to the downtown business sections of Greater Kansas City.” They also reached an agreement with the Felter Marine Company to provide regular passenger service on riverboats traveling down the Kaw River to the Quivira Lakes.

In 1928, the Black and Veatch engineering firm began work on the construction of the dam, which was completed in 1929. Although there was not enough money to build several small

lakes or a planned hotel and amphitheater, there were enough funds to complete the lake, major roads, the beach, the clubhouse, and the golf course by 1931.

Elegant botanical gardens were also among the lake's attractions. These gardens were created around natural springs that flowed beneath the ground. These springs provided not only visual beauty, but also drinking water. Five pools were created from these springs using native stone terracing. Tree-lined walkways connected the pools and plantings in this English Park setting.

Crescent Beach was another Lake Quivira highlight. The beach, which was open to use by non-residents until 1956, was equipped with diving platforms, a boardwalk, and a boat marina.

The club house featured dining and party facilities. The lower level was open to the public and provided lockers and a grill and lounge area. The main floor had a dining room and a lounge. The third floor featured a ballroom and an outside balcony with a view of the lake and the beach.

The project was hard-hit by the Great Depression. In 1932, the Quivira Development Company declared bankruptcy. For several years, empty lots were a testament to the financial downturn—many of those who had purchased lots were unable to afford to build a house. By 1936, only eleven residents made their homes at Lake Quivira. The failure of the original development company embarked the community on a lengthy battle for ownership of Lake Quivira's common areas; this dispute was not completely resolved until 1953. The long period of litigation, following on the heels of the Great Depression, limited new home construction in the community until after World War II.

Some of the Lake Quivira structures that were surveyed are north of the Johnson County line in Wyandotte County. The survey includes the botanical gardens, which are now overgrown, with stone terraces and walkways in disrepair. It also includes the Spanish Eclectic club house (1930, JCM 1993.1.1471), dam (1929, JCM. 1993.1.1467 a-d), stone main gate (1938, JCM 1993.1.1469), as well as stucco and stone Spanish Eclectic residences with tile roofs and Tudor homes. A fire house was built in 1947, but has since burned down.

The Spanish Eclectic-style club house, built on the east end of the dam in Wyandotte County, was designed by Kansas City architect Victor J. DeFoe. Completed in 1930 at a cost of \$75,000, the club house was one of the most exclusive in the Kansas City metropolitan area. The stone, brick and stucco structure is complemented by a Spanish tile roof. Over time, despite efforts in the 1950s and the 1970s to revitalize the structure, the club house fell into disrepair. In the late 1980s, the Lake Quivira Board established a fund drawn from increased initiation and monthly fees to finance a complete renovation of the structure.



Figure 31: The club house at Lake Quivira (1929-1930, JCM 1993.1.1471), left, is an excellent example of the Spanish Eclectic style. The ruins of the botanical gardens (1931, JCM 1993.1.1472 a-c) are visible in the photograph on the right.

The oldest structure in Lake Quivira is an I-house with a 2-story Neoclassical porch built in 1882 by George Partonnar (100 Crescent Blvd, JCM 1993.1.1470). The home is currently used as the office of Quivira, Inc., and has an associated stone garage. Partonnar also built a large two-story barn. The barn was torn down when Quivira was built, and the footings were used at the base of the club house.

Although Lake Quivira had its roots in the 1920s, the community really hit its stride after World War II. Ninety-two of the 147 structures surveyed in the area were constructed after 1944, with sixty-six of those being built after 1950. Nearly half of the homes surveyed were built in the Minimal Traditional style—the dominant architectural style of the postwar building boom years. And although Gault had originally conceived the Lake Quivira resort as a year-round residence for middle-class families rather than a getaway for the affluent, the gated community has garnered an exclusive reputation. Home prices within the community remain consistently above average for comparable homes elsewhere in Johnson County. The prestige of a Lake Quivira address has placed increasing pressure on the community’s historic housing stock, as modest older homes are demolished to make way for larger and more elaborate replacements.

Lake Quivira became a gated community in 1966, and incorporated as a city—the last community to do so in Johnson County—on July 12, 1971.

**Lake Quivira
Dates of Construction**

Early White Settlement, 1855-1900	1
Early Suburbanization, 1901-1944	53
Post World War II Housing Boom, 1945-1960	92 (66 after 1950)
After 1960	1

**Lake Quivira
Architectural Styles***

National Folk	1
Craftsman	2
Colonial Revival	13
Tudor	9
Spanish Eclectic	3
Minimal Traditional	61
Ranch	48
Split-level	3
Neoelectic	2
Contemporary Folk	16
Contemporary	2
None	4

*Some structures have been identified as having elements of more than one architectural style. Therefore, the number of structures representing each architectural style may exceed the total number of properties surveyed in a location.

**Lake Quivira
Historic Function**

Commerce Trade	1
Domestic - Single Dwelling	141
Industry	1
Landscape	2
Social	1
Recreation and Culture	1

6. DE SOTO (includes CLEARVIEW CITY)- 480 structures surveyed

De Soto was platted in the spring of 1857 as a river town, hoping to take advantage of steamboat traffic on the Kansas River between Kansas City and Topeka. By 1858, De Soto had a ferry crossing that operated until 1903, when a flood washed away the cable that guided the ferry. The ferry, as well as early roads from De Soto to Osawatomie (surveyed in 1861) and from De Soto to Gardner connected De Soto to the surrounding region. Ultimately, the river proved too shallow to keep a steady traffic of steamboats, which ended De Soto's aspirations to become a prominent river town.

As for many small Kansas communities, the coming of the railroad was an important event in De

Soto's history. The first rail line to provide service to the De Soto vicinity opened in 1871; it was a branch of the St. Louis, Lawrence & Denver railroad which ran from Olathe to Cedar Junction, a small settlement just east of De Soto. This line, known locally as the "Calamity" line, was not a financial success and was eventually abandoned. Fortunately, the St. Louis, Lawrence & Denver railroad built a new line through the area in 1874. This rail service provided farmers with access to distant markets, brought news and goods from other cities, and gave local residents a convenient means of transportation. The depot's central place in the lives of De Soto's residents was reflected in the development of the community's built environment—local historian Pansy Penner once remarked that "at one time there was more of De Soto down by the depot than there was uptown." Although the rail line changed hands several times, the depot remained active until 1982, when the station was finally closed.

The oldest extant structure in De Soto is Abbott's Hall (8300 Peoria, JCM 1992.1.867 a-c). One of the first permanent buildings in De Soto, this commercial structure was constructed ca. 1865 by James B. Abbott. Reportedly, "the hall which [Abbott] built soon became the social center of the community, with dances, lodges and other social activities using it, until the new Masonic hall was completed in 1908." The Hall anchored the original town center of De Soto, but this shifted when the St. Louis, Lawrence, and Denver Railroad reached De Soto. Abbott's Hall, on the southwest corner of 83rd and Peoria, is important as one of the earliest examples of a commercial structure from the Early White Settlement period in the county. The hall is constructed of square cut ashlar stone with an irregular coursed front. During its history, the structure was used as a dry goods and clothing store, lodge, machine shop and implements store, hotel and apartment building. Abbott's Hall was restored by community members in the 1990s, and in 1997 the building was reopened as a museum showcasing De Soto's history.



Figure 32: The stone Methodist Episcopal Church, left, was badly deteriorated when it was surveyed in 1992, and was demolished shortly afterward. The Presbyterian church, also a National Folk style structure built of stone, continues to stand in De Soto. A more modern stone addition has been appended to one side of the church.

In the 1870s, two other excellent examples of rough cut ashlar stone block buildings were constructed. The earliest, the Methodist Episcopal Church (8310 Peoria, 1870, JCM 1992.1.868 a-b) was demolished during the survey period in 1992. This was a significant loss of a church from the early settlement period. The Presbyterian church (8390 Peoria, JCM 1992.1.871 a-b),

built in 1879, is still extant, and is currently the home of the Faith Builders congregation.

As late as 1883, De Soto had a population of only about 75 inhabitants. As of the early 1990s, there were 18 buildings standing from before 1883, a significant number compared with other communities in the county. De Soto's distance from Kansas City reduced development pressure and resulted in the survival of a larger percentage of historic resources.

Before 1900, many of the businesses in De Soto clustered around the railroad depot. A simple wood-frame commercial building with a front-gabled roof (33115 W. 83rd Street, ca. 1900, JCM 1992.1.891) is a rare example of an early commercial building—most were replaced with fireproof brick. Another early wood-frame structure is the Italianate Clear Creek Grange Hall (8895 Cedar Creek Road, 1882, JCM 1992.1.1174) which was moved in 1985 from the northeast corner of 83rd Street and Mize Road to Cedar Creek Road in De Soto.

The majority of the properties inventoried in De Soto were built between 1901 and 1944. Significant among them is the old Masonic building (33071 W. 83rd Street, 1908, JCM 1993.1.1305 a-b), a brick structure which is representative of commercial buildings from the late 19th and early 20th century. Additionally, some of the only bridges surveyed in the county were two Riveted Warren pony truss bridges (ca. 1910, JCM 1992.1.1177, and ca. 1920, JCM 1992.1.1204) which cross Cedar and Camp Creeks in De Soto. Also notable are a number of well-preserved examples of Craftsman residences.

De Soto became the educational center for the local agricultural community. While one-room schools allowed many children living in rural areas to complete at least some of their elementary education, earning a high school diploma remained a mark of educational distinction in rural Kansas for many years. De Soto began offering a two-year high school curriculum in 1907; to complete their secondary education, area students had to travel to Lawrence or Olathe. As the program grew, buildings all over De Soto were used as venues for high school classes, and the community recognized that a high school building was needed. The brick high school (32905 W. 84th Street, JCM 1993.1.1323), dedicated on February 8, 1919, displays details typical of the Collegiate Gothic style, including an arched main entrance with an elaborate surround. During this time period, approximately 75% of all school buildings erected in the United States were built in the Collegiate Gothic style. In 1945, a new gymnasium was appended to the west end of the building, and the east addition was completed in 1952. In 1955, the interior of the original building was renovated, and the old gymnasium was converted for use as a library and study hall. In 1968 a new high school was built, and the 1919 building became the De Soto Junior High. The building's last year as a school was 1995. It was purchased by the City of De Soto in 1996 and currently serves as the city hall, community center, and senior citizen's center. Other education-related structures in the De Soto vicinity documented during the survey include the burned ruins of the one-room Cedar Junction School (30151 W. 92nd Place, c. 1900, JCM 1992.1.1135) and a frame schoolhouse now used as a residence (33695 W. 83rd Street, c. 1900, JCM 2002.1.15).

The Sunflower Ordnance Works brought big changes to De Soto in the 1940s. In 1942, the U.S. government purchased 10,000 acres south of De Soto for an ordnance plant. The construction of

the plant displaced 150 farms and the small community of Prairie Center. The establishment of the Sunflower Ordnance Works flooded nearby De Soto with workers looking for housing. Sunflower Village was built by the federal government in 1943 to house thousands of people attracted by the opportunity for work at the ammunition plant. The community was located just north of the plant and was operated by the Federal Public Housing Administration. The *Sunflower Sentinel*, the official newsletter for the Sunflower Ordnance Works, published the plan for Sunflower Village in 1943. The plan for the 175-building site showed houses 40 feet apart with space for a miniature victory garden in back. The buildings included 352 housing units with two bedrooms, 250 with three bedrooms and 100 with five bedrooms. The landscape plan called for thousands of trees and bushes to beautify the complex.



Figure 33: Hundreds of nearly identical, Minimal Traditional style dwellings like this one (Lane C 12C-18C/Clearview City, 1942, JCM 2005.1.23) were built in Sunflower Village, later Clearview City, to accommodate the workers at the Sunflower Ordnance Works.

A new addition to Sunflower Village in 1945 included 12 two-bedroom units and six one-bedroom units. Adjacent to the Village was a small trailer park often referred to as Trailer Town. Sunflower Village included a City Hall complete with ballroom, a post office, a school, a bowling alley, a grocery store, a dairy store, a beauty shop and a theater. A service station selling Phillips 66 gasoline and Firestone accessories opened in 1945. In the 1950s, Sunflower Village experienced its peak population of around 5,000- 6,000 occupants, including military personnel.

In 1946, the plant went on stand-by. It was reactivated three more times before finally being declared excess property by the United States Army in 1997. The site is currently undergoing environmental remediation for future redevelopment. Sunflower Village was sold and operated on a private basis featuring low to moderate rent apartments. In the 1970s, Sunflower Village was renamed Clearview City and was made into a retirement community. The change of name was an attempt to disassociate the property from the stigma attached to Sunflower Village, which had fallen into disrepair over the years. Clearview City was annexed by De Soto in 2001.

One hundred seventy structures located in Clearview City were documented during the survey

(JCM 2005.1.1 a-b-JCM 2005.1.53 a-b and JCM 2005.1.55-JCM 2005.1.171). All but five of those structures are Minimal Traditional style multiple dwellings. The five exceptions include a checkpoint booth (JCM 2005.1.141), a post office (JCM 2005.1.169 a-b), an office building (JCM 2005.1.170 a-c), a warehouse (JCM 2005.1.171), and a small brick building of unknown use (JCM 2005.1.140).

The 2007 installation of De Soto’s first traffic signal, located at the intersection of Commerce Drive and Lexington Road, is a sign of the times for the growing community. Likewise, the 1985 completion of Kansas Highway 10, which cuts across De Soto’s southern outskirts, has brought new commercial prospects to the town, and an influx of new residents. Between 1990 and 2005, the town more than doubled in size, with a current population of over 5000 people. The community is currently exploring options for revitalizing the historic downtown district.

Results of this pre-1950 survey in De Soto revealed strong retention of historic resources from before the post-World War II Housing Boom beginning in 1945. The most prominent style of the historic resources in De Soto is Minimal Traditional (200 of 480). The majority of the structures surveyed were single dwelling residences (205 of 480).

**De Soto
Dates of Construction**

Early White Settlement, 1855-1900	97
Early Suburbanization, 1901-1944	345
Post World War II Housing Boom, 1945-1960*	35 (8 after 1950)
Post 1960	1
Unknown date	2

*Survey period to 1950, so all structures from 1950s were not surveyed.

**De Soto
Architectural Styles**

National Folk	147
Gothic Revival	1
Italianate	2
Folk Victorian	4
Queen Anne	2
Craftsman	15
Colonial Revival	2
Tudor	1
Art Moderne	1
Collegiate Gothic	1

Minimal Traditional	200
Ranch	4
Modern	2
Contemporary	1
One-Part Commercial Block	10
Two-Part Commercial Block	2
None	83
Unidentified	2

**De Soto
Historic Function**

Agricultural Subsistence	44
Commerce Trade	21
Defense	1
Domestic - Secondary Structure	25
Domestic - Single Dwelling	205
Domestic – Multiple Dwelling	165
Education	3
Government	2
Religion	3
Social	3
Transportation	4
Unknown	5

7. LEXINGTON TOWNSHIP - 91 structures surveyed

Lexington Township is in the northwest corner of Johnson County. The part of the township that has not been annexed by De Soto or Olathe remains largely rural, although the area has seen expanded development in recent years as De Soto experiences substantial growth. More than one-third of the structures surveyed are related to agriculture.

Most of the extant structures date from between 1870 and 1930. One of the oldest structures documented during the survey was the Hale residence (12880 Evening Star Road/Eudora, JCM 1992.1.813 a-d), which was built in about 1857. This stone building, an example of the National Folk style, was in poor condition at the time it was surveyed, and it has since been demolished. Most of the residences surveyed in the area display the hallmarks of the National Folk or

Craftsman styles.

Although as many as eleven schools once dotted the township, one known school remains—the Waverly School (31090 W. 135th Street/Olathe, ca. 1920, District #59, JCM 1992.1.1232) is currently being used as a residence.



Figure 34: The historic Hale residence, built around 1857, was one of the oldest structures documented during the survey.

Flat terrain, proximity to railroad connections, and access to a strong labor force brought wartime industry to Lexington Township during World War II. In 1942, the U.S. government acquired over 10,000 acres, displacing the rural community of Prairie Center. In 1915, the community, described by the *Olathe Mirror* as “A Thriving Little Village of Happy Contented People”, included Quaker and Methodist churches, a school, a general merchandise store, a blacksmith’s shop (which also supplied the community’s electricity), a cider mill, and a telephone exchange. By 1943, the world’s largest rocket powder plant—the Sunflower Ordnance Works—had replaced the farm community. In 1986, Edwin and Sibyl Rice, natives of Prairie Center, revisited the site of their community and found only traces—including the remnants of a fish pond—of the town they had grown up in.

A motto of the Sunflower Ordnance Works was “Let the Sunflower outshine the Rising Sun.” The plant operated 24 hours a day to produce rocket propellant for World War II. In 1946, the plant went on stand-by. The Sunflower Ordnance Plant was reactivated during the Korean and Vietnam Wars and remained on standby status in the intervening years. In 1984, the plant was retooled for production, which continued until 1992, when the plant was shut down. Approximately 300 buildings were burned in 1996 to rid the area of explosive residues and prepare the site for new uses, and the following year the site was declared excess property by the United States Army. In August 2005, the General Services Administration facilitated the transfer of the property to Sunflower Redevelopment, LLC, a private corporation. The site is currently undergoing environmental remediation for future redevelopment.

In addition to De Soto and Prairie Center, Cedar Junction (also known as Corliss) was another small community located in Lexington Township. Served by a line of the Atchison, Topeka & Santa Fe railroad and located near the southern bank of the Kansas River, in 1910 Cedar Junction was a thriving farm community of 161 souls. At that time, the town’s amenities included a post office, multiple general stores, a school, and two churches, and because of its location on the

railroad line it was a primary point for shipping and receiving goods. Its proximity to the river was a blessing and a bane—historic floods had enriched the soil for farming, but the massive 1951 flood essentially destroyed the community, which had been experiencing decline for some time. Long-time resident Cecile Culp observed in 1987 that “a cluster of houses has been built in the heart of Old Cedar Junction and people are living there, but [it] is no longer Cedar Junction, just merely ‘east of De Soto.’”

**Lexington Township
Dates of Construction**

Early White Settlement, 1855-1900	32
Early Suburbanization, 1901-1944	52
Post World War II Housing Boom, 1945-1960*	6 (0 after 1950)
Unknown	1

*Survey period to 1950, so all structures from 1950s were not surveyed.

**Lexington Township
Architectural Styles**

National Folk	37
Folk Victorian	1
Queen Anne	1
Colonial Revival	3
Craftsman	4
Neoclassical	2
Minimal Traditional	2
Ranch	1
None	39
Unidentified	1

**Lexington Township
Historic Function**

Agricultural Subsistence	34
Domestic - Single Dwelling	53
Domestic - Secondary Structure	3
Education	1

8. OLATHE – 983 structures surveyed

Olathe was founded in 1857 by the Olathe Town Company. The county seat was moved from Shawnee (then Gum Springs) to Olathe the following year. As the county seat, Olathe was central to the early development of Johnson County. By 1860, it was a small, thriving rural community. Construction virtually stopped during the border skirmishes associated with the Civil War, but after 1865, the town began to thrive. By the end of the 19th century, Olathe was a thriving commercial base.

Because of its prominence in the county's history, there are several important and notable architectural properties in Olathe. Five residences are on the National Register of Historic Places and an additional three on the Register of Historic Kansas Places.

The J.B. Mahaffie House (1100 E Kansas City Road/Olathe, 1865, JCM 1997.1.519) is one of the oldest properties surveyed in Olathe and is on the National Register. This two-story house with thick native limestone walls and a full facade width porch on both the first and second floors was built by J.B. and Lucinda Mahaffie. It served as an inn and stagecoach stop, one of the first stops on the Westport cut off on the Santa Fe and Oregon Trails. The basement cellar served as a kitchen and dining room for guests. For five years, the Mahaffies' business flourished until the railroad came through Olathe around 1870. A two-story ice house and a peg barn are also on the property. In 1979, the City of Olathe purchased the Mahaffie House and the adjoining property and opened the historic site to the public. In 1997, the City acquired additional land to the east and south of the farmstead. In 2008, a new visitors' center was constructed to the east of the Mahaffie House to provide facilities for events and additional opportunities for interpreting the site. The site is currently operated by the City of Olathe's Parks and Recreation Department.

Another early structure is what has historically been the Administration building (450 E. Park Street, JCM 2001.1.370) for the Kansas School for the Deaf; the structure is now the Stanley Roth building. Built around 1866, this two-story brick building is the oldest structure on campus and is still used by the school. This Colonial Revival building features Georgian Revival elements, particularly in the stone around the central doorway. The structure is topped with a central wooden cupola.

By the 1880s, commercial and social activity in Johnson County centered around Olathe. It boasted three railroads, several railroad depots, and a population of 2,300 residents. The Atchison, Topeka and Santa Fe Railroad built from Kansas City to Olathe had become the main route into Kansas City. This made Olathe, as well as Lenexa, Gardner, and other towns along the railroad, part of the Kansas City market chain.

Most of the surviving pre-1950 structures in Olathe are residences. The central historic residential district grew south and east of the courthouse square, which was bordered by Santa Fe, Kansas, Cherry, and Park Streets, and immediately west of the courthouse, thinning out farther to the west. Most homes were frame construction. For upper-middle and upper-class housing, however, Kansas limestone was a preferred construction material.

Olathe is home to the best extant late 19th century residential architecture in the county. These include both National and State Register Properties, many of which belonged to prominent Olatheans. They include the I.O. Pickering House (507 W. Park Street, 1869, JCM 1996.1.384), the Martin Van Buren Parker House (631 W. Park Street, 1880, JCM 1996.1.414), Hycrest (505 E. Cedar Street, 1881, JCM 2001.1.137 a-b), the George Hodges House (425 Water Street, 1892, JCM 1997.1.449), and the Albert Ott House (401 S. Harrison Street, 1894, JCM 1996.1.520 a-c). Also of note is the Frank Lanter House (562 W. Park Street, 1901, JCM 1996.1.404). The Queen Anne and Colonial Revival styles from this period are well represented in Olathe in the historic central residential district including Park, Harrison, and Poplar Streets. There are also many excellent examples (106) of Craftsman style residences from a slightly later period.

Olathe was one of the few Johnson County communities with a significant African-American presence in the late 19th and early 20th centuries. Segregation was a fact of life, and in Olathe, as in other Kansas towns during this time period, African Americans established their own community. Modest homes, churches and a school were situated in a neighborhood located west of the Atchison, Topeka and Santa Fe railroad tracks between Santa Fe and Catalpa (now Whitney) Streets. However, the historically African-American neighborhood of Fairview (SE quarter of section 25) was extensively redeveloped as part of Olathe's Urban Renewal project in the 1960s and 1970s, so there are limited historic resources from this neighborhood remaining.

Brick schools in Olathe include the former John P. St. John High School (southeast corner of Water and Park Streets, 1926, JCM 1996.1.341) and the Millbrook Junior High School (311 E. Park Street, 1942, JCM 1996.1.340).

Six historic churches were surveyed in Olathe. Olathe's first church was erected on the north side of the town square in 1858; this small frame structure was destroyed by a storm shortly after its construction. Fire claimed other early wood frame churches, including the second First Christian Church, which burned in 1924. This congregation rebuilt in brick, resulting in the impressive Gothic Revival structure (200 E. Loula Street, 1926, JCM 1996.1.359) that now stands at the northeast corner of Loula and Chestnut Streets. The church's education wing was added in 1968. The wood frame churches that remain include the Second Baptist Church (331 N. Kansas Avenue, 1886, JCM 1992.1.1119 a-d and JCM 1997.1.478), which features Gothic Revival windows; a large addition was appended to the building's south elevation in the early 1990s. This congregation, originally named the First Baptist Church of Olathe Colored, first worshipped in a nearby residence before beginning construction on the church in 1886. Historic churches were not exempt from the Urban Renewal project, and St. Paul's Catholic Church, built in 1907, was the first of many buildings to be demolished as part of that initiative.



Figure 35: Olathe boasts a rich architectural heritage, with a number of homes listed on the State and National Registers of Historic Places. Clockwise from top left: Frank Lanter House, Albert Ott House, Hycrest, and George Hodges House.

Another wave of development came with the Strang Line and the increasing popularity of the automobile and construction of roads. The Strang railway line reached Olathe in late 1906, connecting the city to Lenexa, Overland Park, and Kansas City. The route of the railway line included portions of Santa Fe and Park Streets, and terminated on the west side of the courthouse square. Two structures were surveyed in Olathe that are connected with the Strang Line—a brick car barn or battery recharging station (1006 E. Park Street, c. 1905, JCM 1992.1.805 a-b and 1997.1.640) and a wood shed (1006 E. Park Street, 1905, JCM 1997.1.641). The car barn/recharging station has been converted into a residence.

The development of roads also contributed to Olathe's growth. Around 1910, local leaders pressured county commissioners to build a "modern" rock-bottomed highway between Olathe and Kansas City. In 1925 the rock road was changed to a hard surface of concrete and brick. By November 1937, two highways—U.S. 50 and K-10—connected Olathe to Kansas City. Later road construction also had a dramatic impact on Olathe's growth and development. In 1959, the stretch of I-35 between Kansas City and Ottawa was completed. This interstate highway sliced diagonally across Olathe's eastern outskirts. New businesses sprouted up, particularly around the junction of Santa Fe and I-35. These new businesses, plus the increased ease of access to areas beyond Olathe, had a detrimental impact on Olathe's historic downtown business district. In an effort to revitalize the community's core, Olathe undertook an Urban Renewal project that

resulted in the demolition of over 100 homes and businesses, and permanently altered traffic patterns in the area.

As Olathe became increasingly accessible and central, in both government and commerce, there was tremendous growth in the period of Early Suburbanization, 1901-1944. The majority of historic resources surveyed in Olathe were built during this period (713 of 983).

One of the most intriguing residences from this period is Evanscourt (312 S. Cherry Street, 1912, JCM 1996.1.120), nestled among Victorian and Craftsman homes on Cherry Street. Built for J. All Evans, an Olathe clothing merchant, the structure was designed to express Mr. Evans's appreciation for Greek and Roman culture—a 1958 newspaper article observed that the house was “an almost perfect replica of an ancient Roman domus, or town house.” The concrete block exterior of Evanscourt is low and oblong. Its austere façade is punctuated by two windows on either side of a portico of Doric columns and entablature. A pair of lion statues stands guard on each of the front corners of the flat roof. The initial configuration featured an atrium and courtyard covered with a glass skylight. Around this central hall were three bedrooms, a study, a kitchen and a dining hall. Affectionately known as “the court” by the Evans family, the courtyard was the home's most distinctive feature and its heart. Its smooth concrete floors were covered with grass mats, and a five foot high fountain in the center of the room added to its eccentric charm. It also featured a huge stone fireplace which could hold five foot logs.

In 1942, during a national expansion of aviation training centers, a 640-acre tract southwest of Olathe was selected to house the Olathe Naval Air Station (ONAS). Until 1940, even though Olathe was the largest city in the county, it was still largely an agricultural community. The proximity of the Naval Air Station expanded Olathe's economy and put the rural town on the road to future industrial development. The Olathe Naval Air Station continued its military function until 1970, when it was decommissioned and became the Johnson County Industrial Airport. It is now the New Century Air Center.

Thousands of people were assigned to the Naval Air Station, and there was not enough available housing to accommodate the influx of newcomers. In what is now central Olathe, a number of Minimal Traditional houses with concrete foundations were built in 1942 and 1943 in response to this housing need. Local developer Walter Klassen was contracted to build 30 new homes in Highland Park, a subdivision of Olathe. And in 1943, W.H. Shackelford, Jr. started a 50-unit housing development in the center of what was known as “Navy Hill.” The project would consist of 25 two-family duplex units, all one story and constructed of wood. Twenty-three of these duplexes were surveyed on South Parkway Drive, Lane Street, and Glendale Street. Fifteen additional houses were started the following year on the 500 block of East Cedar. Today, most buildings in this neighborhood are in excellent condition, with minor alterations to their original style. A few of the homes are now clad with aluminum or vinyl siding, and some have replacement windows. The duplexes, constructed in four different floor plans, remain in almost original condition, many with the original two to four car garages still standing behind them.



Figure 36: Minimal Traditional style duplexes like this one (4402/4404 S Parkway Drive, 1942, JCM 2002.1.48) were built to house the families of servicemen stationed at the Olathe Naval Air Station during World War II.

The majority of surveyed properties in Olathe—817 of 983—are single family dwellings. A large part of Olathe’s commercial district succumbed to urban renewal in the 1960s and 1970s.

Olathe Dates of Construction

Early White Settlement, 1855-1900	161
Early Suburbanization, 1901-1944	707
Post World War II Housing Boom, 1945-1960*	107 (15 after 1950)
Post 1960	3
Unknown date	5

*Survey period to 1950, so all structures from 1950s were not surveyed.

Olathe Architectural Styles

National Folk	448
Gothic Revival	5
Italianate	10
Folk Victorian	11
Queen Anne	13
Stick Style	1
Richardsonian Romanesque	1
Colonial Revival	25
Neoclassical	3

Collegiate Gothic	1
Tudor	7
Prairie	5
Craftsman	106
Art Deco	2
Minimal Traditional	222
Ranch	6
Modern	1
International	1
One-Part Commercial Block	1
Two-Part Commercial Block	3
None	110
Unidentified	1

**Olathe
Historic Function**

Agricultural Subsistence	53
Commerce Trade	13
Domestic - Hotel	2
Domestic - Secondary Structure	51
Domestic - Multiple Dwelling	27
Domestic - Single Dwelling	817
Education	5
Government	4
Industry	1
Religion	6
Transportation	3
Unknown	1

9. OLATHE TOWNSHIP - 78 structures surveyed

Suburban growth and development threaten historic rural structures on the outskirts of Olathe. What had been rural agricultural areas have been annexed by Olathe—during the survey period

alone, the City of Olathe's land area increased nearly 33%, from 45.25 square miles in 1991 to 59.41 square miles in 2006. Some locations identified by the survey data as belonging to Olathe Township were rural when surveyed and are now located within the city limits of Olathe proper. However, examples of rural historic resources still remain in Olathe Township.

There are a few structures of note, including a handful of one-room frame schoolhouses which were extant at the time of the survey. The Sunlight School (2835 W. 135th Street, 1915, District #29, JCM 1997.1.461) was being used as an Eagles Lodge when it was documented by the survey. A 1965 article in the *Kansas City Star* identified the Moonlight School (13451 Moonlight Rd/Olathe, ca. 1900, District #65, JCM 1993.1.1705) as the last one-room school still operating in Johnson County as of 1965; it has since been converted into a residence. The Grandview School (10925 Lone Elm Rd/Olathe, 1883, District #26, JCM 1992.1.815 a-b) closed in 1943 and served as a Grange Hall for a time. By 1974, the former school had been adapted for use as a residence.



Figure 37: Three of Olathe Township's rural schools have been repurposed since their school bells last rang—two as residences, and one as an Eagles Lodge. From left: Grandview School, Moonlight School, and Sunlight School.

Also surveyed was a large octagonal barn (c. 1894, JCM 1992.1.81 a-b) that could only have been built by a prosperous farmer. According to a 1979 article in the *Olathe Daily News*, the barn, which was 85 feet in diameter and graced by an octagonal cupola, "...was designed for livestock and storage of loose hay on a second and third story platform suspended from the ceiling. The center aisle is for hay wagons, with grain bins on either side." Located on the southeast corner of 199th and Lone Elm Road, the barn was in good condition when it was surveyed in 1992, but was demolished during the survey period.

The Lackman-Thompson House (11180 Lackman Road/Lenexa, 1886-1887, JCM 1991.106.118) is an extraordinary example of a farm residence built by a prosperous farmer. Built by William Lackman, the house exhibits hallmarks of both the Second Empire and the Queen Anne styles. The house was listed on the Register of Historic Kansas Places in 1992 both for its architecture and for its association with Lackman, who established an early interurban railway between Kansas City and Olathe. The farm also features an impressive brick barn with a vaulted roof (JCM 1991.106.119) which was built by Frank Thompson in 1932-1933, as well as a number of other outbuildings. After many years in the Thompson family, the farm and home were donated to the Johnson County Community College and later sold to the City of Lenexa. Today, the barn has been remodeled into a state-of-the-art conference center, and the home currently serves the

Lenexa Chamber of Commerce.



Figure 38: This remarkable barn was a landmark on Olathe Township’s rural landscape for nearly one hundred years.

A badly deteriorated Italianate style farmhouse (north of 111th Street on Lone Elm Road, c. 1865-1874, JCM 1992.1.86 a-i) and a similarly weatherworn Queen Anne style residence (20025 W 167th Street/Olathe, 1890, JCM 1997.1.222 a-b) also provided glimpses of the architectural styles favored by prosperous farmers in the late 19th century.

By 1874, Olathe Township was crisscrossed by railroad lines heading for Olathe. A number of small communities, including Bonita, Wainright, Elizabeth, Pleasant View, and Lackman sprang up at points along the tracks, but ultimately these fledgling settlements were not successful.



Figure 39: For nearly a hundred years, the general store in Bonita adapted to serve the changing needs of the surrounding area. In its earliest years (left: c. 1905), the store carried “everything except threshing machines”—and those could be ordered. As gasoline became a necessity of rural life, the store (center: c. 1968) made that a part of its inventory, too. And in its twilight years (right: 1996), the store continued to function as a gathering place for local farmers.

While the other communities appear to have been little more than names on a map, vestiges of Bonita survive today. The small railroad town of Bonita straddled the Olathe-Spring Hill Township line along the Missouri River, Ft. Scott & Gulf railroad. First settled in 1879, by 1910 the tiny hamlet offered a general store, a railroad depot, a grain elevator, and a few residences,

with a population of just 35. The depot and post office were closed in the 1930s, and the small community was dealt another blow when it was bypassed by U.S. 169. Nevertheless, the general store (see Figure 39: 17500 Woodland Road/Olathe, 1901, JCM 1997.1.202) continued to operate through the 1990s and still stands at the intersection of 175th Street and Woodland Road. Three Bonita residences (JCM 1997.1.201, JCM 1997.1.203, JCM 1997.1.204) were also documented by the survey.

**Olathe Township
Dates of Construction**

Early White Settlement, 1855-1900	28
Early Suburbanization, 1901-1944	46
Unknown	1

**Olathe Township
Architectural Styles**

National Folk	27
Italianate	2
Queen Anne	4
Craftsman	4
Prairie	2
Minimal Traditional	6
None	30
Unidentified	3

**Olathe Township
Historic Function**

Agricultural Subsistence	24
Commerce Trade	1
Domestic - Single Dwelling	41
Domestic – Multiple Dwelling	1
Domestic – Secondary Structure	1
Landscape	2
Education	6
Transportation	1

10. GARDNER (includes GARDNER LAKE) - 593 structures surveyed

The earliest history of white settlement in the Gardner area was shaped by its proximity to the California, Santa Fe and Oregon Trails, which intersected just east of town; the Santa Fe Trail passed through the future site of Gardner as it continued west. Gardner was settled in 1857 ten miles southwest of Olathe. One of the first town structures, built that same year, was a stone hotel built by the town company to accommodate new settlers. When the Kansas City and Santa Fe Railroad reached Gardner in 1870, the town became a shipping center for locally produced grain.

The earliest extant structure in Gardner and perhaps the earliest standing church in Johnson County is a wood frame Catholic church (107 E. Warren Street, JCM 1992.1.1004) built in 1862 on Main Street. When a new Catholic church was slated for construction, this building was moved to East Warren, placed on the first poured concrete foundation in the city, and is now used as a residence. Two other churches built before 1900 were also surveyed. The Baptist Church (227 E. Main Street, JCM 1992.1.972) was built in 1879, and served the Baptist congregation until 1958. It is currently used as an apartment building. The First Presbyterian Church (138 E. Shawnee, JCM 1992.1.957 a-d) was built in 1892. This church burned to the ground and was razed in 1993.

Gardner had about 250 inhabitants by 1883, and had doubled in size to 514 by 1910. “In the years 1895 [to] 1910,” the Gardner Historical Museum’s web site notes, “Gardner experienced a boom in home and business construction. As early as 1894, as reported in that year’s edition of *The Kansas True Flag*, ‘Gardner is just now having a boom and the city will surely increase in population and business in the coming year. All that is needed now is more houses. There is not even a tenement, barn nor store in the city to rent.’” Gardner was described as a bustling town “...in the midst of fine farms, from which it draws a good trade.”

During these years, the contracting firm of Cramer and Eyerly, which was well known in Johnson County, did much of the construction. In 1903, the *Gardner Gazette* wrote, “That [Cramer and Eyerly] are hustlers is evident from the amount of work performed by them in a year, and when we consider that these gentlemen do, with their own hands, all the stonework, brick work, plastering and wood work, taking the bare lot and turning it over to the owner ready for occupancy, with all the modern conveniences, we do not wonder that they are compelled to refuse contracts frequently.”

Dr. William C. Harkey contracted with Cramer and Eyerly in 1902 to have his house constructed on Main Street on the eastern edge of Gardner’s historic business district. The modest L-plan wood frame Queen Anne cottage (224 E. Main, JCM 1992.1.947) is on the Register of Historic Kansas Places due to its affiliation with Dr. Harkey, a prominent physician who lived in Gardner from 1902 to 1910.

Many of the homes built during this period were well built, simple National Folk residences. There are, however, good examples of other architectural styles popular at the time including Folk Victorian, Colonial Revival, and Craftsman. One of these, the Herman B. Foster House (204 W. Main Street, JCM 1992.1.926), was built in 1893 for Foster, a local businessman who together with Arthur Bigelow operated a prominent mercantile business in Gardner. This gable-

front-and-wing Folk Victorian home was purchased in 2002 by Gardner Historical Museum, Inc., and currently houses the Gardner Historical Museum. In 2007, the structure was listed on the National Register of Historic Places in recognition of its association with Herman Foster.

The only home in the county identified in the survey as the Shingle style is in Gardner. This house (106 S. Center Street, JCM 1992.1.1017 a-c) was built in 1895 for F.W. Sponable, founder and president of Farmers Bank. In 1901, the *Gardner Gazette* reported that Mr. Sponable was having a new home built, which would be “handsome and well built at a cost of approximately three thousand dollars.” In the 1960s, the home was purchased by the Roy Bruce family, who enlarged the structure to accommodate its current function as the Bruce Funeral Home.

Another notable Gardner residence from this period is the distinctive structure located at 223 E. Park (JCM 1992.1.988 a-e). This brick bungalow, built around 1910 for J.P. Williams, is an expression of the Neoclassical style. Around the same time, Dr. R. C. Fear built the concrete-block Folk Victorian style house (JCM 1992.1.976 a-b) that stood at 311 E. Main Street; this structure was demolished during the survey period. Concrete block houses were very popular from about 1900 to about 1930; as with the Craftsman bungalow, extensive advertising by mail order companies such as Sears, Roebuck & Company—who sold the machines to make the blocks—helped to drive the popularity of this housing type.

Gardner’s business district grew with its population. However, several fires in the first decade of the twentieth century destroyed “Gardner’s frame rows.” These wood commercial buildings were commonly built before the turn of the 20th century, and it was not uncommon for them to succumb to fire. Many of the brick historic commercial buildings that define Gardner’s present downtown business district date from this early 20th century rebuilding.

The first substantial masonry building was the Farmers’ Bank (140 E. Main Street, JCM 1992.1.938 a-f), constructed in 1905 on the northwest corner of the downtown district. Then in 1907, the Masonic Building (103/105 S. Elm Street, JCM 1992.1.967 a-c) was rebuilt in brick on the southeast corner. In about 1912, a one-story commercial building (200 E. Main Street, JCM 1992.1.939 a-b and 216 E. Main Street, JCM 1992.1.940 a-b) on the northeast corner was built in brick to house the Bigelow-Foster Mercantile Company and other businesses, and in 1916 the Gardner State Bank (102 S. Elm, JCM 1992.1.965 a-d) moved into a new two-story brick commercial block with a prominent Neoclassical columned façade. Construction of this bank on the southwest corner of the intersection of Main and Elm Streets completed the rebuilding of the center of Gardner’s downtown business district. These four buildings still define the center of the Gardner downtown district.



Figure 40: These four substantial buildings anchor Gardner’s downtown district. Clockwise from upper left: Farmers’ Bank, Bigelow-Foster Mercantile Company, Masonic Building, and Gardner State Bank.

In 1926, the Gardner State Bank and the Farmers’ Bank consolidated, and the combined operations carried on in the Gardner State Bank building at 102 S. Elm Street. This building remained the financial center of the community until 1967, when a modern facility was constructed to the west on Main Street. Additional examples of brick commercial structures in Gardner include the three-bay Tunison Garage, (214 E. Main, c. 1916, JCM 1992.1.946 a-b) and the Marriott Garage (205 E. Park Street, c. 1915, JCM 1992.1.968).

Gardner Lake was constructed from 1935 to 1938 as a site for vacation homes. According to the National Register nomination prepared by the Kansas Historic Preservation Office, “the Gardner Lake project represented the largest and most expensive of the 12 public works projects that the WPA funded in Johnson County....” The Gardner Lake Corporation originally promoted and guided the 359-acre lake project, and expected to donate the lake and some land to the State of Kansas to operate as a state park. By April 1937, even before the lake was completed, 120 lots had been sold.

The project plans were developed by the Kansas Emergency Relief Committee in 1934 and adopted by the Works Progress Administration (WPA). The project included the construction of an earth fill dam and recreational facilities including shelter houses, toilets, a bath house, a beach, a boat house and dock, outdoor ovens, picnic tables, and an athletic field. One of the

most recognizable features is the Gardner Lake Beach House (15455 Gardner Lake Road 3, JCM 2006.1.32). This stone beach house with a swimming beach was completed by the summer of 1938. It was listed on the National Register of Historic Places in 1992.



Figure 41: The Gardner Lake Beach House was built by WPA workers in 1938, and has been listed on the National Register of Historic Places since 1992.

The lake provided the setting for numerous vacation cabins situated around the shoreline. Some were converted from the bunkhouses used by WPA workers. Many of the lake cabins were constructed in the years immediately after World War II. Many were later enlarged to become permanent suburban residences. Most commonly, these were small rectangular wood frame residences with side gable roofs. Characteristic features include rustic stone foundations and chimneys. Historic resources at Gardner Lake were inventoried under Gardner. Most of the residences inventoried had additions and alterations. Recently, a tract southwest of the lake has been annexed into the city of Gardner. The rest of the homes around the lake are organized into a homeowners association.

In 1942, the Olathe Naval Air Station opened just a short distance northeast of Gardner. The airbase brought new jobs to the area, and prompted a small building boom in Gardner. A block of small houses on Pine Street in Gardner were built from 1942 to 1945 for World War II Navy personnel. These modest wood frame homes are examples of the Minimal Traditional style. The Minimal Traditional style likewise dominated the residential construction that took place after 1945, with 87 of the 121 surveyed single family dwellings built during or after 1945 exhibiting that style.

There were no pre-1950 school buildings documented in Gardner during the survey. The first Gardner school district was organized in 1858, and classes were held in a variety of locations until a stone school house was built in 1861. By 1891, 150 pupils were enrolled in the Gardner school. The impressive size of the student body made a larger school building a necessity, and in 1894, the stone building was demolished and replaced with a frame building. In 1915, the frame school gave way for a brick building, which served the Gardner community until it too was demolished in 1991. The only extant pre-1950 structure associated with education in Gardner is the former city auditorium (111 N. Elm Street, JCM 1992.1.948), built by WPA workers in 1939, which was used for basketball games, school plays, and other extracurricular functions. The one-time city auditorium went on to serve as the base of operations for the Gardner Department of

Public Safety Fire Division, and is now the maintenance shop for the Gardner Parks and Recreation Department.



Figure 42: Built in 1939 by WPA workers, for many years this building provided the setting for many of the Gardner schools' extracurricular activities.

Recently Gardner has experienced rapid growth and change. This development has affected the surviving historic buildings in town. Virginia Johnson, a local historian, stated at the time of the Gardner centennial in 1957, at least 17 houses known to have been built within Gardner's first decade or so were still standing. In 1977, she observed that very few were left.

In 2004, BNSF Railway included Gardner among the locations being considered for a new intermodal hub. This hub would serve as a regional or national distribution point for goods shipped by truck or train. The project, which would involve the construction of warehouses and a logistics park, as well as transportation-related improvements, would encompass nearly 1,000 acres. The project also promised to draw additional business and residential development to the area. In 2006, an overwhelming majority of Gardner voters approved the annexation of the acreage chosen for the intermodal project. In February 2009, BNSF announced that construction on the intermodal hub, which had been slated to begin on a site southwest of Gardner, would be put on hold due to a downturn in the national economy. In June 2009, the City of Gardner chose to rescind its agreements with BNSF and to deannex the land for the project. The City of Edgerton is currently in negotiations with BNSF and the Allen Group, a developer associated with the project, and is seeking to annex the land slated for the hub. If completed, the intermodal hub and its associated development will have a significant impact on the historic resources that remain in the rural area between Gardner and Edgerton.

Gardner Dates of Construction

Early White Settlement, 1855-1900	84
Early Suburbanization, 1901-1944	359
Post World War II Housing Boom, 1945-1960*	141 (20 after 1950)
Post 1960	1
Unknown date	8

*Survey period to 1950, so all structures from 1950s were not surveyed.

**Gardner
Architectural Styles**

National Folk	147
Italianate	1
Folk Victorian	13
Queen Anne	6
Shingle	1
Romanesque	2
Colonial Revival	8
Neoclassical	8
Tudor	4
Prairie	3
Craftsman	30
Art Deco	2
Minimal Traditional	174
Ranch	26
Modern	2
Split-level	1
Contemporary Folk	3
Contemporary	1
One-Part Commercial Block	18
Two-Part Commercial Block	2
None	140
Unidentified	4

**Gardner
Historic Function**

Agricultural Subsistence	72
Commerce Trade	26
Domestic - Secondary Structure	55
Domestic - Multiple Dwelling	4

Domestic - Single Dwelling	416
Funerary	2
Industry	2
Recreation & Culture	6
Religion	7
Social	1
Transportation	1
Unknown	1

11. GARDNER TOWNSHIP - 34 structures surveyed

Thirty-four structures surveyed were identified as Gardner Township properties. Like other once-rural parts of the county, the Gardner Township countryside has been encroached upon by growth—in this case, the enlarging boundaries of the city of Gardner, the creation of Gardner Lake, and the construction of the Olathe Naval Air Station (ONAS), which has evolved into the New Century AirCenter. In fact, a significant number—seventeen out of thirty-four—of the properties identified as belonging in Gardner Township were built as part of the Olathe Naval Air Station.

During World War II, thousands of cadet pilots received initial flight training at the Olathe Naval Air Station. All of the ONAS structures (JCM 1997.1.277-.293) surveyed were built in 1942 and include a hangar, fire station, storage facilities, infirmaries and administration buildings. A few buildings are embellished with Art Deco style ornamentation, but most of these structures display the unornamented, rectilinear forms typical of the International architectural style.



Figure 43: The buildings at the former Olathe Naval Air Station (now the New Century Air Center) exhibit the influences of the Art Deco and International styles in their design. From left: Administration Building (JCM 1997.1.277), Maintenance Building (JCM 1997.1.281).

The remaining Gardner Township resources documented during the survey reflect the earlier,

agriculture-based built environment, and include several farmhouses, barns, and other outbuildings. Notable among these are the William Turner Barn and the Pretz Farm.

The William Turner Barn (19805 S. Moonlight Road/Gardner, 1898, JCM 2005.1.1110) is a significant historic resource in Johnson County and has been placed on the National Register of Historic Places as an outstanding example of a late 19th-early 20th century multi-use barn and turn-of-the-century craftsmanship. The barn was built for the Turner family in 1898. In rural areas, the financial success of a farmer was measured by the quality of his farm buildings, crops and animals, and the Turner barn is very large for its pre-1900 construction date. It is an impressive 40 feet wide, 62 feet long, and 45 feet tall and features louvered cupolas. Too, the barn has an unusually high degree of integrity for a utility building of its age. It was built of the best materials—Louisiana Red Cypress, one of the most expensive woods on the market, with a limestone foundation—which account in part for the structure’s longevity.

A Craftsman residence (26911 W. 151st Street/Olathe, 1925, JCM 2001.1.709) stands on the Pretz Farm on 151st Street. The house and most of its outbuildings, which include a barn, a garage, silos, a milk house, and a chicken coop, date from the mid-1920s and provide an example of a working farm from that era.

**Gardner Township
Dates of Construction**

Early White Settlement, 1855-1900	4
Early Suburbanization, 1901-1944	29
Post-World War II Housing Boom, 1945-1960	1 (0 after 1950)

**Gardner Township
Architectural Styles**

National Folk	8
Art Deco	3
International	12
None	11

**Gardner Township
Historic Function**

Agricultural Subsistence	8
Defense	17
Domestic - Secondary Structure	2
Domestic - Single Dwelling	7

12. EDGERTON - 98 structures surveyed

In the southwest corner of the county, about 14 miles southwest of Olathe, the town of Edgerton developed when the Kansas City and Santa Fe Railroad was constructed from Ottawa to Olathe in 1870. Edgerton is a true railroad town which existed only because the railroad came through. Because of the economic advantages of being a railroad town, Edgerton attracted residents from the nearby towns of Lanesfield, McCamish, and Four Corners.

Most of the existing commercial district was reconstructed after 1906. In that year the *Gardner Gazette* reported on a “Disastrous Fire in Edgerton.” Thirteen wood frame buildings in the business district were destroyed. The fire began on the north side of Nelson Avenue and jumped across the street. One week later, the directors of the Edgerton State Bank decided to lead the rebuilding of the “burnt district” by constructing new brick masonry building (319/321 E. Nelson Street, JCM 1992.1.1121 a-d and JCM 1996.1.101) on the southwest corner of the intersection of Fourth Street and Nelson. Architect George Washburn of Ottawa was hired to design the Classical Revival style bank, which features ornate arched stone windows. The *Gazette* also reported that George Scott planned to build four one-story structures—a row of buildings known as “Scott’s Block”—on the north side of the avenue (316/318/320/322 E. Nelson Street, JCM 1994.16.396, JCM 1994.16.397, and JCM 1996.1.115).

Thanks to the efforts of the Edgerton community, after one hundred years, Edgerton’s downtown district remains relatively unchanged. In fact, the rehabilitation of the Edgerton State Bank is one of the bright spots in the county’s preservation history. The downtown commercial district of Edgerton was surveyed due to a request from the city government and local historical society in response to the threatened demolition of the neglected bank. In 1998, the city purchased the building, which had been vacant and crumbling for about 10 years. In 2000, after two years of fundraising and hands-on renovation by the Edgerton community, the building reopened as a branch of the Johnson County Library and is now known as the “Bank of Knowledge.”



Figure 44: When the Edgerton State Bank was surveyed in 1992, it was deteriorating and in danger of being demolished.

Another building which is vital to the character of the Edgerton downtown district is the Grange Hall (404 E. Nelson Street, JCM 1994.16.400 a-s and JCM 1996.1.97), a two-story brick structure which was built in 1904 and renovated in 1938 as part of a WPA project. The Grange

Hall, which exhibits the influences of both the Italianate and Romanesque styles, was a central part of life in agricultural communities like Edgerton. The second story was used by the Patrons of Husbandry—also known as the Grange—and the first floor commercial space was rented to local merchants. This Grange Hall is one of few remaining in the county, and the only Johnson County Grange structure to maintain its historic appearance. The hall was placed on the Register of Historic Kansas Places in 1998 for its historical and architectural significance in a Midwestern agricultural community.



Churches in towns like Edgerton are associated with maturity and relative prosperity in rural Johnson County. There are two extant historic churches in Edgerton. The Assumption Catholic Church (110 E. Nelson Street, ca. 1897, JCM 1994.16.406 and JCM 1996.1.74) is one of the county’s earlier churches. It is one of a handful of wood frame churches that have survived. The Romanesque Revival-style United Methodist Church (300 E. 4th Street, 1913, JCM 1994.16.399 a-b) is another of Edgerton’s prominent masonry structures.

Figure 45: Edgerton’s Assumption Catholic Church is one of the few surviving wood frame churches in Johnson County.

By 1915, Edgerton had a population of 450. At that time, businesses included the State Bank, the Farmers Store, a hardware company, a drug store, a grocery and dry goods store, a “modern” hotel, a lumber yard, and an elevator. As the 20th century wore on, however, commercial activity slowed to a crawl with only a handful of businesses remaining by the end of the 1990s. Edgerton, a once thriving rural community with an economy reliant on the railroad became a small residential town. Because of its distance from Kansas City, Edgerton was largely untouched by urban renewal and has retained a high proportion of its historic architecture. Despite the downturn in its local economy, Edgerton’s small town charm and historic character have attracted a number of new residents—between 1960 and 1998, the city’s population grew from 389 to 1383.

The majority of the structures surveyed in Edgerton—64 out of 98—are single family dwellings, and most were built between 1900 and 1930. A few exhibit the influences of architectural styles such as Queen Anne or Craftsman. For instance, an elaborately detailed Folk Victorian residence (20040 Edgerton Road, JCM 1996.1.90), built around 1900, stands on Edgerton Road. Most of the homes, though, are simple National Folk style structures—such as the front-gabled Bratton House (315 E. Martin Street, c. 1885, JCM 1996.1.113), which was moved in 2005 from its original location on Martin Street to a vacant lot near city hall and opened in 2008 as the Edgerton Museum. It is likely that many of the simple residences that stand near the railroad tracks were constructed for railroad workers near the turn of the 20th century.



Figure 46: Vernacular architecture dominates Edgerton’s built environment. Some examples, like the Bratton House on the left, are straightforward illustrations of the National Folk style. A few structures display more elaborate ornamentation, such as the Folk Victorian home pictured on the right.

There were no pre-1950 schools documented by the survey in Edgerton. The Edgerton Rural High School, built in 1920 and the centerpiece of community life for over forty years, was closed in 1966 when the Edgerton school district merged with those of Gardner and Antioch. The school was demolished in the 1970s. The World War II-era high school gymnasium is still used by elementary school students; however, this gymnasium was not documented during the survey. One notable post-1950 school structure in the Edgerton vicinity is the Nike Middle School, which was constructed in 1959 and originally used as a Cold War-era missile site. The site was deactivated in 1969, and reopened as a school in 1971.

Edgerton Dates of Construction

Pre-White Settlement, 1670-1854	1
Early White Settlement, 1855-1900	34
Early Suburbanization, 1901-1944	60
Post World War II Housing Boom, 1945-1960*	3 (1 after 1950)

*Survey period to 1950, so all structures from 1950s were not surveyed.

Edgerton Architectural Styles

National Folk	58
Folk Victorian	3
Gothic Revival	3
Romanesque	1
Neoclassical	2
Craftsman	1

Modern	1
Minimal Traditional	4
One-Part Commercial Block	4
Two-Part Commercial Block	4
None	18

**Edgerton
Historic Function**

Agricultural Subsistence	7
Commerce Trade	13
Domestic - Secondary Structure - Garage	4
Domestic - Single Dwelling	64
Government	2
Industry	2
Religion	4
Social	2

13. MCCAMISH TOWNSHIP (includes FOUR CORNERS, LANESFIELD, and MCCAMISH) - 18 structures surveyed

The history of the abandoned towns of McCamish and Lanesfield is closely tied to the history of Edgerton. With settlement starting in 1856, by 1858, the pro-slavery town of McCamish grew to about 50 residents. McCamish was situated on Bull Creek, near the center of the township, and about two miles northeast of Edgerton. In 1858 a rival free-state town was laid out across the creek from McCamish, and named Lanesfield for the prominent abolitionist General James H. Lane.

McCamish grew slowly, then stopped growing, and eventually was abandoned as a town. Lanesfield grew quickly and became a town of some size, having at one time three stores, three churches, and nearly 100 inhabitants, but when the railroad was built in 1869 from Olathe to Ottawa, the whole town, with its stores and churches, moved to Edgerton, in order to secure the advantages of the railroad. The members of the newly constructed Presbyterian Church in Lanesfield contracted to have their entire building moved to 3rd and Nelson. By 1872, all but a handful of homes and a hotel had been moved from the Lanesfield town site to Edgerton.

The Lanesfield School (18745 Dillie Road/Edgerton, JCM 2005.1.1094) was built in 1869 and is the only structure remaining from the town of Lanesfield. In 1903, the Lanesfield School was struck by lightning and the interior was destroyed. The school interior was rebuilt and opened in

1904. The current building has been restored to its 1904 appearance and is on the National Register of Historic Places. The school continued to serve rural children long after the town of Lanesfield had disappeared. One of the two outhouses that stand on the school property is an original structure; the second outhouse (JCM 2005.1.1098) is a reconstruction. The pony shed (JCM 2005.1.1097) is also a reconstructed structure built to reflect the appearance of the school's grounds in 1904.



Figure 47: The John McCarthy House, left, and the Lanesfield School, right, are excellent examples of stone construction from the Early White Settlement period. Both of these properties are listed on the National Register of Historic Places.

Like the Lanesfield School, the John McCarthy House (19700 Sunflower Road/Edgerton, c. 1860, JCM 1996.1.194 a-y), also known as the Sunflower Farm, is an excellent illustration of stone construction from the early settlement period. Located just north of Edgerton, the home is a rare surviving local example of a vernacular interpretation of Gothic Revival architecture, a style which was made popular by Andrew Jackson Downing in the mid-19th century. The native limestone used in the house's construction was probably quarried on the McCarthy property. A wrap-around Queen Anne-style porch constructed in 1905 was removed in 1996 due to deterioration. The house was listed on the National Register in 2000. Two barns, a silo, a well house, and a milk house (JCM 1996.1.196-.199) are also located on the farm and were documented during the survey.

Four Corners, another small town that no longer exists, was formed in the 1870s at the corner of Four Corners Road and 167th Street. Officially named Mount Pleasant because of its location on a high ridge, the small community once boasted a school, two churches, a blacksmith shop, and a general store. An active Grange chapter, the Bellflower Grange #621, provided a social outlet for the farming community. In 1878, Four Corners hosted the Johnson County Fair, and continued to do so annually for several years. Over time, the community gradually declined. Because it was not on a river or railroad, residents of Four Corners moved to Gardner because of the conveniences of the railroad. By 1900, both of the town's church congregations had disbanded, and in 1908, the last burial took place in the Mount Pleasant cemetery. In 1920, the Bellflower Grange chapter merged with the Gardner Grange. In 1950, the Mount Pleasant School (District #98) merged with Unified School District #231 (Gardner-Antioch-Edgerton), signaling the closure of the last community organization associated with the town of Four Corners. The school building was sold at auction in 1950 and moved to Roy Richardson's farm, where it was used as

a granary or tool shed.

**McCamish Township
Dates of Construction**

Early White Settlement, 1855-1900	10
Early Suburbanization, 1901-1944	4
Post World War II, 1945-1960	2 (0 after 1950)
After 1960	2

**McCamish Township
Architectural Styles**

National Folk	5
Folk Victorian	1
Craftsman	1
Minimal Traditional	3
None	8

**McCamish Township
Historic Function**

Agriculture Subsistence	4
Domestic – Secondary Structure	1
Domestic - Single Dwelling	8
Education	2
Recreation and Culture	2
Religion	1

14. SPRING HILL TOWNSHIP (includes OCHEL TREE) - 129 structures surveyed

Spring Hill Township, located in south-central Johnson County and adjacent to the Miami County line, has remained largely rural. Recent years, however, have brought significant growth to the city of Spring Hill, as well as annexations by the city of Olathe within the township. Buffered for many years by the distance between the township and the metropolitan area, this recent growth has brought the development pressures common to many other formerly rural parts of the county to Spring Hill Township.

Located near the center of Spring Hill Township, the village of Ocheltree was originally platted in 1867 as “Spring Hill Station” in anticipation of the coming of the railroad line. In the beginning, the future Ocheltree and its neighbor to the south, Spring Hill, were rivals in the pursuit of a railroad station. Initially, Ocheltree was the winner: when the Missouri River, Ft.

Scott & Gulf Railroad line reached the area in 1869, Spring Hill refused to invest the money required to bring the station to their town. The railroad made its depot at Ocheltree and built the line a half mile east of the original town of Spring Hill. This meant that residents of Spring Hill were obliged to travel to Ocheltree to get their mail or to board a train. Spring Hill soon saw the error of its ways, however, and a depot there ended Ocheltree's early boom.

Still, the hamlet remained a community center for rural residents for many years, and was an important livestock shipping point for local farmers. A two-story school was built in 1880. The Lone Elm Grange and the Congregational Church were active community institutions. By 1910,



Ocheltree boasted several stores, including an agricultural implement and hardware store, and had a population of 75. The 1920s, however, saw a downturn in the town's fortunes—in 1922, the Ocheltree Hotel closed and the depot followed suit in 1928. In 1957, the post office closed. The last store (20040 W. 199th Street/Spring Hill, 1922, JCM 1994.16.414 a-b) lingered until 1977.

Figure 48: The Ocheltree store was the last business to close in Ocheltree. The structure is now used as a residence.

Though short-lived, Squiresville was another small town in Spring Hill Township. Located two miles east of Ocheltree, the site, named by one-time Johnson County Treasurer A.B. Squires, offered a hotel and saloon, several barns, a post office and a blacksmith shop to travelers on a stage coach line from Westport to Fort Scott. The coming of the railroad rendered the stage coach line obsolete, and by 1901, an article in the *Olathe News-Herald* listed Squiresville among the names of “defunct towns.” None of the historic resources surveyed in Spring Hill Township were identified as being associated with the settlement of Squiresville.

The survey results emphasize the rural character of the area. Of the 82 structures identified as being associated with Ocheltree, 35 were barns or other outbuildings associated with agricultural production. Thirty-nine of those structures were single family residences, 32 of which were built in the simple National Folk styles often favored by the farm families of the late 19th and early 20th centuries. Of the 47 structures identified as part of Spring Hill Township in general, 25 are residences—17 of which are representative of the National Folk style—and 16 are agricultural outbuildings.



Figure 49: This shingle-clad barn, left, and the meeting house of the Morning Grange, right, are reminders of Spring Hill Township’s agricultural heritage.

Notable structures documented by the survey in Ocheltree and Spring Hill Township include an unusual example of a shingle-clad barn (c. 1910, JCM 1993.1.1789 and JCM 1997.1.193) located near the intersection of 190th Street and Clare Road. The meeting place of the Morning Grange No. 227 (23910 W. 191st Street/Spring Hill, 1908, JCM 1994.16.101 a-b and JCM 1997.1.194) also stands as a reminder of the area’s farming heritage. The Italianate style Ensor Farmhouse (18995 183rd Street/Olathe, c. 1890, JCM 1997.1.191), significant for its association with pioneer ham radio operator Marshall Ensor and now operated as a museum, is located northeast of Ocheltree. The Ensor Farm is listed on the National Register of Historic Places.

**Spring Hill Township
Dates of Construction**

Early White Settlement, 1855-1900	37
Early Suburbanization, 1901-1944	79
Post World War II Housing Boom, 1945-1960*	10
After 1960	1
Unknown	2

*Survey period to 1950, so all structures from 1950s were not surveyed.

**Spring Hill Township
Architectural Styles**

National Folk	52
Italianate	3
Craftsman	6
Colonial Revival	1
Prairie	2
Minimal Traditional	2

Ranch	1
Neoelectic	1
One-Part Commercial Block	1
None	59
Unidentified	1

**Spring Hill Township
Historic Function**

Agriculture Subsistence	51
Domestic - Secondary Structure	10
Domestic - Single Dwelling	64
Education	2
Social	2
Government	1

15. SPRING HILL- 192 structures surveyed

When James Hovey came to what would become the town of Spring Hill in 1857, he saw level land, trees for lumber, and good hunting and fishing. The small settlement grew and the railroad planned to come through the town in the 1870s. Because Spring Hill was located on an elevation, the Missouri River, Fort Scott, and Gulf Railroad requested funds from businesses in Spring Hill to compensate for additional construction costs because of the grade. When the businesses refused, the railroad put the line through Ocheltree instead.



Figure 50: The Joseph Simpson House, pictured on the right in about 1909, was once a distinguished expression of the Queen Anne style. By 1993, left, the house had been significantly altered.

Recognizing their mistake, the people of Spring Hill raised funds for the construction of a side track, built a depot, and moved their business district from its original location to be closer to the

railroad track. By 1883, Spring Hill was one of the largest outlying towns in the county with a population of 700. When F.S. Mickey described the town in 1907, it had about 600 inhabitants. He reported that it had “fine brick business blocks and a number of the most tasteful and best kept residences in the county.” One of the finest homes from that time, the Joseph Simpson House (See Figure 50: c. 1890, JCM 1993.1.2201 a-b), still stands at 210 E. Hale Street. Unfortunately, time has not been kind to the Queen Anne style home, which once boasted a wrap-around porch and a polygonal tower topped by a multi-planed, flat topped roof.

The Spring Hill Grange #279 Cooperative Store was constructed in 1891, and for nearly forty years it was the centerpiece of the community’s retail and cultural district. Tailored to meet the needs of the area’s farm families, the two-story structure was home to a general merchandise store on the first floor as well as doctor’s and dentist’s offices on the second floor. The large meeting hall on the second floor was the scene of dances, community meetings, theatrical performances, and ballgames. The store closed in 1932, and the building was demolished in 1953.

In 2000, 16 commercial buildings in Spring Hill’s historic downtown were listed as a historic district on the Register of Historic Kansas Places. These buildings, built between 1886 and 1928, tell the story of the rise and decline of Spring Hill’s early prosperity. In 19th century Kansas, brick buildings like these—rather than the wood frame buildings they replaced—symbolized a community’s permanence. Within the historic district, the Hogue Building (JCM 1993.1.1343) and the Spring Hill Banking Company and Masonic Building (JCM 1993.1.1359) were identified as key contributing examples of the two-part commercial building style. The Hogue Building, built in 1886, is the oldest extant commercial building in the district. Key contributing examples of the one-part commercial block within the district are 104 (JCM 1993.1.1344), 106 (JCM 1993.1.1345) 107, 108 (1993.1.1346), 109 (JCM 1993.1.1352), 110 (JCM 1993.1.1347), 113 (JCM 1993.1.1354), 115 (JCM 1993.1.1355), 117 (JCM 1993.1.1356), and 121 Main Street (JCM 1993.1.1358).

Just as the coming of the railroad shaped Spring Hill, so too did the age of the automobile. In the 1920s, Spring Hill’s merchants joined the nationwide Good Roads Movement, and in 1929 they were successful in their efforts to pave Main, Cherry, and Union Streets. The paving of Webster Street provided motorists on the highway from Olathe to Paola with a more direct route through Spring Hill. Over time, Spring Hill’s business district migrated once again, this time to Webster Street. By the end of the 1940s, only a few businesses remained on Main Street beside the railroad tracks.

In recent years, Spring Hill’s location and low cost of living have attracted an influx of new residents; during the survey period, the town’s population doubled, and several new subdivisions have been platted and built. Since the late 1980s, an industrial park has attracted major companies such as AFG Industries and Combined Transport, bringing hundreds of new jobs to the area. And as Spring Hill expands, so too do the cities of Olathe and Overland Park, with each city seeking to extend its boundaries further.



Figure 51: The Spring Hill Banking Company and Masonic Building, left, and the Hogue Building, right, were cited as key contributors to the Spring Hill Historic District.

Spring Hill Dates of Construction

Early White Settlement, 1855-1900	95
Early Suburbanization, 1901-1944	80
Post World War II Housing Boom, 1945-1960*	15 (3 after 1950)
Post-1960	2

*Survey period to 1950, so all structures from 1950s were not surveyed.

Spring Hill Architectural Styles

National Folk	106
Folk Victorian	5
Italianate	2
Queen Anne	3
Gothic Revival	1
Art Deco	3
Colonial Revival	1
Tudor	1
Craftsman	10
Prairie	2

Minimal Traditional	16
Ranch	5
One-Part Commercial Block	14
Two-Part Commercial Block	3
None	20

**Spring Hill
Historic Function**

Agricultural Subsistence	3
Commerce Trade	21
Domestic - Secondary Structure	7
Domestic - Multiple Dwelling	1
Domestic - Single Dwelling	148
Education	2
Government	2
Funerary	1
Religion	2
Unknown	5

16. AUBRY TOWNSHIP (includes AUBRY and STILWELL) - 297 structures surveyed

The town of Aubry was surveyed in March 1858. Within the year, a frame school building had been constructed at the northwest corner of 198th and Franklin—later Floyd—Streets. The Aubry post office was established in 1860. In 1870, the congregations of the Baptist, Methodist, and Christian churches combined their efforts to build a church. The small community was situated on hilly terrain, so when the Missouri Pacific Railroad constructed its line through the area in 1886, it chose a route a half mile east of Aubry. This event led to the platting of a new town, Mt. Auburn—later renamed Stilwell in honor of a conductor for the Missouri Pacific Railroad—on the railroad route. A general shift in population followed the Aubry general store, which moved to Stilwell, and the two communities essentially merged into one. The Stilwell post office was established on June 22, 1888.

By 1910, Stilwell had a population of 200 residents. In the mid-1920s, a fire damaged much of the Stilwell business district. Even so, Leonard Rice, the high school principal from 1923 to 1939, remembered Stilwell “in those years of the twenties and thirties” as “a thriving and enthusiastic community. It consisted then of a post office, a bank, railroad station, lumberyard, barber shop, drug store, garage and repair station, two grocery stores, a large machine shop, two active churches—Baptist and Methodist—a restaurant, and a grade school and rural high

school.” Stilwell also offered a stockyard, and became an important livestock shipping point for area farmers.

While the coming of the railroad was one important factor in shaping the built environment of Aubry Township in the 19th century, the coming of the suburbs has become an important factor in the late 20th and 21st centuries. Like other historically rural parts of Johnson County, Aubry Township has seen increasing development pressure from suburban areas in recent years. In 1999, the community unsuccessfully petitioned the county commission for the opportunity to incorporate as a city, in an effort to block the inevitable future annexation by the city of Overland Park and preserve the rural character of the area. In 2008, a second such petition was likewise denied by the Johnson County Commission.

Nineteen structures were documented in the village of Aubry. Most of these structures are residences, although three commercial buildings were photographed. All three of the commercial buildings—two gas station/garage combinations (19898 Metcalf/Stilwell, c. 1940, JCM 1993.1.1398; southwest corner of 199th Street and Metcalf Avenue, c. 1940, JCM 1993.1.1418) and a garage (19760 Metcalf/Stilwell, c. 1937, JCM 1993.1.1399)—were built to serve motorists traveling on Metcalf Avenue, which at that time was also the route of Highway 69.

One hundred and one Stilwell structures were documented during the course of the survey. Sixty buildings were residences, all but 18 likely built during the period of Early Suburbanization. Three commercial structures were surveyed, including the one-part brick commercial block (JCM 230 Main Street, c. 1900, 1993.1.1437 a-b), known historically as the Gibson store, which was built around the turn of the 20th century. A second commercial structure (6070 W. 198th Street, c. 1920, JCM 1993.1.1436), also constructed of brick, is a row of one-part commercial block storefronts which, over the years, have served as the location for various businesses, such as a hardware store, a barber shop, a drug store, and a restaurant. These brick structures are the remnants of the business district that was extensively damaged by a fire in the mid-1920s; the downtown was never completely rebuilt after the fire.

Other significant community structures documented in Stilwell include the former Stilwell Elementary and High School (6415 W. 199th Street, 1910, JCM 1993.1.1462) and the Methodist (6215 W. 198th Street, 1913, JCM 1993.1.1444 a-b) and Baptist (400 Park Street, 1909, JCM 1993.1.1445 a-b) churches. While the Methodist church is still in use as a place of worship, the former Baptist church is now used as office space. The two-story, Prairie style Stilwell School housed grade school classrooms on the first level and high school classes on the second level until the Stilwell Rural High School building was built in 1918; that building was demolished in 1975. The Stilwell School continued to serve as an elementary school until 1962, when it was sold to a private owner and converted into apartments.

Of the 112 structures documented within the township but outside the boundaries of Aubry or Stilwell, 50 are residences and 48 are agricultural outbuildings, numbers that reflect the township’s farming past.

One notable structure which harkens to the township’s rural heritage is the Raymond Brinkman

barn (JCM 1993.1.1873 a-c) just east of Stilwell. Built in 1912 from plans Mr. Brinkman found in a farm magazine, this rare example of a round barn is 48 feet in diameter and 33 feet high. The conical roof was covered with 35,000 shingles. The interior of the barn has 12 stalls. The hay loft had a mechanical hay fork and an elevator to hoist oats and corn to second-floor bins with chutes distributing grain to the feeding floor. This unique barn is currently vacant and threatened by neglect, but it retains its historic architectural integrity.



Figure 52: The Brinkman Barn, although in deteriorating condition, remains an iconic structure in Aubry Township’s rural landscape.

Farmers weren’t the only ones who appreciated the rural charm of Aubry Township; the picturesque bluffs and meandering creeks that characterize this part of the county drew the attention of wealthy Kansas City businessmen looking to establish recreational estates in the country. The National Register-listed Blackfeather Farm (8140 W. 183rd Street/Stilwell, 1927, JCM 1994.16.369 a-c), created by Nelson Studebaker Riley in the late 1920s, was one such estate; the Lynwood Smith Farm (10001 W. 179th Street/Overland Park, 1925, JCM 2001.1.717 a-f), which combines the romanticism of the Tudor style with the back-to-nature appeal of rustic log construction, was another. J.C. Nichols also established a rustic lodge (near 175th Street and Antioch Road, c. 1930, JCM 1994.16.365 a-f) in Aubry Township. While the Blackfeather Farm remains in private ownership, J.C. Nichols’s former lodge now serves as a Girl Scout camp, and the Lynwood Smith Farm was recently donated to the City of Overland Park for future development as a park.

**Aubry Township
Dates of Construction**

Early White Settlement, 1855-1900	53
Early Suburbanization, 1901-1944	198
Post World War II Housing Boom, 1945-1960*	35 (8 after 1950)
Post 1960	5
Unknown	6

*Survey period to 1950, so all structures from 1950s were not surveyed.

**Aubry Township
Architectural Styles**

National Folk	92
Folk Victorian	2
Romanesque	2
Art Deco	1
Colonial Revival	6
Neoclassical	1
Tudor	3
Craftsman	10
Prairie	1
Neoelectic	2
Minimal Traditional	19
Ranch	5
One-Part Commercial Block	3
None	149
Unidentified	1

**Aubry Township
Historic Function**

Agricultural Subsistence	115
Commerce Trade	7
Domestic - Secondary Structure	28
Domestic - Single Dwelling	138
Domestic – Camp	1
Domestic – Hotel	2
Education	1
Funerary	2
Recreation and Culture	1
Religion	2
Transportation	3

17. LENEXA - 294 structures surveyed

Lenexa is representative of 19th century Midwest railroad towns. It was established seven miles northeast of Olathe during a period of widespread land speculation and railroad construction. The Missouri River, Fort Scott and Gulf Railroad bought the right of way and the town was platted by Octave Chanute in 1869. Lenexa's central business district and early residential community grew around the tracks, indicating how central the railroad was to the form of the town. Throughout its history, Lenexa's residents, merchants, and area farmers benefited from its rail and road connections to Kansas City. By 1883, Lenexa had two stores, two blacksmith shops, a grist mill, two churches, and a cemetery.

During the 1870s and 1880s, families settled in rural areas around Lenexa. German and Swiss immigrants and native-born Americans coming from the East found fertile soil and initially practiced subsistence farming, raising a variety of crops and livestock to meet their own families' needs. This farming practice continued throughout the 1870s, and firmly established the agricultural ideal in the county.

One of the earliest rural settlers in the area was E.A. Legler, a Swiss immigrant who moved near the corner of what is now 95th and Quivira, on the Santa Fe Trail. He constructed one of the earliest extant barns in the county. The limestone barn, one of few remaining stone barns in the state, was built in 1864. It was moved and reconstructed in the 1970s and 1980s at the Sar-Ko-Par Trails Park and houses a museum operated by the Lenexa Historical Society.

The town incorporated as a third class city in 1907, and the Strang Line came through that same year, providing residents with another connection to Kansas City. The town grew slowly through the first half of the 20th century—in 1910, Lenexa had a population of just 383, and forty years later, the town's census still hovered below the 1,000 mark. By 1960, however, that number had doubled to nearly 2,000, and it has continued its rapid increase to a current population of over 40,000 people.

During the 1930s, the city was surrounded by truck farms, many operated by Belgian immigrants, where spinach and other vegetables were raised. Lenexa became famous for its superior quality spinach, a legacy which has given rise to the Spinach Festival celebrated in Lenexa each year. These truck farmers contributed to the train-loads of produce, spinach included, which was shipped to Chicago and other eastern markets.

Although Lenexa was established as a railroad town, it was also served by the Strang interurban line. As early as 1917, however, competition from the automobile began to undermine this commuter interurban system. Improved roadways helped to increase the popularity of the car in Johnson County; for instance, in 1925, a new brick-paved road between southwest Kansas City and Lenexa was completed. By 1931, the Strang line had gone into receivership, and the final streetcar ran on the line in June 1940. Lenexa's location near major highways, such as Interstate 35, which was constructed in 1959, helped to draw new residents and opened up formerly rural areas to new types of development.

Because of its long, gradual history of development, Lenexa offers historic resources with a broad range of ages and architectural styles. Most of these structures are located within the

boundaries of Lenexa's "Old Town" area, which includes the community's original plat and is defined by 89th Street, Rosehill Road, Penny Cross Road, and Mullen Road. One interesting residence (9117 Haskins Street, c. 1906, JCM 1994.16.1315) was adapted from the old Strang streetcar line depot. This building has been moved into a residential district and retains its characteristic roof and plan form. Several Craftsman residences were identified in Lenexa; the most visible concentration consists of several well-preserved examples on Pflumm Road that were probably constructed around 1915. Two examples of dwellings which exhibit the influence of the Shingle style (9123 Caenen Lake Road, c. 1910, JCM 1994.16.1483; 13600 W. 93rd Street, c. 1930, JCM 1994.16.1443) were located in northern residential districts. The second structure, located at 13600 W. 93rd Street, was demolished during the survey period.

Three large foursquare houses were located near 93rd and Summit Streets (9233 Summit Street, c. 1909, JCM 1994.16.1488 and JCM 2000.1.130; 13624 W. 93rd Street, c. 1920-1929, JCM 1994.16.1450; 9222 Summit Street, 1920-1929, JCM 1994.16.1442). Two of these, 13624 W. 93rd Street and 9222 Summit Street, were demolished during the survey period to make way for the construction of a new church building.

Two houses that represent the use of rusticated concrete block, a unique building material characteristic of the period from 1905 to 1915, were located on Park and Walnut Streets. The first (9300 Park Street, c. 1910, JCM 1994.16.1451 a-b and JCM 2000.1.125) exhibits the influences of both the Queen Anne and Craftsman styles, and the second (13217 Walnut Street, 1910, JCM 1994.16.1345) has a gambrel roof of the Dutch Colonial style. A larger and more significant house in the Dutch Colonial Revival style is the residence at 9426 Pflumm Road (1903-1904, JCM 1994.16.1439 and JCM 2000.1.454). This frame dwelling was built by Frank Legler for E.H. Haskin, the co-founder of the Farmers' State Bank of Lenexa. The home currently serves as a veterinary clinic.

Some of the distinctive but little noticed historic resources in Lenexa are the outbuildings that survive from the early 20th century when horse-drawn vehicles were the primary means of transportation, and Lenexa was a small market town surrounded by an extensive agricultural hinterland. Several two-story outbuildings that were probably used as stables or small barns have since been adapted for use as garages or storage buildings. Examples are scattered around the perimeter of the historic residential district, including one at 9332 Noland Road (c. 1920-1929, JCM 1994.16.1398).

The old Lenexa business district extends along the north side of Santa Fe Trail Drive, paralleling what is now the Burlington Northern Railroad line. Except for the first Farmers' State Bank (13418 Santa Fe Trail Drive, 1904, JCM 1995.1.150 a-b), a one-story brick building, the other important buildings are two-story commercial blocks. The old Krumm Store building (13420 Santa Fe Trail Drive, 1907, JCM 1995.1.148 a-b) is constructed of stone masonry. The most prominent commercial building and anchor for the district is the second Farmers State Bank (13446 Santa Fe Trail Drive, 1929, JCM 1994.16.868 a-f), a two-story brick structure with a Neoclassical entrance.



Figure 53: The Ann Huseman Building is believed to be the oldest building still standing in Lenexa’s historic downtown.

Lenexa’s historic business district offers rare extant examples of early frame commercial buildings—fires claimed most of these types of buildings in other communities. The oldest of these frame buildings—the Ann Huseman Building (13416 Santa Fe Trail Drive, c. 1870, JCM 1995.1.153 a-b)—reportedly was constructed in the 1870s and retains some ornamental detailing. Located across the street from the corner bank building, two small wood frame buildings represent a type of early commercial structure that has not usually survived. These have gable fronts behind a false front parapet. One was used as a barbershop (13506 W. 93rd Street, c. 1900, JCM 1994.16.888) and the other served as E.A. Legler’s general store (9234 Pflumm Road, 1893, JCM 1994.16.889).

Between Santa Fe Trail Drive and the railroad tracks stands the old Lenexa Grain and Feed Elevator (13219 Santa Fe Trail Drive, 1917, JCM 1995.1.159 a-mm). This is the only historic industrial building in the Lenexa survey area, a rare survivor of a building type that was once found in every small railroad town and a testament to the prosperity of neighboring farms. It is currently used as a retail space.



Figure 54: The Lenexa Grain and Feed Elevator is a rare surviving example of a building type that was once common in farming communities.

The Lenexa Frisco depot, built between 1912 and 1913, was moved from its original location in Lenexa's business district to the Sar-Ko-Par Trails Park; the former depot is now a museum operated by the Lenexa Historical Society. The Lenexa Frisco depot is a rare surviving example of the many depots that once stood in Johnson County. The Wiedemann waiting station, which once provided shelter for Strang Line patrons near 53rd Street and Lamar Avenue, has also been moved to the Sar-Ko-Par Trails Park.

Landmark churches were a significant building type in the Lenexa survey area. Built to replace a smaller frame structure with a similarly steepled form, the Holy Trinity Catholic Church (9138 Pflumm Road, 1911, JCM 1995.1.163 a-f) was constructed from stone quarried at a parishioner's farm. Next to the church, the Italian Renaissance style rectory and garage (13520 W. 92nd Street, 1923, JCM 1995.1.141 a-c) also were constructed of locally quarried stone. The Salem Lutheran Church (9143 Haskins Street, 1924, JCM 1994.16.1380 a-b) also was constructed of local limestone in a Gothic Revival style to replace an 1888 frame structure that burned. Contrasting red brick masonry and Romanesque Revival features distinguished the Lenexa United Methodist Church (9138 Caenen Lake Road, 1924, JCM 1994.16.1299 a-b). This building has been altered by two substantial modern additions, one in 1956 and one in 1968. A fourth church building was constructed south of the business district and railroad tracks. The former Lenexa Bible Church (13313 W. 94th Terrace, c. 1920, JCM 1994.16.1429) is a small building of wood frame construction; it is currently used as a residence.

**Lenexa
Dates of Construction**

Early White Settlement, 1855-1900	43
Early Suburbanization, 1901-1944	184
Post World War II Housing Boom, 1945-1960*	64 (14 after 1950)
Post 1960	2
Unknown date	1

*Survey period to 1950, so all structures from 1950s were not surveyed.

**Lenexa
Architectural Styles**

National Folk	108
Folk Victorian	3
Gothic Revival	1
Queen Anne	3
Romanesque	1
Richardsonian Romanesque	1

Craftsman	29
Italian Renaissance	1
Colonial Revival	11
Neoclassical	1
Tudor	1
Prairie	1
Modern	3
Minimal Traditional	73
Ranch	9
Split Level	1
One-Part Commercial Block	6
Two-Part Commercial Block	2
None	39

**Lenexa
Historic Function**

Agricultural Subsistence	13
Commerce Trade	24
Domestic - Secondary Structure	16
Domestic - Multiple Dwelling	1
Domestic - Single Dwelling	229
Education	1
Funerary	1
Industry	2
Religion	4
Transportation	1
Unknown	2

18. MERRIAM - 515 structures surveyed

Located about eight miles from Kansas City, in the northeast part of Johnson County, Campbellton was named after David Gee Campbell who had the first permanent residence there. Campbellton was a station on the Missouri River, Ft. Scott, and Gulf Railroad, which was constructed through the area in 1868. By 1881, the small, growing town was renamed Merriam.

In 1879, the railroad established Merriam's connection with Kansas City. Merriam Park and South Park were two speculative suburban developments that got underway in the late 1880s. The Kansas City, Ft. Scott and Gulf Railroad built Merriam Park as a resort to attract riders and potential homebuyers to the countryside. A group of Kansas City investors formed the South Park Investment Company in 1887 and began promoting the garden suburb with a "home for everybody."

The Hocker Grove Line, an interurban rail line constructed in 1907 south and west of Kansas City through Merriam and Shawnee, had a considerable impact on the development of Merriam. The Hocker Grove Company not only constructed the transportation system, but also acted as a real estate developer, platting new subdivisions along the line. The result was a linear pattern of development along the streetcar line. In addition to residential development, the line constructed the Hocker Grove Amusement Park halfway between Merriam and Shawnee. In operation for 20 years, the amusement park carried on Merriam's history as a recreational center.

The most architecturally significant group of historic buildings surveyed in Merriam are the distinctive early 20th century residences clustered around Hocker Drive on what had been the Hocker Grove Line. Construction began in the Hocker's Grove residential district west of the original town in 1905. Hocker's Grove was described in 1915 as "one of the pretty spots for which this part of Shawnee township is famous... Pretty bungalows line the electric railway that runs from Merriam through this grove to Shawnee." Similar architecture, building details, and construction dates give this neighborhood's houses cohesion. A number of these houses are Craftsman, including several in stone. The homes at 9707 (c. 1925, JCM 1993.1.2326 a-b) and 9617 Hocker Drive (c. 1920, JCM 1993.1.2325 a-c), for instance, are excellent examples of Craftsman bungalows which integrate native stone into their design. There are also some larger stone homes in the area, including a pair of American Foursquare style homes with massive stone porch pillars located on Knox Avenue (5644 Knox Avenue, c. 1920-1929, JCM 1993.1.2341; 5532 Knox Avenue, c. 1920-1929, JCM 1993.1.2343).



Figure 55: Merriam boasts several distinctive Craftsman style homes, such as the bungalow at 9617 Hocker Drive (pictured left), that stand along what was once the route of the Hocker interurban line. Like the bungalows on Hocker Drive, the foursquare (5644 Knox Avenue) pictured on the right also integrates native stone into its construction.

Merriam's linear pattern of development began to change in the 1920s, when the growing use of automobiles stimulated a dispersed pattern of suburban development. In 1934, the Hocker Grove Line was abandoned. Growth continued around new roads. In the 1930s, Merriam had a thriving and healthy business district along Merriam Drive between 57th Street and Johnson Drive surrounded by nearby residences. One-part commercial block buildings from that time period include 5031 Merriam Drive (1930, JCM 1996.1.45) and 5101 Merriam Drive (c. 1930, JCM 1996.1.64); both are front-gabled buildings which feature false fronts.

Most of Merriam's surveyed extant historic resources are residences which date from 1901 to 1944—in fact, 307 of the 515 structures surveyed in Merriam are residences built during the period of Early Suburbanization. The town's steady growth resulted in a variety of vernacular home styles, including a large number of Minimal Traditional style dwellings. Like many other Johnson County cities, Merriam also experienced significant growth after World War II.

The Loomis Historic District, which was added to the National Register in 2006, provides a snapshot of the progression of major residential building trends in Johnson County. The four structures in this Merriam district—the Emily Loomis House at 8325 Johnson Drive (1886, JCM 2006.1.44 a-c), the Charles Loomis House at 5900 Hadley Avenue (1912, JCM 2006.1.45 a-b) the Lloyd Griffith House at 5923 Hadley Avenue (1944, JCM 2006.1.46 a-b), and the Quaker Mission Shed (which also sits on the Griffith House property)—illustrate the trends that dominated residential building in the county from early settlement through the mid-20th century. The Quaker Mission Shed, with a circa 1840 construction date, was built of native hewn timbers assembled in a simple rectangular form; this example of early vernacular architecture reflects the early settlers' dependence on local resources, and their isolation from the finished goods of Eastern markets. The Emily Loomis House is a two-story Italianate farmhouse with decorative trimwork on its porches, eaves, and window surrounds. The fashionable homes of this period reflected the progress made in opening lines of communication and transportation between the eastern United States and Kansas in the years after the earliest non-native settlements. The Loomis House is no exception—the home's Italianate style indicates the availability of both the publications advertising architectural trends fashionable in the East, and the affordable mass-produced decorative trimwork which arrived in Kansas via the railroad. The Charles Loomis House displays the hallmarks of the Craftsman Bungalow. This architectural style, with its extensive use of natural materials, embodied the suburban ideal of the time. Suburban developers such as William Strang and J.C. Nichols urged middle-class families to leave the pollution and stress of the city for a "reunion with nature" in a house much like this one. The simplicity of the Lloyd Griffith House, which was constructed in the Minimal Traditional style, reflects the building trends which dominated the years following World War II. During this time, materials for construction were still quite limited, but the return of servicemen and women and the beginning of the Baby Boom necessitated the quick construction of enormous numbers of homes for new families.

The most historically significant non-residential structures surveyed in Merriam are the two-story brick South Park School (8715 W. 49th Street, JCM 1996.1.49 and JCM 1996.1.50) and the former Walker School (9420 W. 50th Terrace, 1888, JCM 1997.1.113). The construction of South Park School in 1947 sparked a landmark school segregation case when white students

were transferred to the new school, and African-American students remained in the run-down Walker School. The two schools are associated with events that have made a significant contribution to the patterns of our national history. As *The Crisis*, the NAACP's magazine, noted in May 1949, "Merriam, Kansas is probably typical of the results of segregated schooling, where good schools are provided for the whites and substandard education is forced on the Negroes." The South Park School served as an elementary school until 2006; the former Walker School is currently used by the congregation of the Philadelphia Baptist Church.

One church was surveyed in Merriam, but it dates from the post-1950 period.

**Merriam
Dates of Construction**

Early White Settlement, 1855-1900	18
Early Suburbanization, 1901-1944	307
Post World War II Housing Boom, 1945-1960*	101 (29 after 1950)
Post 1960	83
Unknown date	6

*Survey period to 1950, so all structures from 1950s were not surveyed.

**Merriam
Architectural Styles**

National Folk	114
Folk Victorian	2
Exotic Revival	1
Colonial Revival	7
Neoclassical	1
Tudor	10
Prairie	4
Craftsman	67
Modern	5
Minimal Traditional	165
Ranch	88
Split Level	26
Contemporary	2
Neo-French	2
One-Part Commercial Block	6

Two-Part Commercial Block	2
None	15
Unidentified	1

**Merriam
Historic Function**

Agricultural Subsistence	2
Commerce Trade	15
Domestic - Secondary Structure	10
Domestic - Single Dwelling	479
Domestic – Multiple Dwelling	4
Education	3
Other - Subdivision Sign	1
Religion	1

19. OVERLAND PARK - 754 structures surveyed

The earliest white settlement in the Overland Park vicinity was the Glenn community, which centered on the Glenn post office near the present-day intersection of 79th Street and Metcalf Avenue. By 1900, Grant Conser had opened a general store at that location to serve the farm families in the surrounding area.

The City of Overland Park traces its roots back to 1905 with the arrival of its founder, William B. Strang Jr., who platted subdivisions along a military roadway. Strang envisioned a "park-like" community that was self-sustaining and well planned. He also sought strong commerce, quality education, vibrant neighborhoods, convenient transportation and accommodating recreational facilities. Having witnessed the devastation of the 1903 flood, which wreaked havoc on Kansas City, he chose a high point for his new development. Strang platted several subdivisions and named one "Overland Park." Many of his other subdivisions had Overland in their names, too. By 1911, Overland Park boasted 21 residences, with 30 more in the works. By 1915, the business district included a lumber company, a barber shop and laundry, and toy and stationary store, and an interior decorator. By 1932, Overland Park had grown to include 600 homes and over 50 businesses.

Strang also developed an interurban rail system which would transport commuters from the hinterlands of Johnson County to the economic center of Kansas City, and promoted his new suburban community as a middle-class respite from the unhealthy hustle and bustle of city life. The first interurban train made its inaugural journey between Overland Park and Kansas City in 1906, and by 1911, 19 cars a day were making the trip. This means of transportation proved to be

immensely popular with Johnson County residents, until better roads and affordable automobiles usurped the place of the train. In 1940, the Strang line closed for good.



In addition to homes and transportation, Strang provided entertainment facilities; most notable among these was the Aviation Park, located near Santa Fe and Robinson, which offered an airfield and hangars that drew some of the most famous aviators of the day. This airfield was subdivided into residential lots in 1921.

Figure 56: Although William Strang's house was demolished long ago, his carriage house remains. The building was vacant at the time of the survey, but it has since been put to use as the home of the Overland Park Historical Society.

Overland Park was incorporated as a first-class city May 20, 1960, with a population of 28,085. The city now has about 152,000 residents, making it the second most populous city in Kansas. The city's geographical area includes about 56 square miles. Prior to incorporation, Overland Park was part of the Mission Urban Township, which contained several cities, including Mission and Prairie Village.

Significant properties identified in Overland Park were associated with the early establishment of the community from 1906 until about 1920, a period of gradual development during the 1920s and 1930s, and then a period of rapid growth immediately after World War II that resulted in relatively stable commercial and residential districts.

The old Strang streetcar barn and depot, the Conser store and Overland Bank, the Strang carriage house, and the old Presbyterian Church are representative of the early period. The car barn (7400 W. 79th Street, JCM 1994.16.1058 a-b) was constructed in 1909 of local limestone; the interior was destroyed by a fire in 1925. After the fire, the interior was rebuilt within the original stone walls. Rehabilitated in the late 1980s, the building now houses a furniture store. The depot (8007 Overland Park Drive, JCM 1994.16.1189) was constructed in 1906. Its historic appearance was later obscured by modern additions to the front. It was demolished during the survey period and the site is presently a parking lot.

One of the most prominent commercial buildings is the old Conser store building (7500 W. 80th Street, 1910, JCM 1994.16.1101). This two-story brick commercial block is more typical of late nineteenth and early twentieth century commercial buildings than the one-story horizontal blocks that characterized the commercial district after the 1920s. Another major landmark is the old Overland Bank (7341 W. 80th Street, 1910, JCM 1994.16.1190 a-b). Although it has been altered, the building still presents the refined elegance of a Classical Revival style bank.

Now located in the Santa Fe Commons Park, the old William Strang carriage house (8045 Santa Fe Drive, c. 1920-1929, JCM 1994.16.1111 a-b) marks the location of the Strang residence,

which was demolished in 1954. It is currently the home of the Overland Park Historical Society. Not far from the carriage house is the Overland Park Presbyterian Church (8109 Overland Park Drive, 1913, JCM 1994.16.793). Constructed of rough-cut local limestone, this impressive structure was purchased by the Masonic Lodge and is now used as their meeting hall.

South of the Conser building, a two-story commercial block (8000 Foster Street, c. 1923, JCM 1994.16.1102) stands on the site of the first Overland Hotel. A long row of connected one-story commercial buildings on Foster Street extends to the south of this anchor building. These structures are more typical of the later development of the commercial district. On the west side of Santa Fe Drive, the main business street, the oldest surviving building was originally a garage (7932 Santa Fe Drive, 1918, JCM 1994.16.1065). Two other prominent commercial blocks (7920 Santa Fe Drive, 1928, JCM 1994.16.1061 and 7950 Santa Fe Drive, c. 1930, JCM 1994.16.1070 a-b) with distinctive architectural details and several bays exemplify the early modern horizontal business block. Commercial buildings on the east side of Santa Fe Drive were constructed in 1945 after the Strang Line was removed. An anchor building (7919/7921 Santa Fe Drive, 1945, JCM 1994.16.1173) at the end of a row in the middle of the block is the most elaborately detailed.

The Overland Theater (7204 W. 80th Street, 1946, JCM 1994.16.1043 a-b) is a free-standing landmark building east of the main commercial district. This Moderne style building was designed by Robert Boller, a noted designer of Midwestern theaters during this period. After nearly 30 years as a neighborhood movie theater, the Overland Theater closed its doors. From 1977 to 1993, the building was home to the Theater for Young America, a children's performance group. In 1993, the theater was purchased by the Fine Arts Theater Group. After several years of renovations, the building reopened as the Rio Theater in 2000; it was listed on the National Register of Historic Places in 2005.



Figure 57: The Overland Theater, now known as the Rio Theater, is a distinctive example of the Art Moderne style in Johnson County. The building was listed on the National Register of Historic Places in 2005.

In addition to older historic buildings, the Overland Park commercial district also has examples of post-World War II structures with the severe geometric form and lack of ornamentation characteristic of the International style. One example is an engineering and architectural office building (7924 Floyd Street, 1956, JCM 1994.16.1201) on Floyd Street between the theater and Santa Fe Drive.

Finally, an institutional landmark from the pre-World War II era is the second Overland Park Presbyterian Church (8029 Overland Park Drive, JCM 1994.16.1046 a-b) constructed during 1929-1930 near the earlier church. This impressive Gothic Revival structure is very well preserved. The growth of this congregation paralleled an increase in the population of Overland Park.

While there are many early twentieth century residences that contribute to the character of Overland Park, several have particular significance. The handsome stone house (c. 1920, JCM 1994.16.769) at 7840 Conser reportedly was built by Frank Bayerl, a prominent contractor of this period and a member of the Overland Park Presbyterian Church. This house has Prairie style features; a smaller house (c. 1925, JCM 1994.16.814) at 8140 Overland Drive has similar stone masonry construction with a Colonial Revival entry. Another well-preserved house (c. 1915, JCM 1994.16.1243 a-b) with modest Free Classical detailing is located at 7717 W. 80th Street. Two other houses from the early period of development that have historical associations with prominent local residents include the John Marty house (7715 W. 79th Street, 1912, JCM 1994.16.1076) and the John Breyfogle house (7108 W. 86th Street, c. 1900, JCM 1994.16.989).

In the historic Overland Park residential neighborhoods, the largest number of houses with distinctive stylistic features have Craftsman details. Craftsman style houses range from relatively large residences (8133 Overland Park Drive, 1927, JCM 1994.16.795; 8200 Valley View Drive, 1920, JCM 1994.16.823; 8326 Valley View Drive, 1919, JCM 1994.16.958) to smaller houses with well-preserved features (8241 Riley Street, c. 1920, JCM 2001.1.275; 8029 Robinson Street, c. 1930, JCM 1994.16.1085).

Only a few buildings have Prairie style and Colonial Revival features. A larger number have Tudor detailing. The best example of a Prairie style residence (8113 Overland Park Drive, 1930, JCM 1994.16.794) was constructed as a parsonage for the Presbyterian Church. Two one-story houses (8149 Valley View Drive, 1925, JCM 1994.16.822; 8249 Valley View Drive, 1940, JCM 1994.16.830) with modest Colonial Revival features were located on Valley View Drive. A more typical two-story Colonial Revival house is located at 8602 Marty (c. 1926, JCM 2001.1.463). Examples of the Tudor Revival style also range from larger, more elaborate houses (8334 Valley View Drive, c. 1934, JCM 1994.16.961) to smaller and simpler versions (8512 Marty Street, c. 1938, JCM 2001.1.465). Another house from the 1930s (8613 Robinson Street, c. 1935, JCM 1994.16.1279) represented the Minimal Traditional style. Constructed of stone, it had the form of a Tudor Revival house with a lower roof pitch and few decorative details.

Another group of houses in the Overland Park survey area included examples of the National Folk style. Built before about 1920, these gable-front houses (7620 W. 80th Street, c. 1910, JCM 1994.16.781; 7920 Newton Street, c. 1921, JCM 1994.16.786; 7913 Conser Street, c. 1915, JCM 1994.16.1185) have modest Colonial Revival or Craftsman details. Examples are generally located near the central business district.

A cluster of residential development in the south part of the Overland Park survey area adjacent to South Lake was indicated by a group of seven houses on Riley Street . These were built during the 1920s and 1930s in styles from Craftsman to Minimal Traditional. They include 8524 Riley

Street (c. 1938-1944, JCM 2001.1.410), 8600 Riley Street (c. 1940-1949, JCM 2001.1.411), 8528 Riley Street (1947, JCM 2001.1.486), 8532 Riley Street (c. 1929, JCM 2001.1.489), 7400 W. 86th Street (c. 1930-1939, JCM 2001.1.489), 8612 Riley Street (c. 1940-1949, JCM 2001.1.487), 8618 Riley Street (c. 1940-1949, JCM 2001.1.485), and 8628 Riley Street (1939, JCM 2001.1.482).

At the time that the area was surveyed, two categories of historic buildings in Overland Park were threatened. One group included the surviving structures near the commercial district now located in areas that could be used for modern commercial expansion. Most are residences with one building that appears to have been a small church (7821 Marty Street, c. 1920-1929, JCM 1994.16.1206 a-b). Two Craftsman style houses (7816 Floyd Street, c. 1920, JCM 1994.16.1210; 7824 Floyd Street, c. 1920, JCM 1994.16.1209) are located on a block where other houses have been converted to offices. Another early house (8107 Overland Park Drive, c. 1910, JCM 1994.16.792) near the commercial district was vacant at the time of the survey; it has since been rehabilitated and is currently used as a commercial space.

Several very small houses representing a type of residence important in the early development of Overland Park were also identified as threatened because they do not meet modern expectations for housing stock. Examples included houses at 8125 Overland Drive (1915, JCM 1994.16.797), 8345 Robinson (c. 1920, JCM 1994.16.1269), 7933 Newton (c. 1920, JCM 1994.16.1184), and 8411 Valley View (c. 1900, JCM 1994.16.975), and indeed the last two addresses are no longer standing. These houses indicate a different early settlement pattern since they are set back much farther from the street than most of the other houses; in fact, the tiny 1915 bungalow at 8125 Overland Drive shares its lot with a 1956 Minimal Traditional style house, which was built near the front of the lot.

One notable building that was demolished during the survey period was the L.L.Uhls Sanitarium (7328 Metcalf Avenue, c. 1913, JCM 1993.1.1465 a-b). In 1913, Dr. Uhls, a former superintendent at the State Hospital for the Insane in Osawatomie and a professor of psychiatry at the University of Kansas, came to Overland Park to establish a hospital and sanitarium. This mental treatment facility closed in about 1931. In 1941, the building was purchased by the Church of God for use as a dormitory for the Kansas City Bible College. The building had been vacant for about eleven years by the time it was razed in 1994. This brick and stucco structure was distinguished by a restrained use of Art Deco ornamentation.

**Overland Park
Dates of Construction**

Pre-White Settlement, 1670-1854	1
Early White Settlement, 1855-1900	24
Early Suburbanization, 1901-1944	454
Post World War II Housing Boom, 1945-1960*	255 (88 after 1950)
Post 1960	15

Unknown	5
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*Survey period to 1950, so all structures from 1950s were not surveyed.

Overland Park Architectural Styles

National Folk	145
Folk Victorian	2
Gothic Revival	2
Colonial Revival	22
Neoclassical	7
Tudor	13
Spanish Eclectic	3
French Eclectic	1
Prairie	7
Craftsman	59
Art Deco	1
Modern	4
Neoelectic	4
International	1
Minimal Traditional	244
Ranch	112
Split Level	8
Contemporary	1
One-Part Commercial Block	4
None	113
Unidentified	1

Overland Park Historic Function

Agricultural Subsistence	39
Commerce Trade	62
Domestic - Secondary Structure	20
Domestic - Multiple Dwelling	3

Domestic - Single Dwelling	618
Education	2
Health Care - Sanitarium	1
Recreation and Culture - Theater	1
Religion	5
Transportation - Rail-related	2
Unknown	1

20. OXFORD TOWNSHIP (includes STANLEY, MORSE, KENNETH, and REDEL) - 167 structures surveyed

Oxford Township was been primarily rural for most of its history, although several small communities were located within its boundaries. These included Stanley, Morse, Kenneth, and Redel. In recent years, however, annexation and suburban growth have changed the rural nature of this area. In 1985, the Board of County Commissioners granted the City of Overland Park permission to annex approximately one-third of Oxford Township, including the communities of Stanley and Morse. Significant commercial and residential development has followed, especially in the Stanley area.

The railroad community of Stanley was established when the Kansas City, Clinton and Springfield Railroad line was constructed through the area in 1872. At the turn of the century, Stanley was a flourishing small town with Allison and Sons’ general store, Runner’s drug store, Allen’s cash store, and a branch of Hodges Brothers Lumber Company. By 1915, the town had about 300 residents. Institutions in the community included a school, Grange hall, IOOF and Modern Woodmen lodges, as well as Methodist, Christian, and Presbyterian congregations.

The most prominent buildings in Stanley are the old Community Church (6995 151st Street/Overland Park, 1878-1880, JCM 1991.106.217 a-d and JCM 1994.16.243 a-b), the former State Bank building (originally located at 15101 Metcalf Ave/Overland Park; moved to 7590 W. 151st Street/Overland Park, 1910, JCM 1994.16.261), and the Stanley High School building (15020 Metcalf Avenue/Overland Park, 1919, JCM 1996.16.230 a-b). Each of these buildings reflects changes that have taken place in the Stanley community over time.

The current structure of the former Community Church, which is now used as a commercial space, is the result of the combination of the buildings that housed the Methodist and Presbyterian congregations. Both of these congregations formed in 1882, and shared the Methodist Church building at 151st and Oak Streets until the Presbyterians built their own church a short distance to the east. Neither congregation experienced much growth after this separation, however, and in 1925, they decided to reunify as the Community Church of Stanley. They unified their buildings as well: the Presbyterian Church was moved and appended to the east end of the Methodist church.

The brick State Bank of Stanley was built in 1910 after a fire destroyed a predecessor, and stood at the corner of 151st Street and Metcalf Avenue for almost ninety years. As Overland Park expanded, extensive commercial development along both of those corridors made widening this intersection necessary, and threatened the bank building with demolition. Community effort, spearheaded by the Overland Park 2000 Foundation, led to the building's salvation: in 1996, it was moved five blocks west to 7590 W. 151st Street, and is now used as an office space. Two brick commercial blocks (15103 Metcalf Avenue/Overland Park, c. 1912, JCM 1994.16.262 and 15105 Metcalf Avenue/Overland Park, c. 1912, JCM 1994.16.263) and a frame commercial building (15107 Metcalf Avenue/Overland Park, c. 1940-1949, JCM 1994.16.264 a-b) remain at the intersection at 151st and Metcalf to mark Stanley's historic commercial district.

Before the Stanley High School was built in 1920, high school classes were held in church buildings and in the Grange Hall. Forty students attended the school that first year, and enrollment grew steadily after that. A new elementary school was appended to the historic high school in 1954. In 1965, the Stilwell and Stanley Districts were unified into District #229; this district was renamed Blue Valley School District in 1977. The former high school currently serves as the administrative office for Blue Valley, which is the fastest growing school district in Kansas.

Five residences dating from the 1870s to the 1890s and 28 more dating from the first two decades of the twentieth century were still standing in Stanley at the time the area was surveyed. These structures represent the typical building types and styles in the historic community and the original extent of the settlement. In all, 76 structures were surveyed in Stanley. Of those, 52 were single family residences, and 16 were agricultural or secondary domestic outbuildings.

Three miles west of Stanley, the smaller community of Morse was located on the same railroad line. While the town was not platted until 1884, a post office was established July 15, 1878 and continued to operate until June 30, 1953. The community had a population of just 61 in 1915. At that time, the most important businesses were the State Bank of Morse, which had been organized in 1910, the Smith Brothers general store, and the Morse Grain Company. The grain company's elevator (15485 Quivira Rd/Overland Park, 1908, JCM 1991.106.27 a-b) stood until its demolition in 1991. The Morse Church (15431 Quivira Rd/Overland Park, 1880, JCM 1994.16.117) and the State Bank building (15465 Quivira Rd/Overland Park, JCM 1994.16.120), along with two commercial buildings (15489 Quivira Rd/Overland Park, c. 1930, JCM 1994.16.122 and 15495 Quivira Rd/Overland Park, c. 1933, JCM 1994.16.123) define the center of the small community. There are also several residences dating from the early twentieth century. Of the 18 structures surveyed in Morse, half were single family residences. Both Morse and Stanley exhibit the linear plan characteristic of many railroad settlements.

East of Stanley and Morse, the hamlet of Kenneth developed at the intersection of the Clinton Branch and the Missouri Pacific Railroad constructed in 1887. A post office was established there October 3, 1890. The name was changed to Mastin on July 1, 1899, and finally to Kenneth on April 29, 1906. In 1910, the community had a population of about 30 people. The Kenneth post office was discontinued in 1943. In his 1915 history of Johnson County, Ed Blair noted that

Clyde Clark was operating a general store in Kenneth. At the time of the survey, area residents reported that Mr. Clark built the building at 15059 Kenneth Road (JCM 1994.16.206) around 1930 for use as the general store, and that the store continued in operation through the early 1960s. A small cluster of residences and agricultural outbuildings remains at the intersection of 151st Street and Kenneth Road to mark the location of the community of Kenneth; 10 structures were documented in Kenneth during the survey.



Figure 58: This building was built by Clyde Clark in the 1930s for use as a general store. The store continued to operate until the early 1960s.

Southeast of Stanley, the abandoned Prairie Oil and Gas Company pumping station and the group of well-preserved residences in Redel that once provided worker housing form a historic industrial complex that is unique in Johnson County. In 1904, Jesse Elder sold a portion of his farm to the Standard Oil Company for the construction of a pipeline and pumping station which would transport oil from southern Kansas and Oklahoma to a refinery in Independence, Missouri. In 1906, the company constructed five single family dwellings to serve as residences for the workers at the pumping station. Although additional duplexes also once made up a part of this hamlet, they have since been moved to other locations. This tiny community, named Redel as an anagram of Jesse Elder's last name, offered a grocery store which was operated out of one of the homes. A former resident remembered that tennis and croquet courts were also among the amenities included in the small company town. In 1937, four of the homes were sold to the company employees who had been living in them. By 1953, when the fifth house and the pumping station were sold to private owners, new technologies had made the Redel pumping station unnecessary. The five remaining residences were listed on the National Register of Historic Places as a historic district in 1996. They include 16310 Mission Road (JCM 1994.16.295 and JCM 2005.1.1075), 3950 W. 163rd Street (JCM 1994.16.296 and JCM 2005.1.1118), 3970 W. 163rd Street (JCM 1994.16.297 and JCM 2005.1.1119), 3990 W. 163rd Street (JCM 2005.1.1120), and 4010 W. 163rd Street (JCM 1994.16.298 and JCM 2005.1.1116) in Stilwell. Two large concrete block buildings (JCM 1994.16.299 a-b) that made up a part of the pumping station were also documented during the survey.



Figure 59: A group of residences, like this one at 16310 Mission Road, left, and a group of industrial buildings (c. 1904, JCM 1994.16.299 a-b), remain to mark the site of the Redel oil pumping station.

Beyond the boundaries of these small communities, 48 structures were surveyed in rural Oxford Township. While most of these buildings are National Folk style residences (13) or agricultural outbuildings (19), a single one-room schoolhouse survives. One of the oldest one-room schoolhouses remaining in Johnson County, the Walnut Grove School (11800 Pflumm Road/Olathe, 1878, District #17, JCM 1991.106.121) was used from 1878 through the 1948-49 school year. In 1951, the school building was sold at auction, and for several years afterwards, it was used for storage of hay and corn. In the late 1970s, was renovated by the Bauer family as a 4-H project. The Bauers donated it to the Olathe School District in 1988, and it was moved from its original location, approximately 200 yards northeast of its current location on the grounds of the current Walnut Grove Elementary School.

**Oxford Township
Dates of Construction**

Early White Settlement, 1855-1900	28
Early Suburbanization, 1901-1944	114
Post World War II Housing Boom, 1945-1960	22 (5 after 1950)
Unknown date	3

**Oxford Township
Architectural Styles**

National Folk	63
Folk Victorian	6
Gothic Revival	3
Collegiate Gothic	1
Craftsman	14
Prairie	2

Colonial Revival	1
Tudor	2
Neoclassical	1
Minimal Traditional	16
One-Part Commercial Block	2
Two-Part Commercial Block	1
None	55

**Oxford Township
Historic Function**

Agricultural Subsistence	33
Commerce Trade	9
Domestic – Hotel	1
Domestic – Secondary Structure	16
Domestic - Single Dwelling	100
Education	3
Funerary	1
Religion	4

21. MISSION HILLS - 503 structures surveyed

Mission Hills is one of Johnson County’s most architecturally distinguished neighborhoods. It contains some of the county’s finest Period Revival residences. The various designs include examples of the Neoclassical (2204 W. 59th Street, 1917, JCM 2008.1.90; 6701 Tomahawk Road, 1935, JCM 2006.1.103; 6600 Wenonga Road, 1940, JCM 2006.1.77), French Eclectic (2350 Guilford Lane, 1932, JCM 2008.1.27 a-c; 5900 Mission Drive, 1926, JCM 2008.1.87 a-c; 1900 Drury Lane, 1930, JCM 2008.1.91.a-b), Italian Renaissance (5825 Overhill, 1930, JCM 2008.1.12 a-b; 6130 Ensley, 1926, JCM 2008.1.30 a-c; 2400 W. 59th Street, 1925, JCM 2008.1.89), Prairie (2012 Stratford Road, 1920, JCM 1997.1.937), and Monterey (3417 W. 68th Street, 1938, JCM 2006.1.106; 3309 W. 68th Street, 1935, JCM 2006.1.111; 6430 Indian Lane, 1941, JCM 2008.1.42) styles. Even with this variety, Mission Hills displays a strong architectural unity. Just two styles dominate the built environment of the city: of the 503 residences surveyed, 202 were examples of the Colonial Revival style, and 193 exhibited the influence of the Tudor style.

In 1913, J.C. Nichols initiated plans to extend the Kansas City, Missouri, Country Club District into Johnson County, Kansas. At the time, a Kansas address carried no prestige and it was considered a gamble to start building homes across the state line. The first development was

Mission Hills, 300 acres of wooded rolling farmland. Nichols wanted this new development to cater to Kansas City's elite population.



Figure 60: The affluence of Mission Hills is showcased in its built environment. Clockwise from upper left: 2204 W. 59th Street, 5900 Mission Drive, 2012 Stratford Road, and 2350 Guilford Lane.

This innovative development was designed from the principles of the City Beautiful Movement. Early affluent neighborhoods were platted in essentially the same grid pattern as all other residential neighborhoods in the city. Nichols wanted to create a bucolic, restful atmosphere to Mission Hills, and insulate it fully from the surrounding countryside. Mission Hills was designed on an irregular plat pattern, which fully integrated the home sites into the landscape. To assist this, three country clubs were formed around the perimeters of the development: Kansas City, Mission Hills, and Indian Hills. Mission Hills as a city encompasses the Nichols neighborhoods of Mission Hills, Sagamore Hills, and Tomahawk Ridge.

One remarkable home that epitomizes the built environment of Mission Hills is the National Register-listed Horn-Vincent-Russell Estate (6624 Wenonga Road, 1929-1931, JCM 1995.1.176 a-dd). This elaborate Tudor style residence is notable not only for its architecture, but also for the design of its grounds. In describing his vision for Mission Hills, developer J.C. Nichols remarked that “a high goal was set for its development that would make Mission Hills the most distinguished of American garden suburbs.” The Hare & Hare designed landscape of the Horn-Vincent-Russell Estate embodies this aspiration, offering residents a softer, more natural interpretation of a formal garden.

Those areas of Mission Hills that were developed from 1912 through the 1930s are sited on hilly terrain punctuated by meandering streams and characterized by curving streets, deep setbacks and large, irregularly-shaped lots. In contrast, those areas that were developed in the 1940s and later are similar in plan to the Nichols communities of Fairway and Prairie Village. These areas, designed to appeal to the upper middle class rather than the truly affluent, offer homes which are set closer to the street on smaller lots, and are laid out in a more grid-like pattern than are the earliest sections of Mission Hills.



Figure 61: At the time of the survey, this residence (5840 Mission Drive, 1926, JCM 2006.1.57a-b) was undergoing extensive renovation. Such scenes are becoming increasingly common in areas where the realities of aging residences clash with modern expectations.

Mission Hills was incorporated as a city in 1949. By 1950, the community’s population had grown to 1,368; the population is currently around 3,500. Annexations have expanded the area included within the city limits from 301 acres at the time the Mission Hills was incorporated to today’s 2.1 square miles. In this community of beautifully maintained homes, replacement is the greatest threat to the historic housing stock—smaller homes, especially those built in the post-World War II period, do not offer the square footage and amenities sought by contemporary homeowners, and are being torn down and replaced with larger structures. Even in the heart of Mission Hills, where the grandest residences predominate, several structures have been extensively renovated in recent years. Between 2000 and 2008, 40 homes—three percent of Mission Hill’s housing stock—were torn down to make way for new construction.

**Mission Hills
Dates of Construction**

Early White Settlement, 1855-1900	1
Early Suburbanization, 1901-1944	402
Post World War II Housing Boom, 1945-1960*	87 (11 after 1950)
Post 1960	13

*Survey period to 1950, so all structures from 1950s were not surveyed.

**Mission Hills
Architectural Styles**

Colonial Revival	202
Tudor	193
Neoclassical	32
Beaux Arts	1
French Eclectic	42
Spanish Eclectic	17
Italian Renaissance	10
Craftsman	2
Prairie	5
Modern	2
Monterey	12
Neocolonial	2
Neoelectic	1
Neo-French	2
Neo-Tudor	1
Minimal Traditional	17
Ranch	13
Split Level	4
Comtemporary	5

* Several Mission Hills properties exhibited strong influences of more than one architectural style, and so were classified as more than one style. In particular, there were several examples of residences displaying characteristics of both the Tudor and Colonial Revival styles.

Mission Hills Historic Function

Domestic - Secondary Structure	2
Domestic - Single Dwelling	501

22. PRAIRIE VILLAGE - 480 structures surveyed

J.C. Nichols platted the first Prairie Village subdivision in 1941 on farmland that had been owned by the Thompson Lewis and Thomas Porter families for many years. The nearby Prairie School (6642 Mission Road, 1936-1939, JCM 1992.1.77 a-c), which had been the center of the area's rural community, was the source of the new development's name. Although Prairie Village is often thought of as a post-World War II tract housing development, approximately 95 homes had already been built by the time the war began. Although the war brought new

construction to a halt, building quickly resumed after the war's end—by 1949, over 1,000 homes stood in Prairie Village. That year, the National Association of Home Builders named Prairie Village the best planned community in the country. It is no surprise, considering the rapid pace of development, that the Minimal Traditional style dominates Prairie Village's pre-1950 built environment—386 of the 480 structures surveyed in Prairie Village are examples of the Minimal Traditional style.

On February 19, 1951, Prairie Village was incorporated as a third class city. Subdivisions continued to be added, and more land was annexed, until its present area of 6.7 square miles was reached. This planned community, populated in the early years largely by growing families with young children, offered shopping centers, churches, schools, and amenities such as the Homestead Country Club. Covenants intended to protect property values—including those barring ownership by blacks and other minorities—were strictly enforced, and a former mayor recalled that “many a home owner was startled by a knock on the door, to find Mr. J.C. Nichols, who took a personal interest in the Village, asking them to please close a garage door.”



Figure 62: Donald Drummond brought modern design, inspired by the work of Frank Lloyd Wright and Joseph Eichler, to the homes he built in Prairie Village. Left: 7415 Rosewood Street, 1950, JCM 1999.1.335. Right: 7426 Rosewood Street, 1950, JCM 1999.1.330.

J.C. Nichols was not the only developer who built homes in Prairie Village, although he did set the standards for the other builders. One significant builder was Don Drummond, who with his wife Frances designed dozens of homes in Prairie Village between 1946 and 1964. Although Drummond recalled “being contractually obligated to build houses that were similar in style to Nichols’,” his designs—unlike Nichols’s Cape Cod and Minimal Traditional homes—drew heavily from the influences of Frank Lloyd Wright and the California Ranch style homes of Joe Eichler. These homes have low, horizontal lines and are characterized by an emphasis on bringing the outdoors, in. Open floor plans, extensive use of floor-to-ceiling windows, and patios linked to the indoors by glass walls are hallmarks of Drummond houses, which appeared in national publications such as *Good Housekeeping* and *Better Homes and Gardens*. Several groups of Drummond homes still stand in Prairie Village; the Prairie Forest subdivision is one example. Platted in 1950 by the J.C. Nichols Company to include a large corner lot reserved for a church, this small subdivision is comprised of 13 Modern style homes (7417-7433 Ash, JCM 1999.1.327-JCM 1999.1.329 and 7410-7427 Rosewood, JCM 1999.1.330-JCM 1999.1.338)

designed and built by Don Drummond between 1948 and 1955. This residential district continues to exhibit a strong degree of historic integrity.

Another prominent building company working in Prairie Village in the years immediately following World War II was Sturgeon and Taylor. Charles Sturgeon started his business in 1912; his first homes were built in the Country Club District in Kansas City, Missouri. After World War II, his grandson, Ralph Taylor, joined the business, and Sturgeon and Taylor began building the homes that would become the Nall Avenue Gardens subdivision. The original model home (1945, JCM 1999.1.217), located at 6909 Nall Avenue, served as the company’s office until 2001. It is now a single family residence. This model home was just one of hundreds of houses the company would build in Prairie Village and other Johnson County communities.

While most of Prairie Village’s historic significance comes from the integrity of its residential districts, a few prominent individual structures do stand in the community. One such notable building is the Village Presbyterian Church (6700 Mission Road, 1948, JCM 1997.1.1048). The first congregation to organize in the new community of Prairie Village, this church is best known for its prominent role in addressing civil rights issues in the 1960s and 1970s. Dr. Robert Meneilly, who served as the church’s first minister, was an outspoken advocate for racial equality and fair housing, and spearheaded a number of church programs intended to advance those causes.

**Prairie Village
Dates of Construction**

Early White Settlement, 1855-1900	3
Early Suburbanization, 1901-1944	130
Post World War II Housing Boom, 1945-1960*	347 (28 after 1950)

*Survey period to 1950, so all structures from 1950s were not surveyed.

**Prairie Village
Architectural Styles**

National Folk	9
Colonial Revival	14
Neoclassical	2
Tudor	6
French Eclectic	1
Spanish Eclectic	1
Craftsman	7
Prairie	1
Modern	16

Minimal Traditional	386
Ranch	33
Split Level	4

**Prairie Village
Historic Function**

Agriculture Subsistence	1
Commerce Trade	1
Domestic - Secondary Structure	3
Domestic - Single Dwelling	473
Education	1
Religion	1

23. FAIRWAY- 269 structures surveyed

In the late 1920s, the J.C. Nichols Company had a plan to further extend their Country Club District from Kansas City into Johnson County. In 1927, the company began work on the subdivision of Fieldston, which would eventually become the northern part of Fairway. In 1938, Nichols began to develop pasture land and fields into the subdivision of Fairway. Named for its proximity to three golf courses—Mission Hills, Kansas City Country Club and the former Old Mission Golf Course—Fairway was a city with carefully planned growth mapped over time. In 1949, the Fieldston and Fairway homes associations joined forces to incorporate as the city of Fairway.

Fairway was similar to Roeland Park and Leawood, appealing to middle-class home buyers who wished to live near the city and utilize new Federal Housing Administration (FHA) lending procedures. Pre-war prices ranged from \$4,000 to \$6,000, which doubled on average after 1945.

The Nichols Company wanted to make the area as attractive as possible. This was one of the first areas in Johnson County to have all paved streets because the company felt it would attract prospective buyers. In a beautification campaign, hundreds of trees and shrubs were planted.

Some builders purchased lots singly and in groups. The area was restricted to single-family dwellings on large lots. A number of homes share the same plan with slight variations; however, the same plan was not built next to another, but rather scattered throughout the district. A large number of houses were custom built on an individual basis.

By the end of 1938, more than 200 homes had been constructed. Construction went on until the eve of World War II and resumed after the war in 1945. Fairway’s business district, located at the present-day intersection of Shawnee Mission Parkway and Belinder Road, included a movie theater, grocery store, bakery, barber shop and restaurant. The Old United Mission Methodist

Church (5519 State Park Road, JCM 1997.1.1212 a-c) is extant on State Park Road. Built in 1946, the stone church features a tower and spire, dentils, a circular window at one end of the building and arched windows along the side. There are no historic schools within the city limits.

The survey confirmed that the vast majority of Fairway's historic resources (264 of the 269 structures surveyed) are residential homes built in the late 1930s and 1940s. The area as a whole has remained largely unchanged since it was developed, although individual homes have some additions and alterations. Minimal Traditional was the most popular style, followed by Colonial Revival and Tudor.



Figure 63: The North Building is one of three remaining structures from the Shawnee Methodist Mission.

Fairway is also home to three extant brick structures from the Shawnee Methodist Mission and Manual Labor School—the west building (1839, JCM 2005.1.1099), the east building (1841, JCM 2005.1.1100), and the north building (1845, JCM 2005.1.1091). These historic buildings, located at 3403 W. 53rd Street, are the best maintained of the handful of pre-settlement resources in the county. They represent an important time in the county's early history and in Native American history on the western frontier when Indian students were prepared from manual labor to better assimilate into the lifestyle of other Americans. The mission closed in 1862. In 1927 the State of Kansas acquired the remaining twelve acres and these buildings. In 1968, as a group, the buildings were listed on the National Register of Historic Places soon after the Register was established in 1966.

In addition to the buildings at the Shawnee Indian Mission, just two other pre-1900 structures were surveyed. One of those, the Reinhardt House (5637 Cherokee Circle, JCM 2005.1.1092 a-g) is an outstanding example of a Folk Victorian house, complete with extensive spindlework, a wrap-around porch with a corner tower, and chimneys with decorative brickwork. This house, built in 1879 by Phillip Reinhardt, presided for many years over the family's farmland. In 1939, however, the first of several sections of the "Reinhardt Estates" subdivision was platted, and the one-time farmhouse now stands on a suburban street. Reinhardt Estates was annexed by the City of Fairway in 1951.

**Fairway
Dates of Construction**

Pre-White Settlement, 1670-1854	3
Early White Settlement, 1855-1900	2
Early Suburbanization, 1901-1944	204
Post World War II Housing Boom, 1945-1960*	57 (2 after 1950)
Post 1960	3

*Survey period to 1950, so all structures from 1950s were not surveyed.

**Fairway
Architectural Styles**

Classical Revival	1
French Colonial	1
National Folk	1
Folk Victorian	1
Colonial Revival	87
Tudor	23
French Eclectic	1
Craftsman	2
Neoelectic	3
Neo-Tudor	1
Neo-French	1
Neoclassical Revival	1
Art Moderne	3
Minimal Traditional	130
Ranch	8
Modern	1
Split Level	2
None	1
Unidentified	1

**Fairway
Historic Function**

Domestic – Secondary Structure	1
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Domestic - Single Dwelling	264
Education	3
Religion	1

24. ROELAND PARK - 1231 structures surveyed

Roeland Park was originally named after John Roe, an immigrant from Ireland who settled on 267 acres in 1883. The Roe home was built in 1891 and razed in 1958 to make room for the cloverleaf at Roe Boulevard and Johnson Drive. The boundaries of Roeland Park are 47th Street or County Line Road on the North, 53rd Street or Johnson Drive on the South; Mission Road on the East and Nall Avenue on the West.

Like Fairway and Leawood, Roeland Park appealed to upper and middle-class buyers who wished to live near the city. The largest development in Roeland Park was undertaken by Charles E. Vawter. Vawter began building in the area around 1938 when he began buying farm land from John Roe’s daughters, who had inherited his farm. Construction stopped in the area during World War II, but resumed after the war. Vawter’s earliest houses have Tudor influences; the later houses are typical Minimal Traditional houses from the 1940s. Key marks of Vawter’s pre-war houses are stone foundations and partial stone veneers on the front, with the exception of his “slab houses,” which had a concrete slab with no basement. After the war, reportedly due to a shortage of stone masons, basement foundations became concrete and houses had little or no stonework.

All but three of the structures that were surveyed are residences. Homes built in the 1920s, primarily National Folk and Craftsman style dwellings, are clustered around Santa Fe Trail Drive (now West 51st Street) where the Strang Electric Railway Line between Kansas City and Olathe went through what is now Roeland Park from 1907 to the 1940s. Most of the other homes were constructed from the late 1930s to the early 1950s by Charles E. Vawter.



Figure 64: Although almost all of the buildings surveyed in Roeland Park were residences, one commercial structure was also documented. This small corner shop was operated by the Bown family as the Southridge Market for many years.

Still standing at 4110 W. 54th Street Terrace is a farmhouse (1898, JCM 1992.1.432) which was originally part of John Tesar's dairy farm. The National Folk style house has been altered, but is one of the oldest remaining residences in this section.

Another structure which is somewhat unique to the area is a commercial structure (See Figure 64: 4301 W. 51st Street, JCM 1992.1.141) which was built between 1926 and 1927. The Bown family ran the Southridge Market in this structure for many years.

**Roeland Park
Dates of Construction**

Early White Settlement, 1855-1900	2
Early Suburbanization, 1901-1944	469
Post World War II Housing Boom, 1945-1960*	757 (55 after 1950)
Post 1960	3

*Survey period to 1950, so all structures from 1950s were not surveyed.

**Roeland Park
Architectural Styles**

National Folk	61
Art Deco	1
Colonial Revival	56
Tudor	30
Craftsman	68
Prairie	2
Minimal Traditional	912
Ranch	92
Split Level	6
Contemporary	1
One-Part Commercial Block	1
Unidentified	2

**Roeland Park
Historic Function**

Commerce Trade	1
Domestic - Single Dwelling	1228
Education	1
Religion	1

25. MISSION - 719 structures surveyed

As was true in other parts of northeast Johnson County, Mission was developed on what had been farmland, in this case, the land of Lewis Breyfogle. In 1926, Harry E. Cramer, who had developed other subdivisions in and around Kansas City, contracted with C.W. Jones of Olathe and Frank L. Breyfogle, an heir, to subdivide the tract into 245 lots. This became Mission Hills Acres, until the post office requested that the name be shortened to Mission. Early residents received free water piped directly from a natural spring that had been stopping point for travelers on the overland trails—the spring house and pumping station at 5920 Maple have since been razed.

Construction began immediately, and according to the city’s web site, by 1928 there were five businesses—a drug store, restaurant, hardware and dry goods store, a barber shop, and a cleaning and pressing establishment. Construction in Mission continued into the 1930s and 1940s. The plats filed in the 1940s indicate a large number of homes built during that decade. Like the other northeast Johnson County cities that developed during this time period, Mission offers a significant number of Minimal Traditional style dwellings, as well as a handful of examples of other popular styles such as Craftsman, Colonial Revival, Tudor, and Ranch. On July 16, 1951, with a population of 1,180, the former subdivision was incorporated as a third class city.

Mission’s downtown district, which lines Johnson Drive, boasts a sizeable number of commercial buildings constructed between the mid-1930s and 1950—a 1961 article in the *Kansas City Star* noted that Mission offered “the only substantially large business district along one street...” In 2008, a group of Mission residents and business owners began advocating for historic district status to be pursued for the downtown area. The City of Mission is currently gathering public feedback on this proposal.



Figure 65: A largely intact downtown district lines either side of Johnson Drive in Mission. A few of the buildings exhibit the influence of the Art Deco style, like this example at 5800 Johnson Drive (1935, JCM 2005.1.1050).

**Mission
Dates of Construction**

Early White Settlement, 1855-1900	2
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Early Suburbanization, 1901-1944	434
Post World War II Housing Boom, 1945-1960*	283 (61 after 1950)

*Survey period to 1950, so all structures from 1950s were not surveyed.

**Mission
Architectural Styles**

National Folk	15
Colonial Revival	35
Tudor	26
Craftsman	52
Prairie	2
Spanish Eclectic	1
Mission	2
Neoelectic	1
Minimal Traditional	527
Ranch	63
Split-level	10
Contemporary	3
One-Part Commercial Block	30
Two-Part Commercial Block	3
None	1
Unidentified	1

**Mission
Historic Function**

Commerce Trade	33
Domestic- Multiple Dwelling	1
Domestic - Single Dwelling	681
Funerary - Mortuary	1
Religion	2
Transportation	1

26. COUNTRYSIDE - 113 structures surveyed

Countryside is a unique development. This very small community built on six large blocks is

residential in character, with no businesses or schools. The only non-residential structure is the Trinity Lutheran Church which was dedicated in 1952, and, therefore, not included in this survey. In 1951, this subdivision incorporated as a city.

Frank Hodges and A.C. Langworthy developed the subdivision in the northeast part of the county in 1937. Countryside is bounded by 61st Street on the north, Shawnee Mission Parkway on the south, Nall Street on the east, and Lamar Street on the west. The first home, which still stands at 5705 W. 61st Street, was completed in 1938. Mrs. LeRoy Robinson, who moved into this first house, recalled that the area was “one big pasture, with the cows removed to make way for development” as reported in Elizabeth Barnes’ column in the *Johnson County Herald* in 1963.

Construction continued until World War II, when it was halted because of a shortage of labor and materials. Although some structures were built before the war, the majority were built after in the 1940s and 1950s. Homes built in Countryside had to meet a certain standard of excellence in construction. The once treeless land grew into a residential neighborhood with shaded, hilly streets.

The 2000 United States Census reported that there are 131 homes in Countryside. One hundred thirteen pre-1950 single-family residential structures were surveyed. The majority are in the Minimal Traditional and Ranch styles. In December 2002, the residents of Countryside voted overwhelmingly to merge with the city of Mission. The Countryside Homes’ Association provides cohesiveness to what had historically been the city of Countryside.



Figure 66: Because most of the building in Countryside was done after World War II, over half of the structures surveyed were Ranch style dwellings, like the cross-gabled example that stands at 5816 W. 62nd Terrace (left—JCM 1999.1.14, 1950) and the hipped example located at 6114 W. 62nd Street (JCM 1999.1.41, 1956).

**Countryside
Dates of Construction**

Early Suburbanization, 1901-1944	28
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Post World War II Housing Boom, 1945-1960*	85 (18 after 1950)
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*Survey period to 1950, so all structures from 1950s were not surveyed.

**Countryside
Architectural Styles**

Colonial Revival	9
Minimal Traditional	41
Ranch	60
Monterey	1
Split Level	2

**Countryside
Historic Function**

Domestic - Single Dwelling	113
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27. MISSION WOODS - 63 structures surveyed

Mission Woods is even smaller than Countryside, occupying only four city blocks, and remains as a distinct city. Shawnee Mission Parkway splits the city in half, with two blocks north of the parkway between Belinder and State Line and two blocks south of the parkway.

In 1938, the J.C. Nichols Company began developing Mission Woods on land which had been a fairway on the golf course of the Mission Hills Country Club. Some of the earlier and more affluent homes, which are on the southern side of the Parkway, border on the golf course. As was true of other suburbs in the northeast part of the county, construction in Mission Woods was stalled during World War II, but resumed again in 1945.

Incorporated as a city in 1949, Mission Woods is the smallest neighborhood developed by the J.C. Nichols Company. Like many of the other tiny municipalities in Johnson County's northeast corner, Mission Woods is almost entirely residential—a 1963 newspaper article reported that “Mission Woods has no schools within its limits. There is only one business concern, a filling station and a garage. There is one church of the Lutheran faith.” All of the structures surveyed from before 1950 are single dwelling residences. The homes retain a high degree of integrity, and the neighborhood as a whole is probably more significant than any individual structure in it. Many of the residences surveyed were identified as examples of the Colonial Revival style. The Minimal Traditional and Neoelectic styles are also represented in Mission Woods.

**Mission Woods
Dates of Construction**

Early Suburbanization, 1901-1944	43
Post World War II Housing Boom, 1945-1960*	15 (7 after 1950)

Post 1960	5
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*Survey period to 1950, so all structures built between 1950 and 1960 were not surveyed.

**Mission Woods
Architectural Styles**

Colonial Revival	26
Neoclassical	1
Neoelectic	12
Tudor	4
French Eclectic	2
Monterey	4
Prairie	1
Minimal Traditional	8
Ranch	4
Modern	1

**Mission Woods
Historic Function**

Domestic - Single Dwelling	63
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28. WESTWOOD - 191 structures surveyed

Westwood’s development started in the early 1920s. Originally farmland, its proximity to both Kansas City, Kansas, and Kansas City, Missouri, made it prime for development. By the late 1930s, a large percentage of the city’s area had been developed. The construction companies of Charles Vawter, the Wells Brothers, and the Kroh Brothers dominated the building here; atypically, J.C. Nichols did not have a presence in Westwood. Significance in this city lies within its tract developments rather than individual structures. Excellent examples of early tract developments which foreshadowed developments in Prairie Village, Leawood, and Fairway include Westwood Estates and Westwood Court.

The city of Westwood was incorporated in 1949. At that time, the city’s boundaries were 47th Street, Rainbow Boulevard, Johnson Drive, and Mission Road. In 1960, the subdivisions of Westport Annex and Westport View were annexed. These areas were platted and developed much earlier than other parts of Westwood—Westport View was platted in 1886, and Westport Annex was platted in 1906—and therefore exhibit more strongly the influences of National Folk and Craftsman building styles. In contrast, Minimal Traditional, Colonial Revival, and Tudor style homes predominate in the areas developed in the late 1920s and 1930s. Several quite detailed examples of Tudor and Colonial Revival homes are present in the city—for instance, several of the homes on the 4800 block of Belinder Court are excellent examples of Tudor

cottages.

**Westwood
Dates of Construction**

Early Suburbanization, 1901-1944	132
Post World War II Housing Boom, 1945-1960*	59 (2 after 1950)

*Survey period to 1950, so all structures from 1950s were not surveyed.

**Westwood
Architectural Styles**

National Folk	7
Colonial Revival	6
Tudor	24
French Eclectic	1
Craftsman	15
Minimal Traditional	127
Ranch	11

**Westwood
Historic Function**

Domestic - Single Dwelling	191
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29. WESTWOOD HILLS - 165 structures surveyed

In 1923, J.C. Nichols broke ground for his second Johnson County development, Westwood Hills. The small neighborhood shops were completed in 1925. Aside from the exclusive Mission Hills, there had been no spillover development from the Missouri Country Club district until this time. Westwood Hills catered to professional families of more moderate means than the millionaires of Mission Hills. The city of Westwood Hills was incorporated on July 1, 1949.

Westwood Hills has the most cohesive, well-maintained grouping of small- to mid-sized homes of this era in Johnson County. This community has excellent examples of every revivalist style of the 1920s including French Eclectic, Colonial Revival, Tudor, Italian Renaissance, Spanish Colonial, and Dutch Colonial. Individually, only a few homes are significant in their own right, but collectively, this community has a high level of architectural significance.

The work of several prominent local architects is exhibited among the homes of Westwood Hills. Eight of the homes in the community were designed by a local architect, Elizabeth Rivard Evans, the first female architect to graduate from the University of Kansas School of Architecture. She and her husband lived in a home she designed (2101 W. 49th Terrace, 1926, JCM 1997.1.981 a-d). Kansas City-based architect Alice Walton designed the stone French Eclectic home at 4910

Glendale Road (1923, JCM 1996.1.1067); a second Walton design stands at 2113 W. 50th Street (1928, JCM 2001.1.426). Edward Tanner, another prominent local architect whose commissions included the Country Club Plaza, also designed a handful of Westwood Hills homes, such as 2113 W. 49th Terrace (1929, JCM 2001.1.435), as well as the Westwood Hills Shops (1901 W. 50th Street, 1925, JCM 1996.1.846 a-b). Clarence E. Shepard built a French Eclectic style cottage at 2017 W. 50th Street (1929, JCM 2001.1.418).



Figure 67: Westwood Hills offers examples of the work of several prominent local architects. Clockwise from upper left: Elizabeth Rivard Evans designed the Tudor style home which stands at 2112 W. 50th Street in 1925 (JCM 1996.1.1092 a-d); this Alice Walton design exhibits the influences of both the Tudor and French Eclectic styles (2113 W. 50th Street, 1928, JCM 2001.1.426); this cottage built by Clarence E. Shepard provides another example of the French Eclectic style in Westwood Hills; Edward Tanner designed the French Eclectic style shops that stand at the corner of 50th and State Line Road.

Westwood Hills's original boundaries extended from the north side of 50th Terrace on the south, to the south side of Swatzel Road (48th Terrace) on the north; from the west side of State Line Road to the east side of Hudson Road (Rainbow Boulevard). When the city incorporated, the northern boundary was extended to include the north side of 48th Terrace. This extension brought into the city a part of the earlier subdivision of Westport Annex, which was platted in 1909. The oldest extant structure, 1908 W. 48th Terrace (JCM 1996.1.787 a-c), dates from 1917. This street features not only older construction, but also a significant number of homes designed by Kansas City architect Benjamin F. Hart.

**Westwood Hills
Dates of Construction**

Early Suburbanization, 1901-1944	145
Post World War II Housing Boom, 1945-1960*	10 (5 after 1950)
Post 1960	10

*Survey period to 1950, so all structures from 1950s were not surveyed.

**Westwood Hills
Architectural Styles**

Beaux Arts	1
Colonial Revival	37
Tudor	78
French Eclectic	7
Italian Renaissance	1
Craftsman	2
Modern	4
Neoelectic	5
Minimal Traditional	25
Split Level	5

**Westwood Hills
Historic Function**

Commerce Trade	2
Domestic - Single Dwelling	163

30. LEAWOOD – 208 structures surveyed

Work on the subdivision that would become the City of Leawood began in 1937. The Kroh Brothers Developers purchased farmland that had belonged to the Voight, Chandler, and Lee families, and followed J.C. Nichols’s example in designing winding streets and lots that echoed the topography of the terrain. Like Nichols’s Mission Hills, Leawood attracted wealthy and upper middle-class home buyers, while middle-class buyers could select a home in Fairway and Roeland Park, or from a plan of Prairie Village.

The first home, located at 8005 High Drive, was completed in 1937. World War II brought a moratorium on new construction, but by 1946, building had resumed in Leawood. In 1962, Elizabeth Barnes described Leawood’s housing stock as “mostly of the one story ranch type, on

lots that range from an average of one half acre in the newer parts of the city up to five acres...” In 1948, Leawood became the first in the series of cities in Johnson County’s northeast corner to incorporate.

Properties surveyed in Leawood are collectively distinctive because they were built over a brief time period in the late 1930s and 1940s and are related by similar materials and features of architectural style. Generally, the residences demonstrate a transition from the Tudor style to a Minimal Traditional style. They are one-story rectangular forms with side gabled roofs and attached garages. Even without the decorative details, the facades often have a front gable bay and chimney, which are features derived from the Tudor style. Common features that distinguish the Leawood houses include a generous setback on large lots, similar size and roof pitch, and high quality materials such as the use of masonry and local stone.

A few notable residences that predate the development of Leawood were documented during the survey. In 1920, Oscar Grant Lee—for whom Lee Boulevard and Leawood were named—built a farmhouse with Craftsman elements (2320 W. 96th Street, JCM 1992.1.685) just east of the present-day intersection of Lee Boulevard and 96th Street. The Colonial Revival style Peet residence (north of 111th Street near State Line Road, JCM 1992.1.80 a-b and JCM 2000.1.428) was built between 1900 and 1920 for Mr. Peet of Colgate-Peet. In its last years, it served as the offices for a real estate company; it was razed in 2003. Joyce Hall, the founder of Hallmark, built the Neoclassical style residence (2500 W. 111th Street, JCM 1992.1.78 a-b and JCM 2000.1.427) that neighbored the Peet residence between 1929 and 1930. Herman Voight—who, like Oscar Grant Lee, was an important figure in Leawood’s early development—built the stone Prairie style residence (JCM 1993.1.1466 a-e and JCM 2000.1.422) at 2405 W. 103rd Street in 1923. This distinguished home is listed on the National Register of Historic Places.



Figure 68: The residences of Leawood demonstrate a transition from the influence of the Tudor style (left—JCM 1996.1.1182, 1940, 8107 High Drive) to the dominance of the Minimal Traditional style (right—JCM 1996.1.1183, 1941, 8103 High Drive).

There were no churches or commercial structures recorded in Leawood during the survey. The only school documented in Leawood was the Oxford School (District #20, JCM 1991.106.17). This one-room school, built in 1877, originally stood at the corner of 135th Street and Mission Road, and served local schoolchildren until the mid-1950s. In 2003, the Leawood Historic Commission spearheaded an effort to move the school, endangered by encroaching development,

to Ironwoods Park. The school is now used as a setting for living history programs about life in the early 20th century.



Figure 69: The barn-style building on the left was used as a clubhouse by the members of the Sirloin & Saddle Club. The Leawood Country Club, right, offered recreational facilities to club members for almost fifty years.

Two significant non-residential structures that were demolished during the survey were the Saddle and Sirloin Club complex and the Leawood County Club. Built in the early 1940s, the Saddle and Sirloin Club (10515 Mission Road, JCM 2000.1.423, JCM 2000.1.425, JCM 2000.1.426) had close ties with Kansas City’s American Royal. The club offered members a network of riding trails, facilities for shooting sports, and a club house for socializing. The site is currently being redeveloped as “Mission Farms”, a new urbanism-inspired development. The Leawood County Club (8901 Sagamore Road, JCM 2000.1.470) was built in 1954 by the Kroh Brothers. It served as an exclusive recreational center for members until 2002, when declining membership and financial difficulties forced the facility into foreclosure. The site is currently undergoing redevelopment.

**Leawood
Dates of Construction**

Early White Settlement, 1855-1900	12
Early Suburbanization, 1901-1944	78
Post World War II Housing Boom, 1945-1960*	117 (9 after 1950)
Post 1960	1

*Survey period to 1950, so all structures from 1950s were not surveyed.

**Leawood
Architectural Styles**

National Folk	9
Gothic Revival	1

Colonial Revival	14
Neoclassical	3
Tudor	4
Prairie	3
Craftsman	4
Minimal Traditional	69
Ranch	84
Modern	2
One-Part Commercial Block	1
None	15

**Leawood
Historic Function**

Agricultural Subsistence	12
Commerce Trade	3
Domestic – Secondary Structure	1
Domestic - Single Dwelling	188
Education	1
Industry	1
Recreation & Culture - Outdoor Recreation	3

PRESERVATION RESOURCES

It has been said that to effectively plan for the future of a city, one must fully understand its past. Reasons for its location, direction of growth, and phases of its development history provide important clues as to how future growth can best be directed and managed. In addition to local influences, a city's growth seldom occurs in a vacuum from external influences. For this reason, it is important to consider prevailing economic conditions, technological advances, and social trends in place during each major growth phase of a community.

In the nearly twenty years that have elapsed since the beginning of the survey project, Johnson County's built environment has changed dramatically. Fire, time and neglect brought down several significant structures, but the county's vigorous growth also contributed to the number of historic buildings lost during the survey period.

A number of tools and programs are available to both cities and individual property owners to

encourage preservation efforts:

The **National Register of Historic Places** is probably the most popularly known means of recognizing the historic significance of a property and affording that property some measure of protection. Administered by the National Park Service and coordinated in Kansas through the Kansas State Historical Society's State Historic Preservation Office, the National Register program began in 1966 and now recognizes over 80,000 districts, sites, buildings, structures and objects. All Kansas properties listed on the National Register are automatically listed on the SHPO-administered **Register of Historic Kansas Places** as well; the process of applying for either status is the same.

These historic register programs promote preservation in several ways. In Kansas, projects initiated by governmental entities or which require local building permits that are within the environs of a listed property—that is, within 1000 feet of a National Register-listed property in an unincorporated area of the county, or within 500 feet of a listed property within a city's limits—must be reviewed by the State Historic Preservation Office (SHPO). Register-listed properties are eligible for Kansas Heritage Trust Fund grants and tax credits on qualifying rehabilitation projects.

- The **Kansas Heritage Trust Fund** is a competitive grant program that offers matching funds of up to \$90,000 for approved preservation or rehabilitation projects.
- The **federal tax credit program** provides an income-tax credit equal to 20% of qualified rehabilitation expenditures on income-producing properties.
- The **state tax credit program** provides a tax credit equal to 25% of qualified expenditures; the state program includes both income-producing and non-income-producing properties.
- National Register-listed properties that are operated as historic sites by 501c(3) organizations may also benefit from tax credits through the **Partnership Historic Sites** program.

The following is a list of the Johnson County properties currently listed on the National Register of Historic Places and/or the Register of Historic Kansas Places:

National Register of Historic Places

1. Blackfeather Farm (1923), 8140 W. 183rd St., Stilwell
2. Gardner Lake Beach House (1937-38), west side of Gardner Lake
3. Horn-Vincent-Russell Estate (1931), 6624 Wenonga Road, Mission Hills
4. Lanesfield School (1869, altered 1904), 18745 Dillie Road, Edgerton
5. J.B. Mahaffie House (1865), 1100 Kansas City Road, Olathe
6. Albert Ott House (1894), 401 S. Harrison, Olathe
7. Martin Van Buren Parker House (1880), 631 W. Park, Olathe

8. I.O. Pickering House (1869), 507 W. Park, Olathe
9. Redel District (1905, 5 buildings), 163rd and Mission Road, Overland Park
10. Shawnee Methodist Mission (west building 1839, east building 1841, north building 1845), 3403 W. 53rd St., Fairway
11. Turner Barn (1898), 19805 S. Moonlight Road, Gardner
12. Herman and Ella Voigts House (1923), 2405 W. 103rd St., Leawood
13. John McCarthy House (ca. 1860), 19700 Sunflower Road, Edgerton
14. John J. Wolcott House (1928), 5701 Oakwood, Mission Hills
15. Ensor Farm 18995 W. 183rd Street (1875-1930s), Olathe, KS
16. Virginia School District #33 (1875), 7301 Mize Road, Shawnee, KS
17. Rio Theater (1946), 7200 W 80th Street, Overland Park
18. Loomis District, Johnson Drive and Hadley, Merriam
8325 Johnson Drive (1886)
5900 Hadley (1912)
5923 Hadley 1944)
19. Franklin R. Lanter House (1901), 562 W. Park, Olathe
20. Herman D. Foster House (1893), 204 W. Main Street, Gardner

Register of Historic Kansas Places

1. Edgerton Grange Hall (1904, altered 1930s), 404 E. Nelson, Edgerton
2. William C. Harkey House (1902), 224 E. Main, Gardner
3. George Hodges House (1892, altered 1921), 425 S. Harrison, Olathe
4. Hycrest (1881, altered 1919), 505 E. Cedar, Olathe
5. Lackman-Thompson Farm (1887), 11180 Lackman Road, Lenexa
6. Graham Rogers House (ca. 1845), 6741 Mackey, Overland Park
7. Spring Hill Historic District (1887-1888, 1896, 1903-1905, 9 contributing buildings), Main Street, Spring Hill
8. Caenen Castle, 12401 Johnson Drive, Shawnee (1904-1907)
10. Dutton-Thomas-Soule Farm, 7925 Sunflower Road, De Soto vicinity

The **Certified Local Government (CLG) program**, like the National Register, is sponsored by the National Park Service and administered in Kansas by the SHPO. This program seeks to promote local preservation planning through the creation of local commissions that review National Register nominations, enforce state legislation and local ordinances concerning preservation issues, and oversee the survey and inventory of local historic properties. Cities that qualify for the CLG program are eligible for financial assistance from the **Historic Preservation Fund** to promote preservation activities. There are currently no cities listed as CLGs in Johnson County.

A few Johnson County communities have chosen to promote preservation efforts through the creation of local historic commissions and registers:

- The **Leawood Historic Commission** is a Mayor-appointed volunteer commission charged with the task of identifying, protecting, and preserving Leawood's historical, architectural, and cultural heritage. The Commission reviews nominations for additions to

the Leawood Historic Register, an honorary designation.

- Fire Station No. 1, 9609 Lee Boulevard
 - H. Franklin and Betty J. Coulter House, 4203 W. 151st Street
 - Leawood Historic District, 129 properties facing High Drive, Lee Boulevard, Meadow Lane, Manor Road and Somerset Drive between Somerset Drive and 83rd Street
 - Leawood City Hall, 9615 Lee Boulevard
 - Herman and Ella Voigts House, 2405 W. 103rd Street
 - Leaky Roof Railroad Bridge, located on private property near Ironhorse Golf Course
 - Oxford School, Ironwoods Park at 147th Street and Mission Road
- The **Overland Park Historical Society** was awarded a Historic Preservation Fund Grant to survey the Southmoor and Broadmoor subdivisions, which are made up of ranch houses. This was the first historic resources survey of ranch-style homes in the State of Kansas.
- The **Overland Park Landmarks Commission** reviews and recommends to the City Council potential designations for landmarks and historic sites within the city. The following is a list of historic landmarks currently recognized by the commission:
- E.C. Chase House, 8541 W. 72nd Street
 - Strang Car Barn, 7400 W. 79th Street
 - Strang Carriage House, 8045 Santa Fe Drive
 - Morse Church, 15431 Quivira Road
 - Gleason House, 9205 W. 75th Street
- The **Lenexa Historic Places Program** is administered by the Lenexa Historical Society. After thorough research by the members of the Lenexa Historical Society, those structures deemed to meet the program's criteria are, with the property owner's permission, recognized with a brass plaque. Although the program does not offer designated properties any legally binding protection from demolition or alteration, it does raise community awareness of the historic significance of these structures. The following properties are currently listed:
- 9318 Noland Road (Sparlin House)
 - 9426 Pflumm Road (Haskin House)
 - 13301 W. 90th Terrace
 - 13735 W. 87th St. Parkway (Taeschner House)
 - 9300 Park Street
 - 9223 Summit Street
 - 11180 Lackman Road (Lackman-Thompson House)
 - 9334 Haskins (Hennigh House)

- 13220 W. 91st Terrace
- 13416 W. 91st Terrace
- 18880 W. 87th St. Parkway (Bit and Spur Company)
- 9138 Pflumm (Holy Trinity (old) Catholic Church)
- 9143 Haskins (Salem Lutheran Church)

The Lenexa Historical Society is currently researching the following properties for possible listing:

- Lenexa United Methodist Church
 - Grain Elevator
 - All buildings along Santa Fe and Pflumm Streets in Old Town
- The **Olathe Historic Preservation Board** encourages stewardship of Olathe’s architectural and cultural heritage by advising the City Council on historic resources and preservation planning. The city of Olathe has also developed a Comprehensive Plan that seeks to encourage historic preservation efforts, with particular focus on the city’s historic core (Original Town Enhancement Plan) and the downtown (Envision Olathe Downtown Plan). In addition, a 2004 survey commissioned by the city identified a significant number of potential historic landmarks and districts.

Preservation and conservation easements are also tools that might be considered by property owners interested in preserving the historic character of a building or landholding. Preservation easements typically focus on preserving the historic character of a property, while conservation easements generally focus on the value of a property as a natural habitat or open space, although there can be overlap between these two categories. Both types of easements are legal agreements between a property owner and a qualified non-profit organization or governmental entity. The terms of an easement agreement can be flexible, but the intent is simple. Similar to an agreement in which a landowner conveys the mineral rights on his or her property to a second party, in this case the commodity which is conveyed is the historic integrity and/or the natural environmental value of a property. Easements, like other types of deed restrictions, are binding to both the current and future owners, so that it is possible to protect a given property in perpetuity. Owners who donate easements to qualified organizations may be eligible for a federal income tax deduction or benefit from a lower property tax assessment. The Kansas Preservation Alliance is one organization which administers a preservation easement program; the Kansas Land Trust is an example of a local organization that offers a conservation easement program.

Finally, the **First Suburbs Coalition**, established in 2002, is a resource for residents of the inner ring of suburbs whose housing stock is made up primarily of small Minimal Traditional style dwellings. As these suburbs age—and modern expectations for square footage and amenities become more expansive—these small homes are most at risk for demolition and replacement. The First Suburbs Coalition seeks to encourage responsible rehabilitation and renovation projects which meet the needs of homeowners while preserving the character of these neighborhoods. The organization provides guidance to homeowners—for instance, the *First Suburbs Coalition Idea Book* offers suggestions for modernizing the most common types of post-World War II era housing. The coalition also offers guidance to local governments on building codes and financing programs that support revitalization of these neighborhoods. In Johnson County, the cities of

Fairway, Merriam, Mission, Mission Hills, Mission Woods, Overland Park, Prairie Village, Roeland Park, Westwood, and Westwood Hills are member cities in the First Suburbs Coalition, a bi-state initiative supported by the Mid-America Regional Council.

RECOMMENDATIONS FOR FURTHER RESEARCH

The following structures were identified as being potentially significant and recommended for comprehensive survey. Comprehensive surveys or detailed inventories were researched and written for properties listed in **bold** type. Properties noted in *italic* type have been listed on the National and/or State Registers of Historic Places. Structures marked with a * are known to have been demolished during the course of the survey project.

De Soto

Abbott's Hall, 8300 Peoria (JCM 1992.1.867 a-c)
E.M. Stratton residence, 8705 Penner (JCM 1993.1.2122 a-b)
*Old Methodist Episcopal Church, 8310 Peoria (JCM 1992.1.868 a-b)
Old Presbyterian Church, 8390 Peoria (JCM 1992.1.871 a-b)
Taylor Hardware/Masonic Lodge building, 33071 W. 83rd (JCM 1993.1.1305 a-b)
Commercial building, 33115 W. 83rd (JCM 1992.1.891)
Residence, 8415 Ottawa (JCM 1993.1.1327)
Residence, 8275 Shawnee (JCM 1992.1.913)
Residence, 32610 82nd Street (JCM 1993.1.2055)
Residence, 33160 W. 83rd (JCM 1992.1.888)
Residence, 33180 W. 83rd (JCM 1992.1.887)
Residence, 32835 W. 84th (JCM 1993.1.1322)
Residence, 29900 W. 83rd Street (JCM 1992.1.1129)
Lappe farm, 30835 W 83rd Street (JCM 1992.1.1124)
Stephen Hadle Farm, 9210 Kill Creek Road (JCM 1992.1.1157)
Farm, 9370 Kill Creek Road (JCM 1992.1.1161)
William and Rebecca Zabransky Residence, 29600 W. 95th Street (JCM 1992.1.1166 a-b)
Grange Hall/residence, 8895 Cedar Creek Road (JCM 1992.1.1174)
Ellis-Swift farm, NW corner of 135th and Gardner Rd (JCM 1993.1.1697)

Edgerton

Edgerton State Bank, 319-321 Nelson (JCM 1992.1.1121 a-d and JCM 1996.1.101)
Commercial block, 315 Nelson, (JCM 1994.16.395 a-b)
Scott's Block, 316-318 Nelson, (JCM 1994.16.396)
Scott's Block, 320-322 Nelson (JCM 1994.16.397)
Edgerton Grange Hall, 404 E. Nelson (JCM 1996.1.97)
United Methodist Church, 300 E. 4th Street (JCM 1994.16.399 a-b)
Assumption Catholic Church, 110 E. Nelson (JCM 1994.16.406 a-b)
Residence, (JCM 1996.1.90)
Residence, 302 E. Hullett (JCM 1996.1.134)
Residence, 300 3rd Street (JCM 1996.1.133)

Residence, 118 Nelson (JCM 1996.1.75)
Residence, 210 E. Hullett (JCM 1996.1.131)
Residence, 502 E. 2nd Street (JCM 1996.1.142)
Residence, 315 E. Martin (JCM 1996.1.113)
Water tower, 1st Street (JCM 1996.1.71 a-b)
John McCarthy House (Sunflower Farm), 19700 Sunflower Road (JCM 1996.1.194 a-y)

Fairway

Residence, 3710 Wyncote Lane (JCM 2008.1.214 a-b)

Gardner

Farmers' State Bank, 140 E. Main (JCM 1992.1.938 a-f)
*First Presbyterian Church, 138 E. Shawnee (JCM 1992.1.957 a-d)
Bigelow-Foster Mercantile, 200 E. Main (JCM 1992.1.939 a-b)
Tunison Garage, 214 E. Main (JCM 1992.1.946 a-b)
Gardner State Bank, 102 S. Elm (JCM 1992.1.965 a-d)
Masonic Building, 103-105 S. Elm (JCM 1992.1.967 a-c)
Marriott Garage, 204 E. Park (JCM 1992.1.968)
Catholic Church, NE corner of Center & Warren (JCM 1992.1.1016)
James P. Williams residence and garage, 223 E. Park (JCM 1992.1.988 a-e; JCM 1992.1.989 a-c)
Fear residence, 311 E. Main (JCM 1992.1.976 a-b)
Sponable residence, 106 S. Center (JCM 1992.1.1017 a-c)
Residence, 117 W. Main (JCM 1992.1.1019 a-b)
Residence and garage, 127 W. Main (JCM 1992.1.1020 a-b; JCM 1992.1.1021)
Residence, 133 W. Main (JCM 1992.1.1022 a-b)
Residence, 237 W. Main (JCM 1992.1.1030)
Residence, 249 W. Main (JCM 1992.1.1031)
Turner Barn, 19805 S. Moonlight Road (JCM 2005.1.1110)
Residence, NE ¼ of 1-14-22, Gardner (JCM 1993.1.1706 a-b)
Residence and barn, SE ¼ of NE ¼ of 12-14-22, Gardner (JCM 1993.1.1721 and JCM 1993.1.1722)
Residence, 16110 Gardner West Road, Gardner vicinity (JCM 1993.1.1732 a-b and JCM 2006.1.39 a-b)
Residence, SE ¼ of 14-14-22, Gardner vicinity (JCM 1993.1.1734)
Graham farm, NW ¼ of 31-14-23, Gardner vicinity (JCM 1993.1.1777)
Shean farm, SE ¼ of 35-14-22, Gardner vicinity (JCM 1993.1.1750 a-b)
Farm, SW ¼ of 29-14-23, Gardner vicinity (JCM 1993.1.1762)
Farm, NW ¼ of 8-15-23, Gardner vicinity (JCM 1993.1.1817)
Gardner Lake Shelterhouses, NE ¼ of 11-14-22, Gardner vicinity (JCM 1993.1.1891 and JCM 1993.1.1892)
WPA privy, 29325 W. 153rd Terrace, Gardner vicinity (JCM 1993.1.1952)
WPA privy, east side of Gardner Lake Road 10, NW ¼ of 12-14-22, Gardner vicinity (JCM 1993.1.1962)
Gardner Lake Shelterhouse, NW ¼ of 12-14-22, Gardner vicinity (JCM 1993.1.1982)

Gardner Lake Beach House, 15455 Gardner Lake Road 3, Gardner vicinity (JCM 2006.1.32)
Pierce-Ellis residence, 31940 W. 191st Street, Gardner (JCM 1994.16.100 a-c)

Holliday

Residence, SE ¼ of NW ¼ of 2-12-23, Shawnee (JCM 1994.16.1479)

Leawood

Herman and Ella Voights Residence, 2404 W. 103rd Street (JCM 1993.1.1466 a-e)

Lee Residence, 2320 W. 96th Street (JCM 1992.1.685)

*Peet Residence, north of 111th Street off State Line Road (JCM 1992.1.80 a-b)

Hall Residence, north of 111th Street off State Line Road (JCM 1992.1.78 a-b)

Residence, 14014 Kenneth Road (JCM 1991.106.22)

Residence, 14018 Kenneth Road (JCM 1991.106.23)

Lenexa

Lenexa State Bank, 13446 Santa Fe (JCM 1994.16.868 a-f)

Farmers/Lenexa State Bank, 13418 Santa Fe (JCM 1995.1.150 a-b)

Krumm store, 13420 Santa Fe (JCM 1995.1.148 a-b)

Commercial building, 13416 Santa Fe (JCM 1995.1.153 a-b)

Ahlenstorf General Store, 13412 Santa Fe (JCM 1995.1.154 a-b)

Commercial building, 13410 Santa Fe (JCM 1995.1.157)

Lenexa Feed Company, 13219 Santa Fe (JCM 1995.1.159 a-mm)

Store/residence, 9230 Pflumm (JCM 1994.16.891)

Legler store, 9234 Pflumm (JCM 1994.16.889)

Holy Trinity Church, 9138 Pflumm (JCM 1995.1.163 a-f)

Rectory, 13520 W. 92nd Street (JCM 1995.1.141 a-c)

United Methodist Church, 9138 Caenen Lake (JCM 1994.16.1299)

Salem Lutheran Church, 9143 Haskins (JCM 1994.16.1380 a-b)

Lenexa Bible Church, 13313 94th Terrace (JCM 1994.16.1429)

Residence/Strang depot, 9117 Haskins (JCM 1994.16.1315)

E.H. Haskin residence, 9426 Pflumm (JCM 1994.16.1439)

Residence, 9256 Noland Road (JCM 1994.16.1347)

Residence, 9318 Noland Road (JCM 1994.16.1392 a-b)

Residence, 9343 Haskins (JCM 1994.16.1428)

Residence and stable, 9332 Noland Road (JCM 1994.16.1394 and 1994.16.1398)

Residence, 9139 Pflumm (JCM 1994.16.1366)

Residence, 9001 Pflumm (JCM 1994.16.1373)

Residence, 9017 Pflumm (JCM 1994.16.1371)

Residence and outbuildings, 9025 Pflumm (JCM 1994.16.1370)

Residence and outbuildings, 9123 Caenen Lake (JCM 1994.16.1483)

Residence and outbuilding, 13600 W. 93rd Street (JCM 1994.16.1443)

Residence, 13217 Walnut (JCM 1994.16.1345)

Residence, 9300 Park (JCM 1994.16.1451 a-b)

Residence, 9222 Summit (JCM 1994.16.1442)

Residence and outbuilding, 9233 Summit (JCM 1994.16.1488 and JCM 1994.16.1489)

Residence, 13624 W. 93rd Street (JCM 1994.16.1450)
Residence, 9234 Park (JCM 1994.16.1448)
Residence, 13735 W. 87th Street (JCM 2000.1.116)
Residence, 9300 Park (JCM 1994.16.1451 a-b and JCM 2000.1.125)
John Blume farm, NW ¼ of NE ¼ of 6-13-24 (JCM 1994.16.93 a-b)
Sam Haskins farm, 10600 Lackman Road, Lenexa (JCM 1993.1.2384 a-d)
Residence, 21201 W. 83rd Street (JCM 1994.16.730)
John James residence, 8940 Monticello (JCM 1994.16.905)

Merriam

Residence, 9610 Hocker (JCM 1993.1.2323 a-c)
Residence, 9620 Hocker (JCM 1993.1.2324 a-b)
Residence, 9617 Hocker (JCM 1993.1.2325 a-c)
Residence, 9707 Hocker (JCM 1993.1.2326 a-b)
Residence, 9815 Hocker (JCM 1994.16.438)
J.M. Campbell residence, 9503 Johnson (JCM 1993.1.2350)

Mission Woods

Residential district:

5327 Mission Woods Rd (JCM 2001.1.585)
5311 Mission Woods Road (JCM 2001.1.580)
5315 Mission Woods Road (JCM 2001.1.581 a-b)
5307 Mission Woods Road (JCM 2001.1.698 a-b)
5302 Mission Woods Road (JCM 1997.1.435)

Olathe

Church, 500 E. Loula (JCM 2001.1.184)
Residence, 111 Mahaffie Street (JCM 1996.1.265)
Church, 200 E. Loula (JCM 1996.1.359)
Residence, 321 S. Cherry (JCM 1996.1.116)
Residence, 301 S. Parker (JCM 1996.1.498)
Residence, 119 S. Blake (JCM 1996.1.278)
Residence, 570 E. Loula (JCM 2001.1.286)
Residence, 120 N. Buchanan (JCM 2001.1.469)
Residence, 318 W. Cedar (JCM 1996.1.153 a-c)
Residence, 417 W. Cedar (JCM 1997.1.563 a-c)
Residence, 563 W. Park (JCM 1996.1.409)
Residence, 505 E. Loula (JCM 2001.1.206)
Residence, 329 E. Loula (JCM 2001.1.218)
Residence, 443 E. Loula (JCM 2001.1.211)
Residence, 325 E. Loula (JCM 2001.1.219)
Albert Ott House, 401 S. Harrison (JCM 1996.1.520 a-c)
Residence, 109 W. Poplar (JCM 2001.1.172)
Residence, 112 W. Poplar (JCM 2001.1.165)
Residence, 108 W. Poplar (JCM 2001.1.169)

Residence, 417 E. Loula (JCM 1996.1.163 a-c)
 Residence, 213 S. Pine (JCM 1996.1.175 a-c)
 Residence, 235 S. Pine (JCM 1996.1.178 a-e)
 Residence, 505 S. Chestnut (JCM 1997.1.737)
 Residence, 309 N. Cherry (JCM 2001.1.177)
 Residence, 445 S. Cherry (JCM 1997.1.678)
 Residence, 508 W. Loula (JCM 1996.1.395)
 Residence, 335 S. Chestnut (JCM 2001.1.506)
 Residence, 439 S. Chestnut (JCM 1997.1.731)
 Residence, 461 S. Chestnut (JCM 1997.1.735)
 Residence, 217 E. Cedar (JCM 1997.1.458 a-b)
Frank Hodges residence, 432 S. Water (JCM 2001.1.395)
 Church, 215 E. Loula (JCM 1996.1.379 a-b)
 Residence, 600 E. Park (JCM 2001.1.349)
 Residence, 601 E. Park (JCM 2001.1.345)
 Residence, 585 E. Park (JCM 2001.1.315)
 Residence, 575 E. Park (JCM 2001.1.318)
 Residence, 569 E. Park (JCM 2001.1.319)
 Residence, 452 E. Loula (JCM 2001.1.283)
 Residence, 462 E. Loula (JCM 2001.1.295)
 Residence, 540 E. Loula (JCM 2001.1.291)
 Residence, 312 E. Cedar (JCM 2001.1.142)
 Residence, 810 E. Park (JCM 1996.1.272)
 Residence, 485 Kansas City Road (JCM 1996.1.473)
 Residence, 315 N. Cherry (JCM 2001.1.176)
 Residence, 502 S. Cherry (JCM 1997.1.686)
 Residence, 422 W. Park (JCM 1996.1.426)
 Residence, 400 W. Park (JCM 1996.1.429)
 Residence, 509 S. Chestnut (JCM 1997.1.739)
 Residence, 811 S. Chestnut (JCM 1996.1.344)
 Residence, 477 E. Cedar (JCM 2001.1.138)
 Residence, 461 E. Loula (JCM 2001.1.209)
 Residence, 502 E. Cedar (JCM 2001.1.115)
 Residence, 420 E. Cedar (JCM 2001.1.110)
 Residence, 602 E. Park (JCM 2001.1.348)
 Residence, 463 S. Water (JCM 1996.1.531)
 Kansas School for the Deaf, 450 E. Park Street (JCM 2001.1.370)
 Residence, 504 Cedar (JCM 2001.1.116)
 John P. St. John High School, 311 E. Park Street (JCM 1996.1.341)
 Residence, 133 S. Pine (JCM 1996.1.391)
 Residence, 444 E. Cedar (JCM 2001.1.109)
 Residence, 454 E. Cedar (JCM 2001.1.111)
 Residence, 500 E. Cedar (JCM 2001.1.113)
 Residence, 125 S. Blake (JCM 1996.1.279)
Navy Hill Addition:

3305-3307 Lane Street (JCM 2001.1.8)
4218-4220 Lane Street
4401-4403 Lane Street
4405-4407 Lane Street
4408 Lane Street (JCM 2001.1.667)
4409 Lane Street (JCM 2001.1.739)
4410 Lane Street (JCM 2001.1.665)
4411 Lane Street (JCM 2001.1.5)
4412 Lane Street (JCM 2002.1.27)
4413 Lane Street
4414 Lane Street (JCM 2002.1.25)
4415 Lane Street (JCM 2002.1.26)
4419 Lane Street (JCM 2001.1.17)
4421 Lane Street (JCM 2001.1.18)
4422-4424 Lane Street (JCM 2001.1.666)
4423 Lane Street (JCM 2001.1.19)
4425 Lane Street (JCM 2001.1.20)
4426-4428 Lane Street (JCM 2001.1.6)
500-502 Glendale Street (JCM 2001.1.12)
501-503 Glendale Street (JCM 2001.1.9)
504-506 Glendale Street (JCM 2001.1.13)
505-507 Glendale Street (JCM 2001.1.10)
600-602 Glendale Street (JCM 2001.1.14)
604-606 Glendale Street (JCM 2001.1.15)
605-607 Glendale Street (JCM 2001.1.11)
608-610 Glendale Street (JCM 2001.1.16)
4402-4404 Parkway Drive (JCM 2001.1.24)
4406-4408 Parkway Drive (JCM 2001.1.25)
4409-4411 Parkway Drive (JCM 2001.1.31)
4410-4412 Parkway Drive (JCM 2001.1.26)
4414-4416 Parkway Drive (JCM 2001.1.27)
4418-4420 Parkway Drive (JCM 2001.1.28)
4401-4403 Parkway Drive (JCM 2001.1.33)
4405-4407 Parkway Drive (JCM 2001.1.32)
4413-4415 Parkway Drive (JCM 2001.1.30)
4417-4419 Parkway Drive (JCM 2001.1.29)
Residence, 221 Blake (JCM 1996.1.247)
Residence, 1006 E. Park (JCM 1992.1.802 and JCM 1997.1.642)
Strang car barn, 1006 E. Park (JCM 1992.1.805 a-b and JCM 1997.1.640)
Warehouse, 320 S. Keeler (JCM 1996.1.217 a-b)
Commercial building, 901 E. Park (JCM 1996.1.264)
Mill, 414 E. Cedar (JCM 2001.1.224)
Evans Court, 312 S. Cherry (JCM 1996.1.120)
Residence, 617 E. Park (JCM 2001.1.314)
Residence, 12100 Pflumm Road (JCM 1991.106.126)

Barn, 12100 Pflumm Road (JCM 1991.106.127)
Residence, 26325 Prairie Center Road (JCM 2001.1.371)
E. W. Breckenridge farm, 10835 W. 159th Street, Olathe (JCM 1994.16.146)
Barn, 23300 W. 111th Street (JCM 1994.16.949)
Frederick Hoff residence, 10900 Woodland (JCM 1994.16.915 a-b)
Barn, Reuber Acres W 444' Lot 1 (JCM 1994.16.925 a-b)
Residence, 16415 S. Lackman Road, Olathe (JCM 1997.1.180)

Overland Park

Residence, 8309 Outlook Lane (JCM 2008.1.212)
Residence, 9040 Farley (JCM 2000.1.303)
Residence, 10225 Glenwood (JCM 2000.1.316)
Residence, 4901 W. 103rd Street (JCM 2000.1.337)
*L.L. Uhls Sanatorium/KC Bible College, 7390 Metcalf (JCM 1993.1.1465 a-b)
Residence, 14000 Metcalf Avenue (JCM 1991.106.35 a-b)
Barn, 14000 Metcalf Avenue (JCM 1991.106.39 a-b)
Strang Line Car Barn, 7400 W. 79th Street (JCM 1994.16.1058 a-b)
Frank Bayerl residence, 7840 Conser (JCM 1994.16.769)
Clinic/Church, 7821 Marty (JCM 1994.16.1206 a-b)
Overland Theater, 7200 W. 80th Street (JCM 1994.16.1043 a-b)
Conser store, 7500 W. 80th Street (JCM 1994.16.1101)
Overland Bank, 7341 W. 80th Street (JCM 1994.16.1190 a-b)
Garage/glass company, 7932 Santa Fe (JCM 1994.16.1065)
Commercial building, 7944 Santa Fe (JCM 1994.16.1070 a-b)
Commercial building, 8000 Foster (JCM 1994.16.1102)
Strang Carriage House, Santa Fe Commons (JCM 1994.16.1111 a-b)
Overland Park Presbyterian Church, 8029 Overland (JCM 1994.16.1046 a-b)
Lodge/church, 8109 Overland Drive (JCM 1994.16.793)
Residence, 8140 Overland Drive (JCM 1994.16.814)
Marty/Hoge residence, 7715 W. 80th Street (JCM 1994.16.1076)
Residence, 7717 W. 80th Street (JCM 1994.16.1243 a-b)
John Breyfogle residence, 7108 W. 86th Street (JCM 1994.16.989)
Bergdorfer residence, 7725 W. 87th Street (JCM 1994.16.1055 a-e)
Judge Lugar residence, #10 Wycklow (JCM 1994.16.768)
Residence, 8133 Overland Drive (JCM 1994.16.795)
Residence, 8200 Valley View (JCM 1994.16.823)
Residence, 8500 Marty (JCM 2001.1.415)
Residence, 8538 Marty (JCM 2008.1.213)
Residence, 8304 Valley View (JCM 1994.16.954)
Residence, 8308 Valley View (JCM 1994.16.956)
Residence, 8326 Valley View (JCM 1994.15.958)
Residence, 8400 Valley View (JCM 1994.16.964)
Residence, 8401 Robinson (JCM 1994.16.1271 a-b)
Residence, 8649 Robinson (JCM 1994.16.1283)
Residence, 8113 Overland Drive (JCM 1994.16.794)

Residence, 8149 Valley View (JCM 1994.16.822)
Residence, 8249 Valley View (JCM 1994.16.830)
Residence, 8512 Marty (JCM 2001.1.465)
Residence, 8526 Marty (JCM 2001.1.464)
Residence, 8334 Valley View (JCM 1994.16.961)
Residence, 7612 W. 80th Street (JCM 1994.16.779)
Residence, 7920 Newton (JCM 1994.16.786)
Residence, 7913 Conser (JCM 1994.16.1185)
Residence, 8004 Newton (JCM 1994.16.1248)
Residence, 7944 Robinson (JCM 1994.16.1093)
Residence, 8316 Valley View (JCM 1994.16.957)
Residence, 8613 Robinson (JCM 1994.16.1279)
R.T. Campbell farm, 15530 Antioch (JCM 1994.16.128 a-b)
Montgomery residence, 10299 W. 159th Street (JCM 1994.16.140)
C.W. Abercrombie dairy barn, 5601 W. 143rd Street (JCM 1994.16.209)
Robert Redpath farm, 13055 W 135th Street (1994.16.1003 a-d)

Prairie Village

Residence, 5109 W. 87th Street (JCM 2000.1.319)
Village Presbyterian Church, 6700 Mission Road (JCM 1997.1.1048)
Sturgeon and Taylor model home/corporate office, 6909 Nall (JCM 1999.1.217)

Prairie Forest residential district:

7417 Ash Street (JCM 1999.1.326)
7421 Ash Street (JCM 1999.1.327)
7425 Ash Street (JCM 1999.1.328)
7433 Ash Street (JCM 1999.1.329)
7426 Rosewood (JCM 1999.1.330)
7422 Rosewood (JCM 1999.1.331)
7418 Rosewood (JCM 1999.1.332)
7414 Rosewood (JCM 1999.1.333)
7410 Rosewood (JCM 1999.1.334)
7415 Rosewood (JCM 1999.1.335)
7419 Rosewood (JCM 1999.1.336)
7423 Rosewood (JCM 1999.1.337)
7427 Rosewood (JCM 1999.1.338)

Shawnee

Residence, 11700 Johnson Drive (JCM 1996.1.833)
Residence, 11701 Johnson Drive (JCM 1996.1.832)
Residence, 11813 Johnson Drive (JCM 1996.1.814)
Caenen Castle, 12401 Johnson Drive (JCM 1995.1.25)
Residence, 5508 Monrovia (JCM 2001.1.560)
Fangro residence, 5707 Nieman Road (JCM 1995.1.39)
Residence, 12505 W. 55th Street (JCM 2005.1.40)
Shawnee Downtown district:

11111 Johnson Drive (JCM 1995.1.34)
11113 Johnson Drive (JCM 1995.1.33)
11115 Johnson Drive (JCM 1995.1.32)
11125 Johnson Drive (JCM 1995.31)
11200 Johnson Drive (JCM 1995.1.30)
11217 Johnson Drive (JCM 1995.1.26)
5811 Nieman Road (JCM 1995.1.37 a-b)
5813 Nieman Road (JCM 1995.1.36)
5815 Nieman Road (JCM 1995.1.35)
Kenneth Smith Golf Club factory, 12925 W. 71st Street (JCM 2000.1.462 and JCM 2000.1.463)
Residence and barn, 7447 Mize Road (JCM 1993.1.1655 and JCM 1993.1.1657)
Barn, 6024 Alden (JCM 1992.1.1110)
*Daugherty-Bousman residence, 13224 W. 67th Street (JCM 1992.1.1115 a-e)
Fred Plummer residence, 8415 Clare Road (JCM 1994.16.49)
Residence, 8820 Cedar Niles Road (JCM 1994.16.70)
F. E. Goodway residence, 9135 Cedar Niles Road (JCM 1994.16.73)
Maurer residence, 5100 Woodland (JCM 1994.16.1472 a-b)
Whidmer residence, NE ¼ of 3-12-23 (JCM 1994.16.1521 a-b)
Spring residence, 21000 Midland (JCM 1994.16.906)
Spring store, 21001 Midland (JCM (JCM 1994.16.907 a-b)
Residence and barn, 6523 Monticello (JCM 1994.16.1548 a-b and JCM 1994.16.1550 a-b)

Spring Hill

Cade's Hardware, 102 S. Main (JCM 1993.1.1343)
Spring Hill State Bank, 123 S. Main (JCM 1993.1.1359)
Residence, 317 E. Nichols (JCM 1993.1.1375)
Residence, 403 E. Nichols (JCM 1993.1.1383)
United Methodist Church, 112 E. Nichols (JCM 1993.1.2212 a-c)
Spring Hill Rural High School, 300 S. Webster (JCM 1993.1.2246 a-b)
Spring Hill Grade School, 300 N. Madison (JCM 1993.1.2271)
Residence, 309 W. Nichols (JCM 1993.1.2276)
Residence, 607 W. Hale (JCM 1993.1.2282 a-b)

Spring Hill Historic District:

102 S. Main (JCM 1993.1.1343)
104 S. Main (JCM 1993.1.1344)
106 S. Main (JCM 1993.1.1345)
107 S. Main (JCM 1993.1.1351)
108 S. Main (JCM 1993.1.1346)
109 S. Main (JCM 1993.1.1352)
110 S. Main (JCM 1993.1.1347)
113 S. Main (JCM 1993.1.1354)
115 S. Main (JCM 1993.1.1355)
117 S. Main (JCM 1993.1.1356)
121 S. Main (JCM 1993.1.1358)
123 S. Main (JCM 1993.1.1359)

Westwood

Westwood Court district:

2700 W. 48th Terrace (JCM 1997.1.366)
2701 W. 48th Terrace (JCM 1997.1.377)
2708 W. 48th Terrace (JCM 1977.1.367)
2709 W. 48th Terrace (JCM 2002.1.23)
2714 W. 48th Terrace (JCM 1997.1.368)
2800 W. 48th Terrace (JCM 1997.1.369)
2801 W. 48th Terrace (JCM 1997.1.376)
2808 W. 48th Terrace (JCM 1997.1.370)
2809 W. 48th Terrace (JCM 1997.1.375)
2814 W. 48th Terrace (JCM 1997.1.371)
2815 W. 48th Terrace (JCM 1997.1.374)
2820 W. 48th Terrace (JCM 1997.1.372)
2821 W. 48th Terrace (JCM 1997.1.373)

Westwood Estates district:

2506 W. 50th Place (JCM 1996.1.1017)
2504 W. 50th Place (JCM 1996.1.1018)
2502 W. 50th Place (JCM 1996.1.1019)
2500 W. 50th Place (JCM 1996.1.1020)
2501 W. 51st Street (JCM 1996.1.1021)
2503 W. 51st Street (JCM 1996.1.1022)
2505 W. 51st Street (JCM 1996.1.1023)
2507 W. 51st Street (JCM 1996.1.1024)
2509 W. 51st Street (JCM 1996.1.1025)
2511 W. 51st Street (JCM 1996.1.1026)
2513 W. 51st Street (JCM 1996.1.1027)
2517 W. 51st Street (JCM 1996.1.1028)
2515 W. 51st Street (JCM 1996.1.1029)
2514 W. 51st Street (JCM 1997.1.294)
2512 W. 51st Street (JCM 1997.1.295)
2510 W. 51st Street (JCM 1997.1.296)
2508 W. 51st Street (JCM 1997.1.297)
2506 W. 51st Street (JCM 1997.1.298)
2504 W. 51st Street (JCM 1997.1.299)
2502 W. 51st Street (JCM 1997.1.300)
2501 W. 50th Place (JCM 1997.1.301)
2503 W. 50th Place (JCM 1997.1.302)
2505 W. 50th Place (JCM 1997.1.303)
2507 W. 50th Place (JCM 1997.1.304)
2509 W. 50th Place (JCM 1997.1.305)
2511 W. 50th Place (JCM 1997.1.306)
2517 W. 50th Place (JCM 1997.1.307)
2520 W. 50th Place (JCM 1997.1.308)

2518 W. 50th Place (JCM 1997.1.309)
2516 W. 50th Place (JCM 1997.1.310)
2514 W. 50th Place (JCM 1997.1.311)
2512 W. 50th Place (JCM 1997.1.312)
2510 W. 50th Place (JCM 1997.1.313)
2508 W. 50th Place (JCM 1997.1.314)

Westwood Hills

48th Terrace residential district:

1901 W. 48th Terrace (JCM 1996.1.1030)
2128 W. 48th Terrace (JCM 1996.1.1048 a-b)
2121 W. 48th Terrace (JCM 1996.1.1049 a-b)
2119 W. 48th Terrace (JCM 1996.1.1050 a-b)
2105 W. 48th Terrace (JCM 1996.1.1052 a-b)
2101 W. 48th Terrace (JCM 1996.1.1053 a-b)
2025 W. 48th Terrace (JCM 1996.1.1054 a-b)
2021 W. 48th Terrace (JCM 1996.1.1055 a-b)
2017 W. 48th Terrace (JCM 1996.1.1056 a-b)
2013 W. 48th Terrace (JCM 1996.1.1057 a-b)
2005 W. 48th Terrace (JCM 1996.1.1058 a-b)
2001 W. 48th Terrace (JCM 1996.1.1059 a-b)
1921 W. 48th Terrace (JCM 1996.1.1060 a-b)
1917 W. 48th Terrace (JCM 1996.1.1061 a-b)
1913 W. 48th Terrace (JCM 1996.1.1062 a-b)
1909 W. 48th Terrace (JCM 1996.1.1063 a-b)
1905 W. 48th Terrace (JCM 1996.1.1064 a-b)

49th Street residential district:

1911 W. 49th Street (JCM 1996.1.849)
2015 W. 49th Street (JCM 1996.1.850)
2019 W. 49th Street (JCM 1996.1.851)
2200 W. 49th Street (JCM 1996.1.853 a-b)
2125 W. 49th Street (JCM 1996.1.855 a-b)
2201 W. 49th Street (JCM 1996.1.856)
2204 W. 49th Street (JCM 1996.1.857 a-b)
2208 W. 49th Street (JCM 1996.1.858 a-b)
2209 W. 49th Street (JCM 1996.1.859)
2213 W. 49th Street (JCM 1996.1.860)
2217 W. 49th Street (JCM 1996.1.861)
2120 W. 49th Street (JCM 2001.1.490 a-b)
2116 W. 49th Street (JCM 2001.1.491)
2108 W. 49th Street (JCM 2001.1.492)
2020 W. 49th Street (JCM 2001.1.493)
1912 W. 49th Street (JCM 2001.1.511)
2004 W. 49th Street (JCM 2001.1.512)
2012 W. 49th Street (JCM 2001.1.513)

1908 W. 49th Street (JCM 2001.1.514)
2100 W. 49th Street (JCM 2001.1.515)
2104 W. 49th Street (JCM 2001.1.516)
2008 W. 49th Street (JCM 2001.1.517 a-b)
1900 W. 49th Street (JCM 2001.1.518)
1915 W. 49th Street (JCM 2001.1.596)
2109 W. 49th Street (JCM 2002.1.20)
2117 W. 49th Street (JCM 2002.1.21)

Westwood Shops:

5100 State Line Road (JCM 1996.1.845)
1901 W. 50th Street (JCM 1996.1.846 a-b)

Residence, 2012 W. 50th Street (JCM 1996.1.1087)

Elizabeth Evans Rivard district:

4929 Glendale Road (JCM 1995.1.61)
4938 Glendale Road (JCM 1996.1.1069)
2024 W. 49th Terrace (JCM 1996.1.1078 a-c)
2101 W. 49th Terrace (JCM 1997.1.981 a-d)

Alice Walton district:

4910 Glendale Road (JCM 1996.1.1067)
2113 W. 50th Street (JCM 2001.1.426)

Residence, 1912 W. 49th Street (JCM 2001.1.511)

Residence, 1900 W. 49th Street (JCM 2001.1.518)

Residence, 2110 W. 49th Terrace (JCM 1996.1.1074)

Residence, 2018 W. 50th Street (JCM 1996.1.1089)

Residence, 1919 W. 50th Street (JCM 2001.1.431)

Aubry Township

Brinkman barn, SW ¼ of 4-15-25, Stilwell vicinity (JCM 1993.1.1873 a-c)

Brinkman residence, 9-15-25, Stilwell vicinity (JCM 1993.1.1880 a-b)

Baptist Church, 400 Park Street, Stilwell (JCM 1993.1.1445 a-b)

E.K. Gibson store, 230 Main Street, Stilwell (JCM 1993.1.1437 a-b)

Methodist Church, 6215 W. 198th Street, Stilwell (1993.1.1444 a-b)

Miller Hotel, 5980 W. 198th Street, Stilwell (JCM 1993.1.1433)

Stilwell School, 6415 W. 199th Street, Stilwell (JCM 1993.1.1462 a-b)

Commercial block, 6070 W. 198th Street, Stilwell (JCM 1993.1.1436)

L.W. Divelbiss residence, 15960 Antioch, Stilwell (JCM 1994.16.138 a-b)

T. B. Sharp farm, NE ¼ of 23-14-24, Stilwell vicinity (JCM 1994.16.159 a-b)

J.P. Shanahan farm, SE ¼ of 19-14-25, Stilwell vicinity (JCM 1994.16.325)

Nelson Riley residence (Blackfeather Farm) 8140 W 183rd Street, Stilwell (JCM 1994.16.369 a-c)

J.C. Nichols lodge, N ½ of SW ¼ of 30-14-25, Stilwell vicinity (JCM 1994.16.365 a-f)

Gardner Township

Olathe Naval Air Station district, Gardner vicinity (JCM 1997.1.277-293)

Lexington Township

*Hale Residence, 12880 Evening Star Road, Eudora (JCM 1992.1.813 a-d)

Residence, 34-12-22, De Soto vicinity (JCM 1992.1.1151 a-b)

Walker farm, 13720 Moonlight Road, Olathe (JCM 1993.1.1690)

Richard and Bridget Daniels Residence, 29095 W. 127th Street, Olathe (JCM 1993.1.1681 a-c)

Monticello Township

Virginia School, 7301 Mize Road, Shawnee (JCM 1993.1.1651)

*Barnett-McCoy House, 6015 K-7 Highway, Shawnee (JCM 1993.1.2378 a-g)

Monticello School, 21110 W 71st St, Shawnee (JCM 1994.16.1)

Monticello United Methodist Church, 23860 W 75th Street, Shawnee (JCM 1994.16.7)

Monticello store, 7110 Brockway, Shawnee (JCM 1994.16.21)

Monticello Township Hall, 7209 Brockway, Shawnee (JCM 1994.16.22)

Elias Garrett residence, 21405 W. 73rd Terrace, Shawnee (JCM 1994.16.29 a-c)

Samuel Garrett residence, 47th and Aminda Streets, Shawnee (JCM 1994.16.1234 a-e)

*Farm, 8000 Woodland Road, Shawnee (JCM 1994.16.737 a-b and JCM 1994.16.744)

Olathe Township

*Barn, southeast corner of 119th and Lone Elm Road, Olathe (JCM 1992.1.81 a-b)

Lackman-Thompson Farm, 11180 Lackman Road, Lenexa (JCM 1991.106.117-119)

Truss bridge, 127th Street, Olathe (JCM 1994.16.92 a-c)

*Residence, 18615 W. 151st Street, Olathe (JCM 1996.1.368)

Residence, 24195 W 63rd Street, Shawnee (JCM 1993.1.1625)

*Sunnyside School, 16720 Renner Road, Olathe (JCM 1992.1.1238 a-c)

Residence, 12-13-23 N 1/2 NE ¼, Olathe vicinity (JCM 1994.16.928 a-b)

Barn, SE ¼ of 7-13-24, Olathe vicinity (JCM 1994.16.933)

Russell General Store/Feed Store, 17500 Woodland Road, Olathe (JCM 1997.1.202)

Russell residence, 17535 Woodland Road, Olathe (JCM 1997.1.201)

Oxford Township

Morse Methodist Church, 15431 Quivira Road, Overland Park (JCM 1994.16.117)

State Bank of Morse/residence, 15465 Quivira Road, Morse (JCM 1994.16.120)

Clyde Clark store, 15059 Kenneth Road, Overland Park (JCM 1994.16.206)

Clark residence, 15050 Kenneth, Overland Park (JCM 1994.16.204)

Stanley High School, 15020 Metcalf, Stanley (JCM 1994.16.230 a-b)

Community Church, 6995 151st Street, Stanley (JCM 1991.106.217 a-d and JCM 1994.16.243 a-b)

Residence, 6885 W. 151st, Stanley (JCM 1994.16.245)

Residence, 15135 Broadmoor, Stanley (JCM 1994.16.252)

State Bank, 15101 Metcalf, Stanley (JCM 1994.16.261)

Commercial block, 15103-15105 Metcalf, Stanley (JCM 1994.16.262 and JCM 1994.16.263)

Stanley Hotel, 15175 Metcalf, Stanley (JCM 1994.16.268)

A.J. Chaney farm, 15600 Mission Road, Stanley (JCM 1994.16.272 a-b)

Residence, 3950 W. 163rd Street, Redel (JCM 1994.16.296)

Residence, 3970 W. 163rd Street, Redel (JCM 1994.16.297)
Residence, 4010 W. 163rd Street, Redel (JCM 1994.16.298 and 2005 1.1116)
Residence, 16310 Mission, Redel (JCM 1994.16.295)
Residence, 3990 W. 163rd Street, Redel (JCM 2005.1.1120)
Redel Pumping Station, SE ¼ of 16-14-25, Redel(JCM 1994.16.299 a-b)
John H. Schrader residence, 16415 Nall Road, Stilwell (JCM 1994.16.302)

Spring Hill Township

Dean residence, SW ¼ of 32-14-24, Ocheltree vicinity (JCM 1993.1.1799)
Residence and barn, 19370 Clare Road, Spring Hill (JCM 1993.1.1808 and JCM 1993.1.1809)
Residence and barn, 18045 W. 199th Street, Spring Hill (JCM 1993.1.1855, JCM 1993.1.1857, JCM 1997.1.1136, and JCM 1997.1.1137)
Morning Grange Hall, 23910 W. 191st , Spring Hill Township (JCM 1994.16.101)
O.H. Tibbetts farm, 18685 191st Street, Spring Hill (JCM 1993.1.2395)
Chamberlin store, 20040 W. 199th Street, Ocheltree (JCM 1994.16.414)
Jonathan Bair residence, 23075 W. 191st Street, Spring Hill (JCM 1994.16.419 a-c)
J.R. Ryan residence, 20135 Webster, Spring Hill (JCM 1994.16.426 a-b)
Ensor Farm, 18995 W. 183rd Street, Olathe (JCM 1997.1.191)

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Paul Chaffee, City Planning Chair, City of Shawnee
Arthur Chambers, Director of Planning, City of Olathe
Jody Ladd Craig, Leawood Historic Commission
Del Dolisi, City Administrator, City of Gardner
Julie Ellenberger, Director of Planning, City of Prairie Village
Susan Fiala, Planning Department, City of Olathe
Donna Francis, Johnson County Museum System Advisory Council
Pam Hayhow, Planning Department, City of Olathe
Mark Herzfeld, Johnson County Planning Office
Rebecca Hessel Garten, Planner, City of Leawood
Brant Gaul, Planner, City of Lenexa
Paul Graves, Director of Inspection and Planning, City of Merriam
Dean Graves, Advisory Board, National Trust for Historic Preservation
Paul Greeley, Johnson County Planning Office
George Holton, Overland Park Landmarks Commission
Dean Palos, Johnson County Planning Office
Jim Shafer, Director of Inspection and Planning, City of Merriam
Anita Tebbe, Johnson County Museum Advisory Council

Bill Turner, Director of Inspection and Planning, City of Merriam
Barbara Vernon, Director of Planning, Prairie Village
Jim Wilson, Spring Hill Historical Society

Survey Managers

Richard H. Lippincott
Cheryl Musch
Dale E. Nimz
Joel P. Rhodes
Jackie Stumpff

Contractors

Cheryl Musch
Jack Martin
Carol Martin

Historic Preservation Project Staff

Mindi Love
Nora Gilmore
Kathy Daniels
Russ Czaplewski
Melissa Fisher Isaacs
Cynthia Rapp
Anne Marvin

Survey Interns

Jennifer Garrett, University of Kansas
Lee Walkington

Survey Volunteers

John Arnold
Barb Baker
Jeanne Bunne
Don Burgett
Judy Burgett
Bettye Caldwell
David Camden
Nancy Camden
Bertha Cameron, Monticello Historical Society
Jonathan Casey
Paula Cereza
Beverly Chaffee
Annette Chandler
Marilee Ciardullo
Jody Ladd Craig, Leawood Historic Commission

Andy Davis
Eddie Davis
Linda Degnan
Elinor Deming
Pat Dolliver
Robert Forman
Donna Francis
Pauline Freeman
Kristen Frizzel
Joseph Franz
Bill Garies
Don Gessley
LeeAnne Gillaspie
Jane Golub
Joy Gomer
Donna Jean Gordon
Monica Hamm
Jack Hartlein
June Hartlein
Beryl Hennigh
Louise Heschmeyer
Ed Hintz
Lee Hockman
Sharon Hodle
Harold Hutcheson
John Jenia
Kelly Johnston
Delores Justice
Elisabeth Kanter
Julie Kessler
Jeannette Koons
Maria Krowas
Kiersten Latham
Cheryl Lepisto
Sen Lin
Young Lin
Cassiday Love
Betty Mahan
Ross Marshall
Shea Mayberry
Rhonda McCracken
Jeanne McGuire
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Georgia Nesselrode

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Sheryl Roberts
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Gordon Robertson
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