

**MARYSVILLE, KANSAS:**

**A CASE STUDY IN SMALL-TOWN PRESERVATION**

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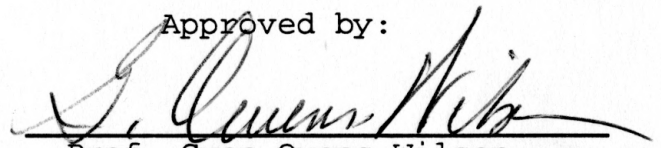
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# **ABSTRACT**

Historic preservation has been a very significant theme in the United States since the early 1960's. There are many successful examples of urban preservation. However, rural and small-town preservation are rarely studied and remain unnoticed. For Midwest states like Kansas, Iowa, and Missouri, which have a common tradition in agriculture and a rich history in rural communities, the preservation of small-town heritage has a significant meaning for people who are now living there and those who used to live there.

The purpose of this study is to analyze Marysville, Kansas as an example of small town preservation. The author studied the historic development of the city, identified and analyzed existing conditions and problems, and developed some recommendations for future preservation and development. The author applied the general philosophy of preservation and tried to develop some general useful strategies suited to small town preservation.

The study consists of six parts: a concise study of preservation and preservation movement; discussion of small-town preservation; general background information of Marysville; survey and analysis of existing conditions and problems; development of a preservation program; conclusion based on the study.

Among the historic districts identified, Koester Block is



regarded as the most important district in the town. A detailed study of the block is included in the thesis. It is recommended that the block and surrounding areas be preserved and developed as the social and cultural center of Marysville.

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\* All the photographs in this research are the author's unless otherwise indicated.

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## INTRODUCTION

This thesis consolidates the author's study and research from October of 1992 to October of 1993. The overall purpose of this study is to establish a better understanding of the problems and issues confronting a small community preservation program.

In recent years, many Midwestern small towns have experienced a decline in economic activity and downtown vitalization. Research shows that rural towns usually have serious problems retaining young people and providing economic opportunities for their citizens. Many factors account for this problem, such as population loss, business decline, emergence of shopping centers, downtown parking problems, and aesthetic decline. The potential for revitalization of American small towns, which should be undertaken because of an awareness of their history, cultural perspectives, and townscape, should be investigated by the local people and the design professionals.

Historic preservation, as a way to improve environmental quality and community morale, is very important to small town revitalization. Historic preservation has the power to unify and rebuild a community. Many successful projects have shown that good preservation can make for good economic development, and preservation is an important issue in the small-town planning process. A well-preserved historic site can create a

place that symbolizes the history of a community and love of their town, and therefore can stimulate revitalization of a small town.

Marysville, Kansas, with a population close to 4,000, is a typical small town in the Midwest. This city is located at the intersection of U.S. Highway 36 and 77, and serves as the center of retail trade for Marshall County and the surrounding area. The history of Marysville is rich in detail. Because of its location along the major westward trail, there are many events and stories associated with the town. There are several historic buildings and sites in this small town. Among them, the Koester block is significant because of its location in the downtown area and its architectural importance which placed the Koester House and Koester Block on the National Register of Historic Places.

In this study, the author intends to analyze Marysville, Kansas as an example of small-town preservation. The author will try to give direction and necessary aid to the effort to preserve the historic heritage and improve the quality of life in small towns. The specific objectives of this thesis are twofold:

- (1) To discuss the general concepts of preservation and the small-town preservation programs.

- (2) To develop a preservation program for Marysville, Kansas using these general concepts and techniques.

The thesis is presented in six major parts:

Chapter One provides a clear, general definition of preservation and identifies its development and various issues.

Chapter Two discusses the concepts and problems of a preservation program for a small community. Two case studies are included in this chapter.

Chapter Three studies the historic context of Marysville, Kansas, and the building conditions of the Koester Block.

Chapter Four identifies and analyzes the existing condition in Marysville and problems for the preservation program.

Chapter Five contains general guidelines and detailed recommendations for a preservation program in Marysville.

Chapter Six identifies some general useful strategies for small-town preservation.

## **Chapter One**

### **PRESERVATION AND THE PRESERVATION MOVEMENT**

#### **History of the Preservation Movement**

The field of historic preservation has been developing so rapidly in the past decades that basic understanding of the preservation movement in the United States is necessary for a research in this field.

Before 1920, virtually all efforts to preserve historic sites were privately sponsored and only oriented toward single structures to be used as museums.

In the late 1920s and early 1930s, however, three events occurred to change Americans' idea of historic preservation: The restoration of Williamsburg; the initiation of historic district zoning; and the creation of the Historic American Buildings Survey (HABS). These events broadened the scope of the movement and led to preservation programs throughout the country today.

In 1927, John D. Rockefeller, Jr., committed himself to supporting the restoration of Colonial Williamsburg, an entire historic village in Virginia. Here for the first time it was recognized that entire areas within a community, as well as individual structures, merited preservation for their historic and aesthetic value. It was also made evident that preservation of the entire area enhanced the value of each structure within it. The example of Williamsburg and its

astounding success (the project now draws nearly one million visitors a year) led in time to the creation of other museum villages such as Old Salem in North Carolina, Mystic Seaport in Connecticut, and Plymouth Plantation and Old Sturbridge Village in Massachusetts.<sup>1</sup>

While the restoration of Williamsburg was accomplished with private funds, there was also a growing recognition of public responsibility for preservation. In 1931, Charleston, South Carolina, enacted provisions to preserve a major concentration of historic structures. In 1936, New Orleans created the Vieux Carre Commission and a historic district ordinance to carry out a protection program. After World War II, other cities like Alexandria, Virginia; Winston-Salem, North Carolina; and Georgetown in Washington D.C., enacted similar laws and ordinances to help with the preservation effort. Pennsylvania enacted a statewide historic district law in 1961 to authorize all municipalities to create historic districts within their boundaries and appoint boards of historic architectural review to oversee the "erection, reconstruction, alteration, restoration, demolition, or razing" of buildings within the districts.

In 1933 the National Park Service began the Historic American Building Survey, a cooperative effort with the Library of Congress and the American Institute of Architects to document buildings of historic and architectural merit. Under the Historic Sites Act of 1935, the park service also



started a National Register of Historic Places, which initially included historic areas in the national park system and national historic landmarks. The government also assisted in the restoration of historic landmarks through the Civilian Conservation Corps. It was in this way that the ruin of Mission La Purisima in California was restored between 1934 and 1941.<sup>2</sup>

Public assistance for preservation moved to the national level when congress created the National Trust for Historic Preservation in 1949, which is a membership organization that owns and administers historic properties, serves as an information center, and improves methods and techniques of preservation. Increasingly, federal legislation has strengthened efforts to preserve our nation's historic places. The historic Preservation Act of 1966 created the National Register of Historic Places, kept by the National Park Service; the National Advisory Council on Historic Preservation; and a program of matching grants to states for comprehensive surveys and acquisition and development of significant properties. Since then, more and more federal programs are now designed to include preservation objectives.

The great growth of interest in and organizations for preservation began in the late 1950s and 1960s, spurred by the negative results of urban renewal and the interstate highway system. The demolition of vast areas of historic buildings and districts to accommodate "downtown renewal" and make space for

expressways to or around cities made the general public aware of the importance and fragility of historic buildings and sites. The National Historic Preservation Act of 1966 was the government's response to the excessive damage of historic buildings and sites. The 1966 National Historic Preservation Act clarified and strengthened the legal basis for federal preservation law. Pursuant to the 1966 law, all 50 states have passed enabling legislation which authorizes local jurisdictions to plan for historic preservation. The law has also helped strengthen protection for property listed on the National Register of Historic Places.<sup>3</sup>

The Economic Recovery Act of 1981 made dramatic changes in the federal tax treatment of real estate. The reuse and rehabilitation of historic commercial and residential properties has been encouraged by the use of an Investment Tax Credit, which is subtracted directly from income taxes. To be eligible to receive the tax benefits, the owner or leasee must follow the general standards for rehabilitating old buildings. These general standards are issued by the Secretary of the Interior to guide the owner/developer/architect in planning a viable rehabilitation project while retaining the architecturally significant features of a building. These guidelines encourage contemporary reuse of a building rather than merely returning it to its original appearance to a particular period of time in the history; this means rehabilitation rather than restoration.

Today, the preservation of historic districts and landmarks is widely accepted as a legitimate function of government. This is not only because the community appearance is important to the public life, but also because historic areas always add to our culture and education. "The main reason for preserving the visual image of the past, in the form of old landmarks and significant buildings, is not only the beauty and harmony of which is to be preserved, but above all the identity and personality which the historic heritages convey."<sup>4</sup>

#### **General Definition and Method of Preservation**

The term "preservation" is generally used in the United States to encompass the entire field of preserving the built environment and artifacts, including the adaptive use. I use the term "preservation" in this thesis to cover all the levels and methods of preserving historic buildings and structures. These activities include restoration, consolidation, reconstitution, and renovation.

Specifically, preservation, as defined by the Secretary of the Interior, is "the act or process of applying measures to sustain the existing form, integrity, and material of a building or structure, and the existing form and vegetative cover of a site. It may include initial stabilization work, where necessary, as well as ongoing maintenance of the historic building materials."<sup>5</sup>

As defined by the Secretary of the Interior, there are seven major types of preservation treatment on historic properties<sup>6</sup>:

1. Acquisition is the act or process of acquiring fee title or interest other than fee title of real property (including the acquisition of development rights or remainder interest).

2. Conservation is a passive process of preservation. It protects a historic building from loss or incongruent uses.

3. Stabilization is the act of applying measures to reestablish a weather resistant enclosure and the structural stability of an unsafe or deteriorated property while maintaining the essential form as it exists at present.

4. Rehabilitation is the act or process of returning a property to a state of utility through repair or alteration which makes possible an efficient contemporary use while preserving those portions or features of the property that are significant to its historical, architectural, and cultural values.

5. Restoration is the process of returning a historic building or site to its original appearance during a selected period. Strict authenticity of overall form and detail requires extensive research and funding.

6. Adaptive Reuse can be defined as the basic retention of the original historic form with the integration to accommodate new uses, needs and contemporary conditions. It involves research of the original design intent and use. The design

should reinforce historic integrity while integrating a contemporary use.

7. Reconstruction applies to the reproduction of a complete historic building which may not be on the original site. Evidence of former conditions is gathered from documents, photographs, sites and other resources. Authenticity depends on the research base and funding available.

Preservation has become increasingly sophisticated as the number of techniques involved grow, thus requiring preservationists to meet higher and higher standards. According to general priorities supported by the National Trust for Historic Preservation: "It is better to preserve than repair, better to repair than restore, better to restore than reconstruct." In general, the less done to a historic structure the better, and the work should be done in time in order to avoid more extensive works.<sup>7</sup>

The selection criteria for preservation should be based on the quality of the artifacts and significance in history, architecture, archaeology, and culture. The scale and type of the artifact being considered for preservation range from very large ones such as historic districts to very small ones such as historic fragments. Whatever the scale, what matters is that each artifact possesses value in design, setting, materials, workmanship, landscape, visual feeling, and historic association.



There are four main categories of historic buildings and sites which deserve preservation<sup>8</sup>:

1. Those associated with events that have made a significant contribution to history.

2. Those associated with the lives of persons significant in the past.

3. Those which embody the distinctive characteristics of a type, period or method of construction, those which represent the work of a master, those which possess high artistic values, or those which represent a significant and distinguishable entity whose components may lack individual distinction.

4. Those which have yielded, or may be likely to yield, information important in prehistory or history.

### **Purpose and Benefits of Preservation**

There are many sources to learn of the past, such as written history, relics, traditions, music, and artifacts, to name a few. Preservation, as envisioned by the general public, is unique in its capacity to physically maintain part of the tangible past for the present and future. It is the process that keeps the physical past functional and part of everyday life.

Historic preservation is usually associated with our built environment. As stated by John Ruskin in his book Seven Lamps of Architecture, "The greatest glory of a building is not in

its stone, nor in its gold. Its glory is in its AGE, and in that deep sense of voicefulness; of stern watching, of mysterious sympathy, nay, even of approval or condemnation, which we feel in walls that have been washed by the passing waves of humanity."<sup>9</sup>

There are many benefits to be gained from preservation. According to Mavis Bryant, good reasons for preservation can be generalized as follows:<sup>10</sup>

1. Stabilize and improve property values

A single property's value is determined largely by property values throughout the whole neighborhood. With designation of a historic district, landmark preservation makes quite clear what the future will be. As the quality of the area improves, the property values begin to rise. And with assurance that the district will retain its historic flavor, long-term investment will become more attractive.

2. Strengthen the local economy

Preservation may strengthen the local economy by increasing tourism, attracting new industry, increasing employment, stimulating investment, adding tax revenue, and lowering crime. Once the preservation project is under way or done, people gain confidence in knowing that the environment is stable and beautiful, so that the business will be boosted.

3. Save on construction costs

It is always more economical to rehabilitate an existing building than to construct a new building, and demolition

costs can be saved. Preservationists know that reusing old buildings is often good economics. Historic industrial buildings are good candidates for adaptive use, because of their solid construction, ample windows, and open floor plans. Old houses, on the other hand, have long been used for restaurants and apartments.

#### 4. Conserve resources

Old buildings were often built with energy conservation as a consideration. Preservation and reuse of old buildings are a form of recycling, with the effect of conserving resources for the benefit of our environment.

#### 5. Increase civic pride and unify the community

Preserving and restoring old buildings both reverse decay and bolster the morale of people in the community. In addition, community preservation gives citizens' confidence in their ability to improve their living environment and control changes in the future. Tourists and residents will be attracted to a community that respects itself and has character and individuality. Historic preservation helps bring out the soul of the community; it shows that the community has pride and self-awareness.

#### 6. Reinforce community identity

Old buildings make people understand more clearly the unique quality of their environment and their past. Preserving the character of the physical environment also stimulates interest in a community's cultural heritage.

## 7. Satisfy aesthetic needs

People like to live and work in places characterized by beauty and variety. Preservation helps to retain the traditional environmental quality and stimulate delight. Most people enjoy beauty and order in their communities. We always appreciate the scene where everything is harmonious in appearance, free of disorder and ugliness. Those of us involved in preservation realize that, through historic preservation and planned controls on new development, we might be able to have the same harmony in our own communities. A single building might not be worth a major preservation effort, but together they harmonize -- in setback from the street, materials, roof-lines, and other important respects -- and they are well worth preserving as a group. Most old buildings look good if they are properly repaired and maintained.

Preservation helps the past be part of our daily life, and lets us recognize the continuity of life and human spirit, which seems to me the essential purpose of preservation.

## **Chapter Two**

### **HISTORIC PRESERVATION IN THE SMALL TOWNS**

#### **Uniqueness of the Small Town**

A small town, as defined in this research, should have a population of 3,000 to 10,000, and be spatially located at a considerable distance from any urbanized area so that it will not be a "bedroom" community. The small town should have its own economic and social structure, offer substantial employment and income to its own citizens, and remain a relatively self-sufficient entity with its own social, cultural, and political characteristics. Small towns in the Midwest are usually surrounded by open countryside, which makes for their unique landscape and traffic characteristics.

America, at one time, was the sum of small towns full of vitality, growth and prosperity. The United States was composed of family farms and small communities in the 18th century. But very few small towns in the nation are still growing; the majority are decreasing in population and are dying out.

According to the first United States Census taken in 1790, 95 percent of the population was rural. In 1893, 42 percent of the population lived on farms. In 1940, 23 percent of the U.S. population was living on farms, and 43 percent lived in rural areas. In 1983, the U.S. Bureau of Census showed only 2.4 percent of the population living in rural areas.<sup>11</sup>



The small towns in the Midwest area, such as Kansas, Nebraska, Oklahoma, Iowa, Missouri, North Dakota and South Dakota, usually have a common tradition in agriculture. This geographic region has a common concern for rural issues and other planning problems.

In the early to middle 1800's, many small towns were settled in the Midwestern and Western regions. As a result of the Kansas-Nebraska Act of 1854, 1850-1860 became boom years for the Kansas-Nebraska area. This legislation opened many new territories for settlement, and population increased rapidly.

From the beginning of the 20th century, we have seen a decline in population in the agricultural towns in the Midwest, while the population of larger cities has grown rapidly with the advent of industrialization. More and more grown Americans have moved from rural areas to urban cities to take advantage of better job opportunities since then. Business, housing, and related services have declined in small towns.

For many Americans, the small town and the country still symbolize a purity of life, a simplicity of taste, and a candor in human relationships that make many of us wistful. The small town has its own set of moral values: honesty, fair play, good neighborhoods, clean living, and trustworthiness. Small-town culture is tied closely to the traditions of independence, democracy, and self-reliance. Even though most of the population lives in big cities now, people still view

the small town as a place without the high-anxiety life style of urban places.

In Little Towns Like These, Remete writes: "Of all things praiseworthy about small towns, their traditions of democracy and self-reliance shine brightest, both are basics to small town society and people... In a world grown increasingly complex and remote, there remain very few places where our best traditions come to life every day. The little town, where quiet streets pass homes with unlocked doors, exemplify the best of what we are."<sup>12</sup>

The deteriorating urban neighborhood, the old commercial district, and the large industrial building have commanded much of preservationists attention and efforts so far. In the past decades, we have developed many sophisticated techniques and a set of legislation to deal with the problems in urban settings. While problems and solutions for urban renewal in large cities have been researched in many studies, it is only in recent years that small towns have been studied with the idea of improving their environmental quality.

Architects and planners have long concentrated their efforts on the study of large cities, and it is common for many of them to apply urban solutions to small-town problems. In fact, the small town, unlike a neighborhood in a large city, is a social and cultural entity, and has its own kind of totality with architectural and economic characteristics.

Architecturally, there are several distinct

characteristics which shape the small town environment. In Small Town Designbook, Barker and Buono note that there are three physical characteristics of the small town which are unique: density, distance, and public space.<sup>13</sup>

First, because the density of a small town is relatively low and its scale is small, a small town can be studied and analyzed completely. The density and scale can have a significant effect on the physical environment and social atmosphere.

Second, distance is closely related to the concepts of scale and density. As people are crowded together, there is decreasing "distance" between themselves and their private "environment". As noted by the Barker and Buono:

In comparing urban areas and small towns in an investigation of distance, it is easy to see why the small town physical environment produces the positive social characteristics of security, confidence, and trust... In an urban area there is little physical distance. A person must manufacture an artificial social distance because the environment does not afford a natural distance... In the small town the concept of distance works in the opposite way. The environment provides a physical distance naturally, so the small town resident seek social interaction to counteract this physical distance. It is this social interaction that breeds the special social ambiance and security and trust that the small town enjoys."<sup>14</sup>

Third, the form and character of public space in a small town are more comfortable for people, giving a sense of confidence, security, and neighborliness. Small-town public space is essentially horizontal. The small town is usually organized in either a square or linear town form. "Somehow this horizontal, dynamic, soft, layered space contained by

trees contributes to the feeling of security, confidence, and trust found in small towns. The exact amount of the contribution of these qualities is not easy to quantify but its role is extremely important."<sup>15</sup>

In the process of small-town study, three other characteristics are found by the author:

First, usually there is only one center of town; all the important social activity and communication happens there. The quality of life in a town lies largely upon the physical and spiritual characteristics of the center area.

Second, the fabric of a small town, which include material, color, texture, style, and uniqueness, all combine together to show the development and personality of the town. This physical fabric, unlike its counterpart in large cities which have undergone massive destruction, usually remains wholesome and in good condition.

Bringing people together can create a collective feeling of enjoyment; bringing buildings together can give visual and spatial pleasure which none can give separately. A single building standing alone is seen as a work of architecture, but several buildings together will create an art more than only architecture. Gordon Cullen, in his book Townscape, calls it an art of relationship, and describes it as "to take all the elements that go to create the environment: buildings, trees, nature, water, traffic, advertisements and so on, and to weave them together in such a way that drama is released."<sup>16</sup>

Third, small towns usually have certain structures associated with historic events or a significant local family.

The author strongly believes that there is a valid role which small towns in the Midwest area play, and their growth, prosperity and well being should be a concern of national and local interest. It is the intent of this study to help provide a better understanding of the problems and future of small towns.

### **A Working Philosophy for Small-Town Preservation**

Small-town and rural preservation, as stated by the National Trust for Historic Preservation's Rural Project, is "the protection of the countryside and includes the preservation of buildings and villages of cultural significance, the protection of the surrounding open spaces and the enhancement of the local economy and social institutions. The interdisciplinary nature of rural conservation requires careful attention to local agriculture, economic, environmental, historical, political, and social factors as well."<sup>17</sup>

Fundamental to the discussion of preservation philosophy is an understanding of our need to know the past. The past provides us with identity, a sense of continuity, and guidance for future development. The link with the past gives us a solid sense of our place in history and human development; it also provides us with lessons, inspiration, and hopes of



future enrichment. Most of the preceding generations had some form of association with small towns, and the small town used to be a place defining Americans' self-image and culture. Most people enjoy the beauty and order in those old small towns. It is not a single historic building or an old area that creates the harmony. Instead, all the elements together harmonize--in their materials, roof-lines, color, and all other respects--and they are well worth preserving as a group.

It is realized by many people that through historic preservation and thoughtfully planned control of new development, we may maintain beauty and harmony in the small town. Historic preservation is the process used to keep the physical past and the way of everyday life. Through historic preservation the past is united practically and tangibly with the present. Historic preservation helps bring out the soul of the community. It shows that the community has pride and self-awareness. Both residents and tourists will be attracted to a community that seems to respect itself and has its own character and individuality.

Usually, historic preservation is thought of as a process to protect and conserve isolated structures and artifacts. "The American concept of preservation was limited for many years to rescue of a single entity or unit, intellectually isolated from its environment and adapted for museum use."<sup>18</sup> But along with the development of the preservation movement, more and more people came to realize that preservation of the

past through the built environment is only one aspect of preservation philosophy. Preservation is an activity and subject far more diverse than simply focusing on historic structures; it includes conservation of resources, celebration of history, and planning and education for the future. Small-town preservation, in particular, needs to pay attention to local culture and history.

Donna Hall writes that "successful preservation depends on a combination of local private initiative, local governmental control, state legislation and federal law, and local grassroots action is increasingly important. Federal domestic program budget cutting during the past decade is not only pressuring preservation projects financially, but is reinforcing control at the local level, both in private and public sectors."<sup>19</sup>

For the government, the most important step in preserving a historic district is through the coordination of a preservation policy with the local planning ordinance by the use of comprehensive planning. The linkage between preservation and planning is particularly crucial in rural areas and small towns where protecting landscape is as important as protecting buildings.<sup>20</sup> In small town preservation, we must make sure that the preservation is an integral part of the planning process. Only through this way can we build historic preservation into the future of the whole community, preventing many unpleasant surprises and

conflicts.

People must have a hand in shaping their own environment in small towns. The greater the community's participation in developing the plan, the greater the likelihood that the final outcome will respond to the people's feelings. As Christopher Alexander states, "the heart of any city lies not in its environment, viewed as a static thing, but in the energy of the people themselves, being actualized in the constant process of creating their environment."<sup>21</sup>

The cornerstone of the preservation planning process is an understanding of the needs, desires, and expectations of the general public to preserve its historic heritage and improve the living environment.

The following is a summation of the application of the small-town preservation philosophy: The application of a working small-town preservation philosophy requires particular attention to rural culture, public participation, and viewing preservation as part of the planning process.

### **Citizen Participation in the Preservation Program**

The most crucial factor in assuring the success of a community preservation program is the involvement of all people. Many historic preservation programs have not been entirely successful for varied reasons. Perhaps the most important reason is due to the lack of involvement on the part of the public sector. In order to provide adequate means of

protection for historic features of a community, preservation activities must be a part of the public sector.

Planners and designers must respect the capacity of the community. People of the community often have a particular expertise different than, but equally important to, the knowledge of professionals. Radio, TV, newspapers, citizen's questionnaires and other media can be used as tools to gather a broad-based range of opinions and concerns from which professionals can determine the priorities of the factors that are dominant in people's minds. "The key is to see planner as participant in a total cyclical process of interaction rather than manipulator. During the interaction, a tremendous deepening and enlarging of original hypothesis will occur as a result of feedback."<sup>22</sup>

People can take part in and affect the decision making about the preservation program through different ways. They can express their views in public by speaking at hearings, signing petitions, or by having extensive informal consultations with public officials. Local people can also form broad-based associations at the city or neighborhood level that have explicit interests related to preservation and other issues.

Although there is no set format for citizen participation, the following five stages are considered the core of the process for people to take part in a preservation program:

1. The problems and questions are put forward by local government or professionals. Usually a meeting open to all people should be called to collect information, examine positive and negative facts, and express general approval or concern for various issues. A working committee should be created which includes representatives of all the relevant interest groups in the town.

2. The committee then gathers together and analyzes people's opinions, visiting similar places, getting advice from professionals, researching in books and reports, and finally submitting a report to the public.

3. People evaluate the report and express their opinions to the committee.

4. A policy and plan will be developed on the basis of public opinion to minimize adverse effects and maximize beneficial ones.

5. People should be organized to take part in the construction and modification of the plan if they feel it is necessary. The process of creating contributes to the wholeness of the people and their environment.<sup>23</sup>

### **Planning and Legal Techniques**

The chief motivation for preservation came from urban renewal, which later expanded to so many of the buildings and areas throughout the country. Thus far, historic preservation has been largely a city affair. Cities have their own



advantages: cities usually have a great number of styles of architecture that get enough attention from the public and city government. Preservation groups can introduce historic-district zoning and building codes to enable the old buildings to survive. The basic concept of preservation is embodied in all zoning and environmental protection laws, and a set of preservation procedures has been established. The preservation program can get the necessary funds and expert advice from government agencies and philanthropic foundations. Very often, the old buildings in big cities are very well known--maybe a work of an famous architect illustrated in every brochure, or ten blocks of houses known to every tourist--and the preservation program can get lots of sympathy and support from the general public.

Small towns, on the other hand, usually face a deficiency of financial support and professional assistance, and do not get enough attention from the professionals. Many small communities do not have a zoning law, and there are no plan to guide and regulate new development in historic districts.

For a small-town preservation project, the document can be found in two kinds of plans. The first is the master plan, sometimes called the general plan, examining and prescribing the future development of every part of the community. the historic preservation plan will be part of the master plan. The second is a pure historic preservation plan, one with little to say about the community as a whole. As stated

before, it is better to include the preservation plan in the master plan for a small-town preservation program.

Although there are no set planning techniques in the small-town preservation project, the following are commonly found:

#### Historic Districts Laws

"Historic districts significance can be ascribed to a collection of buildings, structures, sites, objects and spaces that possessed integrity of location, design, setting, materials, workmanship, feeling and association"<sup>24</sup>

Historic district laws have been the most visible form of local regulation. Although the laws vary from state to state, they have a common purpose: to regulate building activity, alteration to historic buildings and new construction in historic districts. "Historic district" in these ordinances does not necessarily mean a district in the national or state register; rather, it refer to the area regulated by the law.<sup>25</sup> Historic District Zoning

This is the most common planning technique. Such a zoning is in addition to any conventional zoning law that may cover the historic district, and it has a different purpose. Conventional zoning limits the uses to which a property may be put; historic district zoning limits the physical alterations that may be made to the property. Historic district zoning says that no alterations of certain kinds (especially where the public could see them) may be made without going through

a special legal process that may take up to a year. Typically, such zoning allows a historical district commission to hold up a demolition or building permit that local government would otherwise issue promptly.

### Landmark Designation

Landmark designations usually function to protect historic buildings which are scattered throughout a city. Frequently these buildings are intruded upon by new development or incompatible uses, and some are threatened with integrity-damaging attractions. The designation identifies the landmarks that deserve special protection, and puts some restrictions on new construction and development.

### **Case Studies**

In this section we will look at two examples:

#### **1. Using Grant-in-Aid Funds for Rehabilitation Planning and Project Work in the Commercial Town Square**

Abbeville, South Carolina

(source: Preservation Case Studies by U.S. Department of the Interior, Washington D.C. 1979)

The Abbeville, South Carolina project is a good example of well-organized rehabilitation project. The best part of this project is its responsible planning process.

This case is an example of a thorough plan for actual project work. The Abbeville case shares several similar points with Marysville, which the points are studied in this thesis:

1. It is a Historic Preservation Fund Grant-in-Aid Program which the city of Marysville is applying for regarding the Koester Block. The case will provide us with a general idea of the scope and techniques for such a project.

2. The long range goal of the plan is to boost Abbeville's economy. The means of achieving this goal is "a planned process of integrating the existing historic architecture with essential modern design elements and improvements." The intent of this thesis is also to provide a better historical background and urban environment to improve economic benefits.

The whole project consists of three parts:

The first is a brief history of Abbeville, which emphasizes the historic evolution of the commercial town square. It provides an awareness of the historic context and background.

The second part identifies and analyzes each single building, pointing out their problems and providing detailed recommendations.

The third part proposes a city-wide preservation plan, suggesting some preservation activities and education programs that could stimulate citizen interest and gain public support. It also recommends the establishment of a city landmarks commission to provide continuous professional assistance and reviews.

The preservation plan of Abbeville is particularly successful in its "holistic" approach to city planning. It

provides the framework not only for building rehabilitation, but also for future traffic regulation, street improvement, and zoning laws. The case will help us study the framework of a preservation program.

For the historic buildings and structures, first, buildings are inventoried and evaluated. Then, architects make drawings and sketches to show rehabilitation schemes for facades, rear-area use of commercial buildings, and landscaping of the town square. Since the beginning of this project, lots of work has been done.(Figure 1 & 2)

In this case study, the general procedures and the basic philosophy of such a project provide a very good example of a small-town preservation project. Another useful technique which can apply to other small town preservation projects is the education program. The education program in this case study includes:

1. exhibits within local business establishments showing 19th century activities.
2. a 19th century craft fair with the exhibit and sale of traditional crafts.
3. a display on the history of the county consisting of an explanation of the topography, climate, and settlement patterns.
4. a tour of historic homes.
5. the implementation of a system of historic markers.
6. the preparation and sale of a brochure and map detailing



the community's historic buildings.

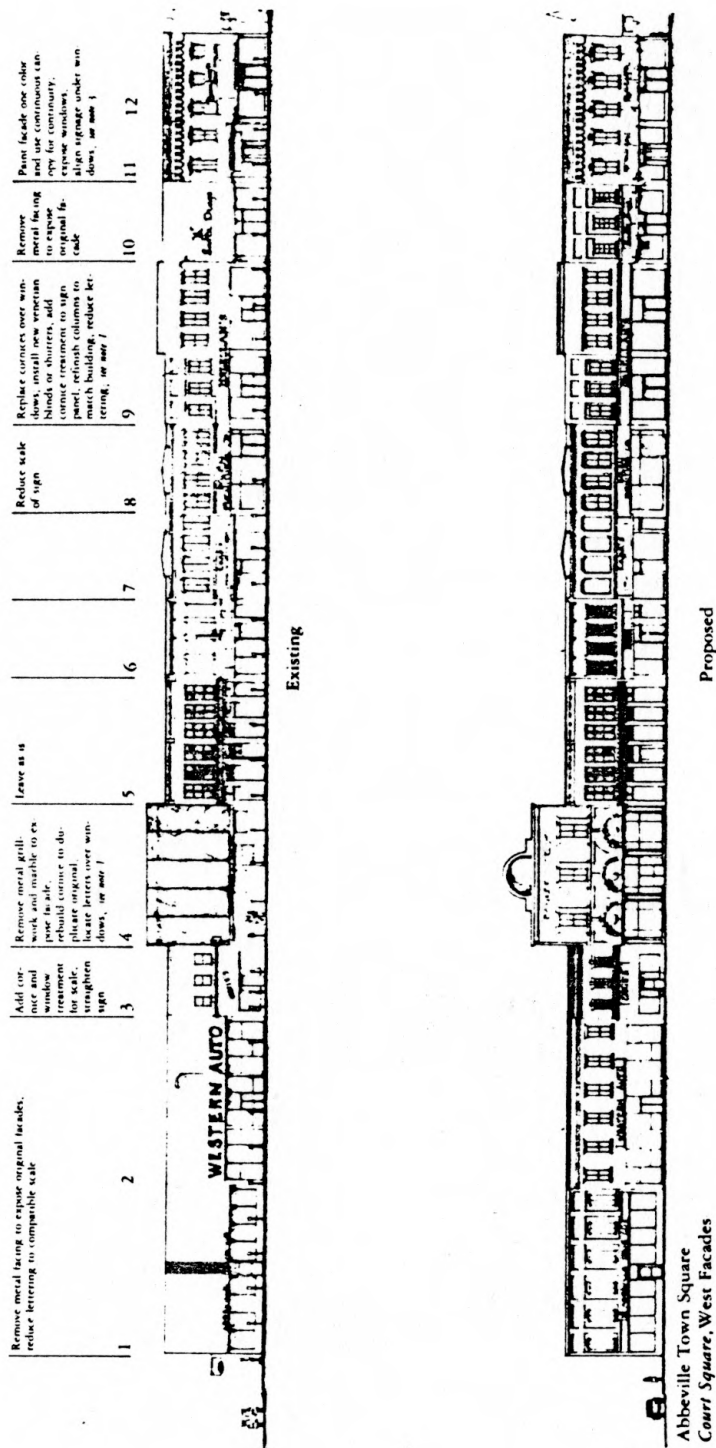
## **2. Developing a Downtown Design Assistance Program in Pullman, Washington**

(source: Small Town magazine, March-April, 1988)

Pullman, located in Whitman County in eastern Washington at the Idaho border, is the home of Washington State University. Pullman's population, including students, is approximately 22,500. Of that total, 15,000 are university students.

The design assistance program in Pullman, Washington, is a project being approached through a partnership among the downtown businesses, the Pullman City Council, Washington State University, and several civic groups--the Pullman Main Street Program has coordinated their joint and individual efforts. This is an assistance program to guide design choices made by downtown business owners. The techniques and design materials in this project are quite useful to other communities endeavoring to improve the appearance of their towns.

First, in an effort to gain an understanding of the problems and potential of Pullman, a two-part survey of local merchants, residents and students was conducted. One part of the survey consisted of a standard questionnaire(Figure 3) concerning the dynamics of the downtown district, and another



Note 1: Deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historical, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.

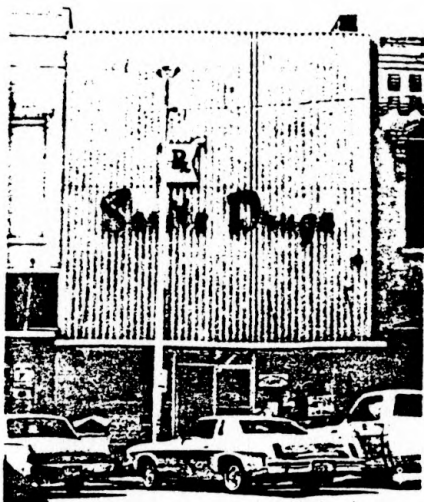
Note 2: The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken.

Proposed

Note 3: Whenever possible, it is recommended that the original or early color and texture of masonry surfaces, including early signage, be retained. Removing paint from masonry surfaces indiscriminately may subject the building to damage and change its appearance.

Note 4: For more information consult Preservation Briefs: 1, "The Cleaning and Waterproof Coating of Masonry Buildings" Preservation Briefs: 2, "Repointing Mortar Joints in Historic Brick Buildings" and Preservation Briefs: 6, "Dangers of Abrasive Cleaning to Historic Buildings." All three are available from Technical Preservation Services Division, Heritage Conservation and Recreation Service, Washington, D.C., 20243.

Figure 1: Rehabilitation proposal drawings for Aggieville  
Source: Preservation Case Studies by U.S. Department of the interiors



**Fig. 6.** Abbeville Town Square. Storefront, west facade, before project work. May 1978. Photo: Stuart Johnson



**Fig. 7.** Abbeville Town Square. Storefront, west facade, after project work has been completed. February 1979. Photo: Stuart Johnson.



**Fig. 8.** Abbeville Town Square. Storefront, southwest facade, before project work. December 1978. Photo: Stuart Johnson.



**Fig. 9.** Abbeville Town Square. Storefront, southwest facade, after project work has been completed. February 1979. Photo: Stuart Johnson.

**Figure 2: Store Front Views Before and After Project Work**  
**Source: Preservation Case Studies by U.S. Department of the interiors**

part took the form of panoramic photomontages showing the commercial buildings. Each photomontage shows one side of one block of a downtown street. Respondents were encouraged by the researchers to mark their comments about the problems with each view directly upon the photographs. (Figure 4) The results were candid and informative; many of the comments and recommendations gave insight into typical issues facing the downtown areas in small towns. People in the Main Street Program then used the results gathered from the survey to develop a functional plan for respectful future rehabilitation efforts.

To execute the Design Assistance Program, a Pullman Main Street Design Committee was formed to advise business owners about design problems and to develop possible solutions. The committee has a loose structure. Regular meetings are held and a formal agenda and recorded minutes are used to keep the members organized, focused and on-task. Very often members form small subcommittees to carry out specific jobs more efficiently. Since 1984, the committee has compiled a document detailing design guidelines, conducted a needs assessment, organized a self-help design seminar and made many conceptual drawings for business owners as demonstration projects.

During its first two years, the design committee developed a series of drafts of design guidelines using commonly accepted design principles originally compiled by the National Trust for Historic Preservation. By the end of the

article, the author notes that the program has been in operation for three years and significant visual changes have started to occur. Three improvement projects were completed and lots of banners were purchased and hung along downtown streets. Most importantly, an atmosphere of change and cooperation is developing throughout the project between civic groups, city government and downtown business owners.

This case study is a good example of public participation in a program which shapes and improves their own community. The techniques of questionnaires and photomontages can also be used in other public participation programs.



## SURVEY QUESTIONNAIRE FOR BUSINESS PERSON

### Survey of Design Preferences for Downtown Pullman, Washington

First, we want you to look at your street, its buildings, landscaping and storefronts. We have a picture of the street for you to mark on.

- Q-1. As you look at your building, what do you notice that is attractive? (Please make your comments on the picture.)
- Q-2. What, if anything, don't you like, or would like to change about your building? (Please make comments on the picture.)

Now look at the entire street.

- Q-3. Please note on the picture what you especially like and what you do not like. Include the buildings, colors, signs, landscaping and things you can see along the street (sidewalks, crosswalks, benches, etc.).
- Q-4. In the past few years, what improvements have you made to your building/business?
- Q-5. Within the next two years what improvements do you anticipate that you will need to make to your building? (Include everything from minor changes to major construction.)

Design improvements for a central business district have been shown to significantly improve the profit margin of downtown businesses. A Central Theme for the downtown has been suggested for Pullman.

- Q-6. Do you believe a Central Theme would be good for Pullman?  
       \_\_\_\_\_ Yes       \_\_\_\_\_ No
- Q-7. If so, what do you feel could be done to motivate other business people in Pullman to upgrade and change the downtown building facades (storefronts)?
- Q-8. In order for this to work there must be a concerted effort. How much would you be willing to spend to accomplish this?

On April 13th, the Pullman Main Street Design Committee and the Pullman Civic Trust are sponsoring a workshop at 6:30 p.m. The location will be announced later. At the workshop the results of the survey will be presented. There will be an opportunity to learn about design assistance and to participate in developing guidelines for Pullman. It is very important that all central business district business owners be present.

- Q-9. What do you want as a product or outcome from this meeting?

The Main Street Design Program is looking for demonstration projects. This means that the Design Committee will work with you to advise you on revitalizing your building as well as give you community-wide publicity and recognition for your business and your participation with the Main Street Program.

- Q-10. Would you like to be a demonstration project?
- Q-11. If so, when would you like to start working with the committee?

NAME: \_\_\_\_\_

BUSINESS: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

PHONE NUMBER: \_\_\_\_\_

## SURVEY QUESTIONNAIRE FOR CUSTOMER

### Survey of Design Preferences for Downtown Pullman, Washington

First, we want you to look at the street facing you, its buildings, landscaping, and storefronts. We have a picture of the street for you to mark on.

- Q-1. As you look at the building across the street, what do you notice that you consider to be attractive? (Please make your comments on the picture.)
- Q-2. What, if anything, don't you like, or would like to change about this building? (Please make comments on the picture.)

Now look at the entire street.

- Q-3. Please note on the picture what you especially like and what you do not like. Include the buildings, colors, signs, landscaping, etc. you see along the street (sidewalks, crosswalks, benches, etc.).
- Q-4. In the past few years, what improvements have you noticed and liked in the central business district?
- Q-5. Within the next two years, what further improvements do you think should be made in the central business district? (Include everything from minor changes to major construction.)

Q-6. The Main Street Design Committee is considering developing a design guidelines book to be used by main street businesses. What should be included in this book? (Please rank the items in the list below in their order of importance for inclusion in the proposed book, beginning with 1 for the most important.)

- \_\_\_\_\_ a. Color recommendations
- \_\_\_\_\_ b. Texture/Materials recommendations
- \_\_\_\_\_ c. Scale suggestions
- \_\_\_\_\_ d. Signs
- \_\_\_\_\_ e. Entrances (front and rear)
- \_\_\_\_\_ f. Windows
- \_\_\_\_\_ g. Awnings
- \_\_\_\_\_ h. Doors
- \_\_\_\_\_ i. Lighting
- \_\_\_\_\_ j. Display

- Q-7. Is there anything we've missed in this list, that you think should be included in this book?

Design improvements for a central business district have been shown to significantly improve the profit margin of downtown businesses. A Central Theme for the downtown has been suggested for Pullman.

- Q-8. Do you believe a Central Theme would be good for Pullman?  
       \_\_\_\_\_ Yes       \_\_\_\_\_ No
- Q-9. If so, what do you feel could be done to motivate business people in Pullman to upgrade and change the downtown building facades (storefronts)?
- Q-10. In order for this to work there must be a concerted effort. Would you support businesses engaged in such a project?  
       \_\_\_\_\_ Yes       \_\_\_\_\_ No

On April 13th, the Pullman Main Street Design Committee and the Pullman Civic Trust are sponsoring a workshop at 6:30 p.m. The location will be announced later. At the workshop the results of the survey will be presented. There will be an opportunity to learn about design assistance and to participate in developing guidelines for Pullman.

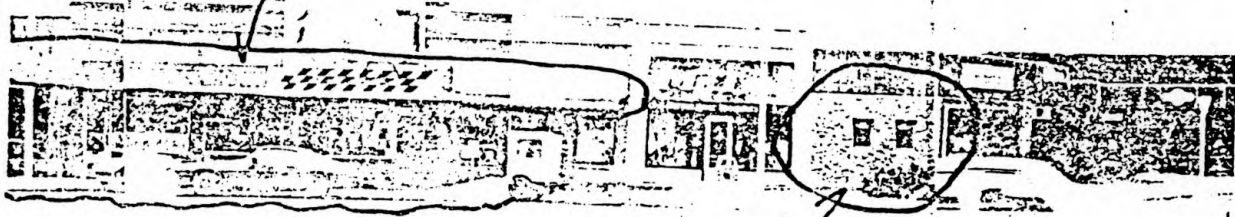
NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

PHONE NUMBER: \_\_\_\_\_

**Figure 3: Survey Questionnaire in Pullman, Washington**  
**Source: Small Town Magazine, March-April, 1988**

Flat Metal awnings are  
ugly but Functional

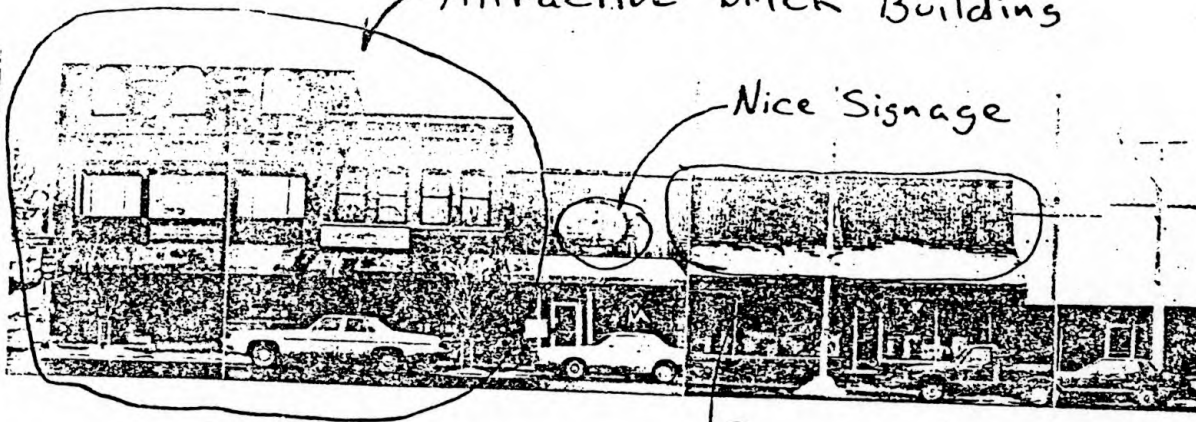


awnings

False rock front is  
fake - get rid of it.

Attractive brick Building

Nice Signage



Do not like Aluminum  
Siding

Parking Lot needs  
landscaping

Handsome old  
Theater

Poor Signage



The awning is a colorful green. We  
need more of them.

Figure 4: Photomontages and Comments Made by Respondents  
Source: Small Town Magazine, March-April, 1988

## **Chapter Three**

### **HISTORIC MARYSVILLE AS A SMALL TOWN**

#### **General Information**

Marysville, Kansas, with a population close to 4,000, is a typical small town in the Midwest. It is situated on the Big Blue River in north central Kansas. The city is located at the intersection of U.S. Highway 36 and 77 and serves as a center of retail trade for Marshall County and the surrounding area. It is the largest city between St. Joseph, Missouri and Denver, Colorado, on U.S. Highway 36. It is 155 miles from Kansas City and 11 miles from the Nebraska border.

The average yearly temperature is 53, with a low average of 27 in January, and a high of 78 in July. The average yearly snowfall is 21 inches. The elevation of Marysville is 1283 ft. above sea level.

The community of Marysville is served by thirteen churches, a modern 61 bed hospital, and five schools. The school system includes a public high school, a junior high, and two elementary schools.

A variety of recreational facilities are available to the citizenry, including three municipal parks, a city swimming pool, and an organized recreation program. Marysville is especially proud of its softball and baseball programs with five diamonds available for league competition. The Marysville Recreation Park diamond is recognized as one of the top non-professional facilities in the Midwest and has hosted State

American Legion Tournaments in consecutive years in the 1980's.

Marysville is fortunate in being located within a 10-to-15-minute drive of Tuttle Creek Reservoir and only a 30-minute drive from most of the developed public use areas of that reservoir. Marshall County provides excellent hunting in season with game varying from quail to deer.

Marysville and Marshall County are closely tied together. What happens in Marshall County has an influence on Marysville, and, as the county seat, what Marysville does will bear on the entire county.

The economy of Marshall County, and therefore that of Marysville, is heavily dependent on agriculture. Almost thirty percent of the total employment of Marshall County is in agriculture. This far exceeds the two other industries generally considered basic, mining and manufacturing, which account for about one percent and five percent employment respectively. Corn and wheat are the major crops produced and beef cattle dominate the livestock industry.

While most land within the county is kept for agricultural use, the land in the city is set aside for business and industries. It should be explained that Marysville, as a city and as a regional center, has its own economic characteristics. Jobs in government, agriculture, services, small industry, and wholesale/retail make up the working opportunities in Marysville.



The main employer in the city of Marysville is the Union Pacific Railroad. This company employs approximately 250 persons in the city and many others in adjoining communities. The Union Pacific is the major freight line between Kansas City and the West Coast; it has a train capacity of 25 to 30 freight or cargo trains on a daily basis.

The second largest employer within the city limits is the Landoll Manufacturing Company, which employs some 110 to 120 persons. The company manufactures liquid feeders, stock racks, and planter incorporators.

Other big employers include the City Sewing Machine Company; the Tension Envelope Company, which is the second largest manufacturer of envelopes in the nation; the Marysville Advocate newspaper; and the public schools.<sup>26</sup>

The present Marysville Advocate acquired its name over several years and many changes. At first it was called the True Republican, then the Marshall County Democrat, then the Advocate and Democrat, and finally the Marysville Advocate. Howard and Sharon Kessinger purchased the newspaper in 1975 and made it a weekly published newspaper serving Marysville as well as Marshall County.

There are many historically and architecturally significant structures in Marysville. The Marysville Pony Express Barn Museum, the Koester Houses and the historic Marshall County Courthouse are the three most famous sites in Marysville.



In the autumn of 1972 the Marysville City Council ordained the black squirrel as official emblem and mascot of the city and celebrated October 16, 1972 as Black Squirrel Holiday with more than four hundred persons in attendance, including mayors of numerous Kansas cities. The mayor designates one day each fall as Black Squirrel Holiday, and an official Black Squirrel flag is flown daily under the U.S. flag on city buildings.

### **History of Marysville**

The history of a community is important for the local people as well as for the professionals who organize development and preservation planning for the community. The history can provide a general overview of how and why the community has developed, and act as a general background for historic restoration or preservation of buildings, parks, and monuments.

Although it is a small town, Marysville has uncommon characteristics compared to other Kansas communities--such as the Pony Express, the Big Blue River, and the railroad. It is also the largest town on U.S. 36 between St. Joseph, Missouri, and Denver, Colorado.

As one of the earliest stations along the Oregon and California Trails, Marysville is an important retail and service community serving a wide surrounding region. The history of Marysville is rich in detail. Its location along

the major westward trail brought many events and people to the town.

The urbanization of Marysville did not occur overnight; battles and raids, cyclones and tornadoes, floods and droughts, illnesses and wounds were very common in its history. It should be noted that it is the early farmers and pioneers who began the history of the town and built the early foundation for later development.

The citizens of Marysville are fortunate because the colorful history of the city is reflected by the existing old buildings and landscapes. Three of these buildings are on the National Register of Historic Places and eight are on the Kansas Historic Society listing. These buildings and other landmarks are recognized by residents and tourists for their significance in the city's history.

The following is a general summary of historic events which highlighted the development of Marysville.

1803--The United States purchased the Louisiana Territory from France, and that is the time when Kansas came into the U.S.

1842--General J.C. Fremont commanded an expedition of 60 men to survey a route to Oregon Trace, and camped in what is now Marshall County at the Alcove Springs near the Big Blue River. The route was then known as the "Military Trail from Ft. Leavenworth to the Rocky Mountains", which was later renamed "Oregon Trail".

1849--Frank J. Marshall made his first appearance in the area which is now Marysville, where he operated a store, eating house, saloon, and eventually a ferry. Marshall established his trading post and blacksmith shop on the east bank of the Big Blue river and was the last outfitting place on the trail.

1850--About this time the St. Joseph-Oregon trail cut-off was pioneered. By 1850 much of the California-Oregon traffic was following a route across northern Kansas, joining the old Oregon Trail about 10 miles west of the present site of Marysville.

1854--Kansas and Nebraska were carved from Indian Territory by the Kansas-Nebraska Act. The slavery question was left to be decided by the settlers.

The city was established as a trading post and a post office by Frank Marshall, who named the city after his wife, Mary. It was the first civilian post office in Kansas. At that time, Marysville was the westernmost location within the present limits of Kansas from which letters could be mailed east.

1855--Frank Marshall was elected as the area's first representative to the Territorial Legislature. Marshall County was organized and named for Frank Marshall. The county's western boundary extended to the Colorado Rockies.

1856--A group of people from South Carolina settled and formed the town of Palmetto, which later became part of

Marysville. (Palmetto was located north of what is now Center Street.)

1857--Printer J. E. Clardy started the first newspaper in Marysville, The Palmetto Kansan. Its first issue was published on December 18, 1857.

1859--The great migration to the gold fields in Colorado took place, passing through Marysville.

A.G. Barrett built the first hotel in Marysville, known as the Barrett House. Marshall also began erecting a large stone structure which was later named Occidental Hotel.

The first drugstore was started in town by Ballard and Morral.

1860--By the year of 1860, there were about 30 houses and 150 people in Marysville.

The Pony Express system was inaugurated on April 3, 1860, and was in operation for 18 months. Marysville was a home station of the Pony Express and used to be an important stopping place on the Overland and Oregon Stage lines. The Pony Express building was constructed by Joseph H. Cottrell. It now houses the Pony Express Barn-Museum. It is the only remaining barn used by the Pony Express within the United States.

1861--Kansas became a Free State and lost the territory appellation. It was widely celebrated in Kansas since now Kansas was a part of this nation and not a territory like so many other settlements west of the Mississippi.

After Kansas became a free state, Frank Marshall, together with his family, left Marysville for Colorado. He later became rich from mining.

After the great drought of 1860 and the end of the Civil War, migration and settlement increased. Marysville was incorporated as a third-class city by the Territorial Legislature by uniting four tracts known as Marysville, Palmetto, Ballard and Morral.

1863--Captain Perry Hutchinson, discharged from service, returned to Marysville. He contracted to build a dam across the Big Blue River and a flour mill. In a few years the Hutchinson Mill became a financial asset to the Marysville area.

1870--The Exchange Bank of Schmidt and Koester was established on the site of the present structure, making it the fourth-oldest bank in the state of Kansas.

1871--Marshall County located the county seat in Marysville, and the town raised the money to build the county courthouse, which later burned down in the winter of 1890.

The first railroad came to Marysville this year. Economically the city benefitted immensely from this development, since everything could be either imported or exported within the county or elsewhere in a day. The first train was from a connection between St. Joseph, Missouri, and Denver, Colorado. It eventually connected with the Union Pacific at Kearney, Nebraska.



1872--Presbyterian Church, the first church building in Marysville, was started in June.

1873--The first county fair was held in Marysville.

1876--Marysville's celebration of the Centennial was a grand affair but marked with tragedy when the speaker's platform collapsed, causing the death of two persons and several injuries.

1886--A Civil War Monument was erected in Marysivlle to honor all soldiers, regardless of their affiliations, who lost their lives in the Civil War.

1892--Modern Normal College was started in Marysville.

By the end of the 19th century, the population of Marysville reached 2500.

1903--The first of four major floods of record occurred.

1919--The first street(Broadway) in Marysville was paved. Work on the city sewer system began in the same year.

1940--Marysville's population reached 4,055, as reported by the U.S. Census of Population.

In 1941, 1951 and 1973, the city was flooded three times.

It can be concluded from this history that the development of Marysville has been largely due to the western settlement and homesteading. All the significant historic events have been related to the early settlement of pioneers and farmers. The later generation is much more adventurous than their parents who lived in a remote community, and job opportunities are greater in cities. Thus, the population in

Marysville has dropped dramatically since the beginning of this century.

### **Visual Analysis of Marysville**

The visual quality of a rural community is often one of its most important characteristics. The unique physical and visual characteristics of a town should be realized and improved during the comprehensive planning process.

In his book The Image of the City, Kevin Lynch outlines a theory of environmental perception based on the idea that the individual creates a mental picture of the relationship between different parts of a city. Lynch believes the essential elements of an individual's perceptual image are common to everyone. He defines five interrelated elements that make up a person's image of the city:

1. Pathways--major corridors of movement which provide viewing points of other elements.
2. Districts--sections of the city having common forms and activates in which building forms are important elements.
3. Edges--edges are the linear elements not considered as paths: they are usually, but not always, the boundaries between two kinds of areas...Those seem strongest which are not only visually prominent, but which are also continuous in form and impenetrable in movement.
4. Nodes--major hubs of activity that are usually open spaces and which provide a focus for orientation.

5. Landmarks--existing elements that provide symbols. They can be major buildings, unique topographic features, and visually important plant materials. These elements serve as symbols and aid in orientation as well.<sup>27</sup>

Pathways are routes in a community that are visually important because of adjacent natural and manmade features, or distinctive land uses. Visual pathways are important in that they usually provide the only visual impression one gains of a community while passing through, and they are usually the main street in a small town. Center, Broadway and Tenth Streets are considered pathways because of their visual importance and functional significance. (Figure 5) The principal entries are the eastern and western ones along U.S. Highway 36, the two minor entries are the northern and southern ones along U.S. Highway 77.

Center Street (U.S. 36) serves as the principal east-west pathway through Marysville and provides the east and west entries into the community. Visually the route has a great potential: it experiences many interesting changes in topography, it is lined with a variety of architecturally interesting structures, and it affords views of the community's predominate landmarks. However, much of the visual impact is lost due to the visual clutter resulting from overhead utility wires, uncontrolled signing, and unscreened industrial and storage-type land use.

Broadway, which is less than 100 feet from Center street,

has many of the same visual characteristics as Center street. Broadway also has its own visual characteristics which Center lacks: it is travelled at a lower speed, and it is not lined by strip commercial uses typical of highways.

Tenth Street functions as a pathway from the city boundary on the south to its intersection with Broadway. (It should be noted that Tenth Street is not considered to be a visual pathway north of Center Street) Tenth Street is visually significant because it functions as the community's southern entry, and it lies adjacent to both the City Park and the High School, and there are several fine examples of historic structures located at key intersections. Because there are only few commercial use along Tenth Street it is not as visually cluttered as are Center and Broadway.

The Union Pacific Railroad is also considered a major north-south pathway through the community. Because the right-of-way is unscreened it is considered a negative visual influence. This visual impact need to be considered in future urban design efforts.

A district is a section of a community that has a unique visual quality of its own or somehow visually separated from other areas. District are normally created by some form of natural or man-made barrier, by an abrupt change in land use or by a distinctive architectural character. The most significant district in Marysville include:

1. The Central Commercial District

This district is defined as a strip bounded by the alley behind Center Street on the north, the alley Behind Broadway on the south and extending from Fifteenth Street on the east to Second Street on the west. The large number of fine old masonry commercial structures establish the visual character of the area. Unfortunately the visual unity of the area has been damaged due to commercial signings, overhead utilities, and uncoordinated building renovation.

## 2. The Northwestern District

This district is located in the northwest section of the city bordered by the river and the city limits on the west, the city limits on the north, the railroad tracks on the east and the Center street on the south. This largely residential district is made up of older homes of small to middle size. It is recommended by planning professionals that easterly expansion of the housing and use of this area for industrial-type activities be considered. One reason for this suggestion is the proximity to rail facilities as well as highway. Eastern portion of the city seems to be the plausible location for expansion of industrial and housing land.

## 3. The Southwest District

This district is bordered on the west by the city limits and the river, on the north by Broadway, on the east by the railroad tracks, and on the south by the city limits. The single family dwellings have a fairly large percentage of the land area, when compared with other neighborhoods. There is



also a fairly large concentration of mobile homes in the area. The main reason for this is primarily floodplain. Because of this hazard, housing development has not taken place here, although other forms of development have, for example, commercial and industrial activities, located in this area. This district is very similar in visual character to the northwest district.

#### 4. The South Central Residential District

This district is bordered on the north by Broadway, on the east by the city limits, on the south by the city limits and tracks, and on the west by the highway. For the most part of the district are well-maintained houses. A large part of this district is set aside for educational services of high school and junior high school. The visual character of this area is dominated by some large, old residential structures.

#### 5. Koester Block Historic District

This district is considered the central social and cultural district of the community. The district has many historically significant structures.

#### 6. The North Central Residential District

This is the largest district of the city. The total land area in this neighborhood is approximately 434 acres. This district contains the majority of the community's housing and related uses. Although not substantial in size in relation to the housing, the industrial areas still represent a use that is somewhat non-compatible with the rest of the area. Land use

devoted to retail trade and services involve an equally small proportion of the land in this district. Visually it is pleasant.

Edges are man-made or natural visual elements that act to separate districts. They are often desirable because they act to separate incompatible land uses and eliminate visual conflict. In Marysville, the Central Commercial District and the Union Pacific Railroad are considered two major visual edges. The strip commercial district itself is not bounded by distinct edges, but because of its elongated form it functions as an edge.

Nodes are the places into which an observer can enter, typically either junctions of paths or concentrations of some characteristics. Generally, the intersection of Broadway Street and Ninth Street is a big node which concentrates human activities on its sidewalk. More specifically, some spots in the area, such as the city park, and the area around the Koester Block, relatively concentrate human activities. Among them, the city park is a node for community events.

Landmarks are essentially points of importance for the observer. For Marysville, the major focal point of view is the turret belfry of the historic Marshall County Court House, which can be seen at a great distance. It is a large, blood-red structure with a delightful style. Other significant structures include the Koester House Museum and Koester Restaurant, and the Pony Express Barn Museum. These structures

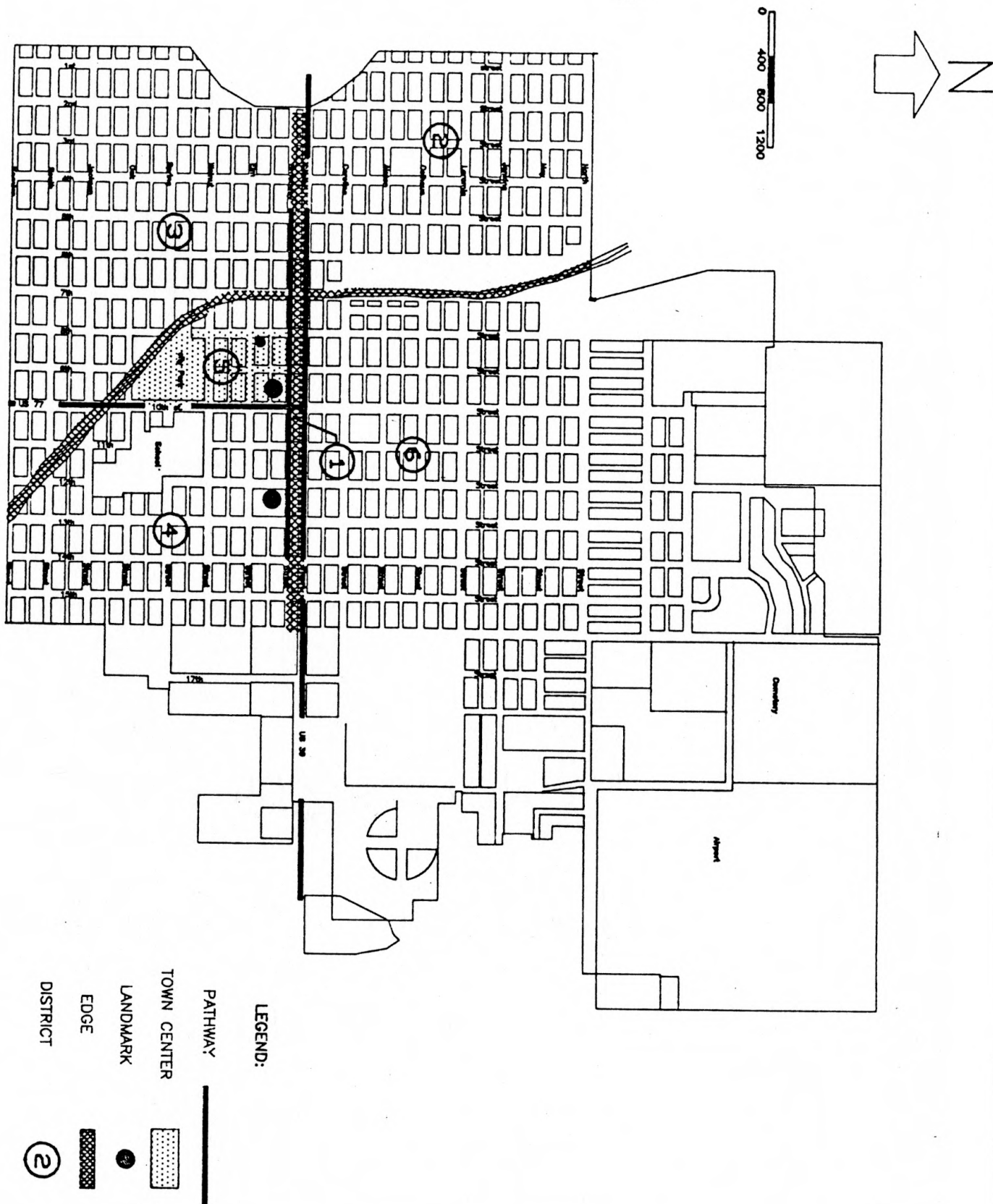


Figure 5: City Map of Marysville, Kansas

will be described later in the thesis.

The presentation made regarding paths, nodes, edges, districts and landmarks is limited because they alone do not represent a valid image of the townscape of Marysville, Kansas. While they are essential parts of the city, their complexity and advantageous form must be seen in a context, in totality within the entire city and in relationship to other landscapes and structures.

### **Physical Setting and Building Condition of Koester Block**

There are several historic buildings and sites in this small town. Among them, the Koester block has significance because of its location in the downtown area and its architectural importance, which placed the Koester House and Koester block on the National Register of Historic Places.

The Koester block historic district consists of the square land bounded by 10th and 9th, Elm and Broadway streets.(figure 6) The district reflects the historic activities and evolvment of the small town, and provides a clear illustration of the life of one of the town's leading families, the Koesters. The block include Koester House, which was already listed in the National Register, Koester Restaurant(Charles J.D. Koester house), and three brick commercial buildings. The property was given to the city as a gift by the heirs of Charles J.D. in 1973.

The kindness of the Koester family will long leave a

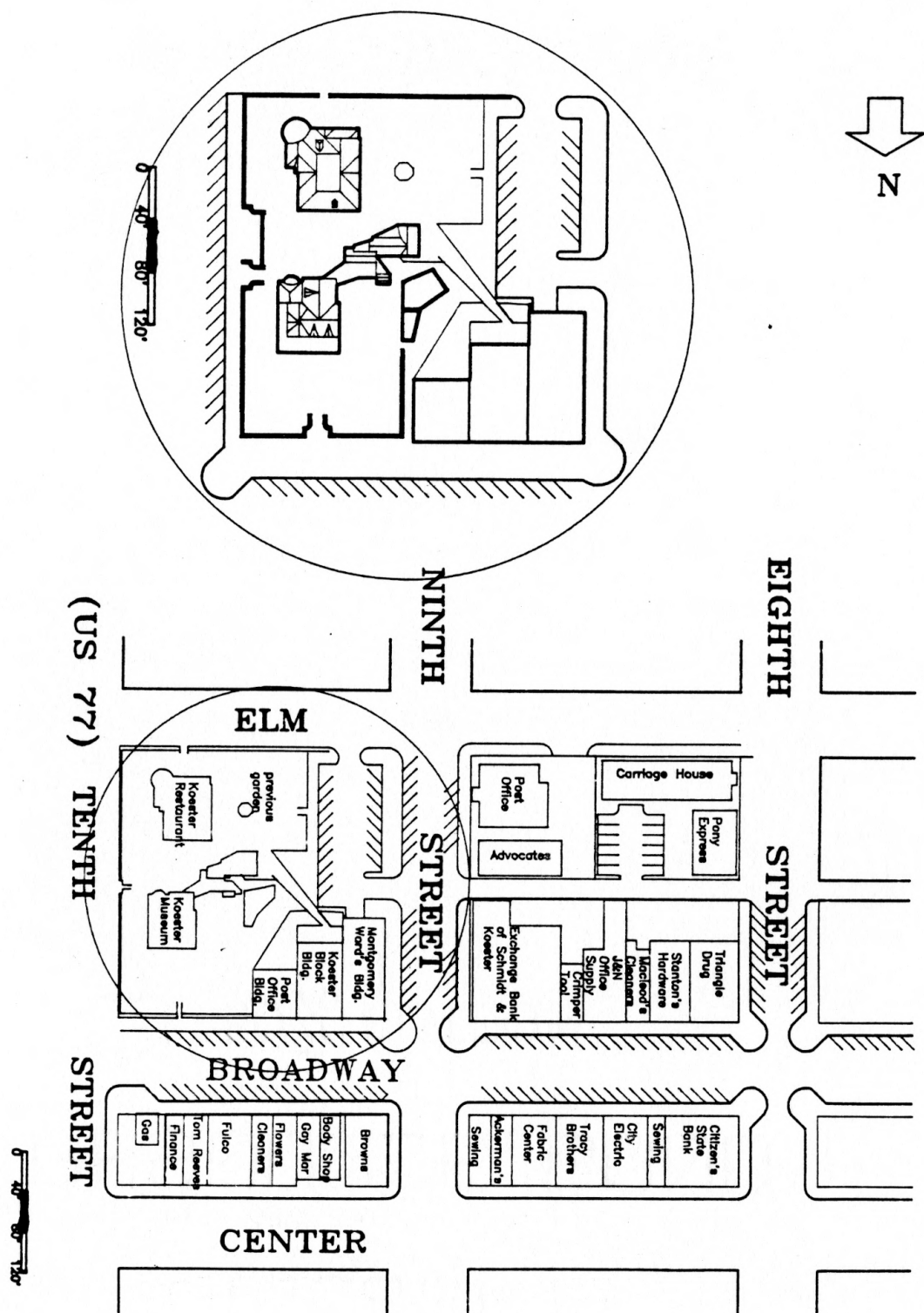


Figure 6: Site Map of Koester Block



sweet memory for many to enjoy. They also set an example for others to provide the community with cultural advantages.

The Koester House, believed to be completed in 1876, was a family home for the Charles F. Koesters, one of the town's oldest families. (Figure 7) The original owner and builder of this classic Victorian building, Charles F. Koester, came to Marysville as a young man in 1859. Born in Hesse-Cassel, Germany, in 1843, this young man was only seven years old when his family came to the United States in 1850. The family was reportedly first settled in Chicago or Cincinnati. The family settled in Marysville in 1866. A few months after the Koester family arrived in Marysville, Charles' mother purchased several plots of land, which is now Koester block.

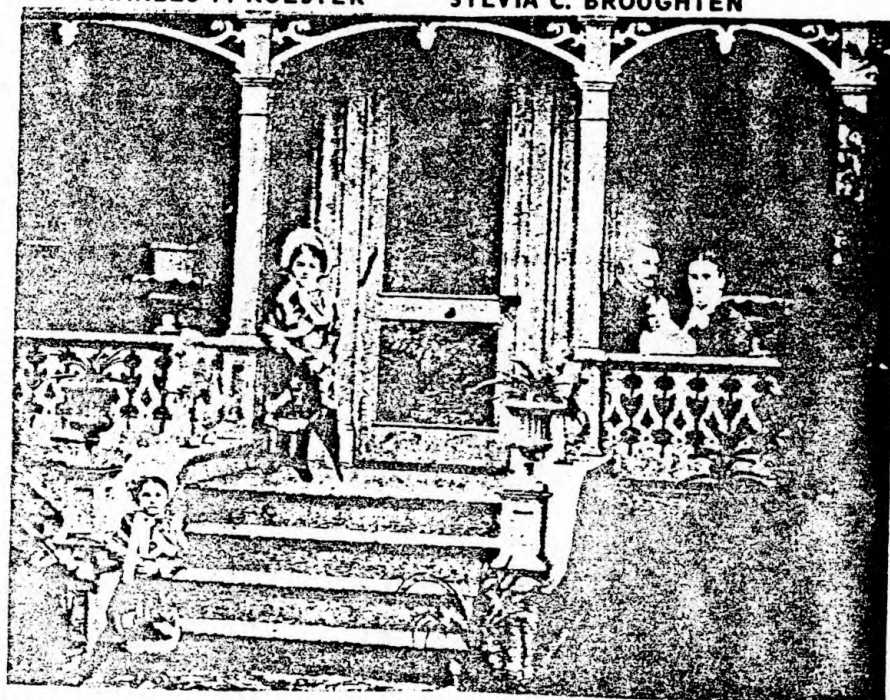
From the very beginning of his business career, Charles Koester was associated with his brother-in-law Frank Schmidt, who was the organizer of their business ventures. At first they were engaged in extensive mercantile business. In 1870, they established the Exchange Bank of Schmidt and Koester, which became the town's leading financial institution. Koester became the president of the bank three years later.

Charles Koester was also very active in local political affairs. He served four two-year terms as county register of deeds and then two terms as county treasurer. In 1872 he was appointed to a three-member state commission to revise the tax laws of Kansas. In 1876, he was a member of the Kansas Commission to the Centennial Exposition at Philadelphia. The



CHARLES F. KOESTER

SYLVIA C. BROUGHTEN



FAMILY PICTURE — Mr. and Mrs. Chas. F. Koester sitting on the front porch of their home, holding their only son, Chas. J. D. between, taken shortly before her death in 1883 from consumption. Tinnie, the eldest stands on the porch and Jennie is on the sidewalk.

Figure 7: Photo of the Koester Family

Source: Marshall County Historic Society

Koesters traveled to the exposition on their honeymoon. He was a town councilman in 1877 and served as mayor in 1878 and again as mayor for several terms in the 1880's.

Charles Koester was one of the most influential men in commerce and politics in the city. His house, together with its magnificently landscaped grounds, was one of the landmarks in Marysville and Kansas.

Koester House Museum (Figure 8-12)

The original house was said to be a small two-room building located in the southwest corner of the Koester block. By late 1874, Charles' parents had died, and his only sister had married Frank Schmidt, who had started Marysville's first bank in 1870. Charles began rebuilding the house that year and finished it prior to his marriage to Sylvia Broughten. The couple had three children, Tinnie, Jennie and Charles J.D.

The Koester house is a square-shaped, two-story frame structure with white siding. The roof, which basically consists of two intersecting gable roofs, is of wood shingles painted green. There are three intersecting gables on the north and one on the east. Three red brick chimneys break the roof line. The porch was originally only on the east side, but it was extended around the north front. (Figure 11) The porch is now supported by square columns and has a railing around it. The windows are all slim rectangles trimmed in wood. The only major change to the exterior was the second floor sleeping porch added to the east side in the early 1920's. The



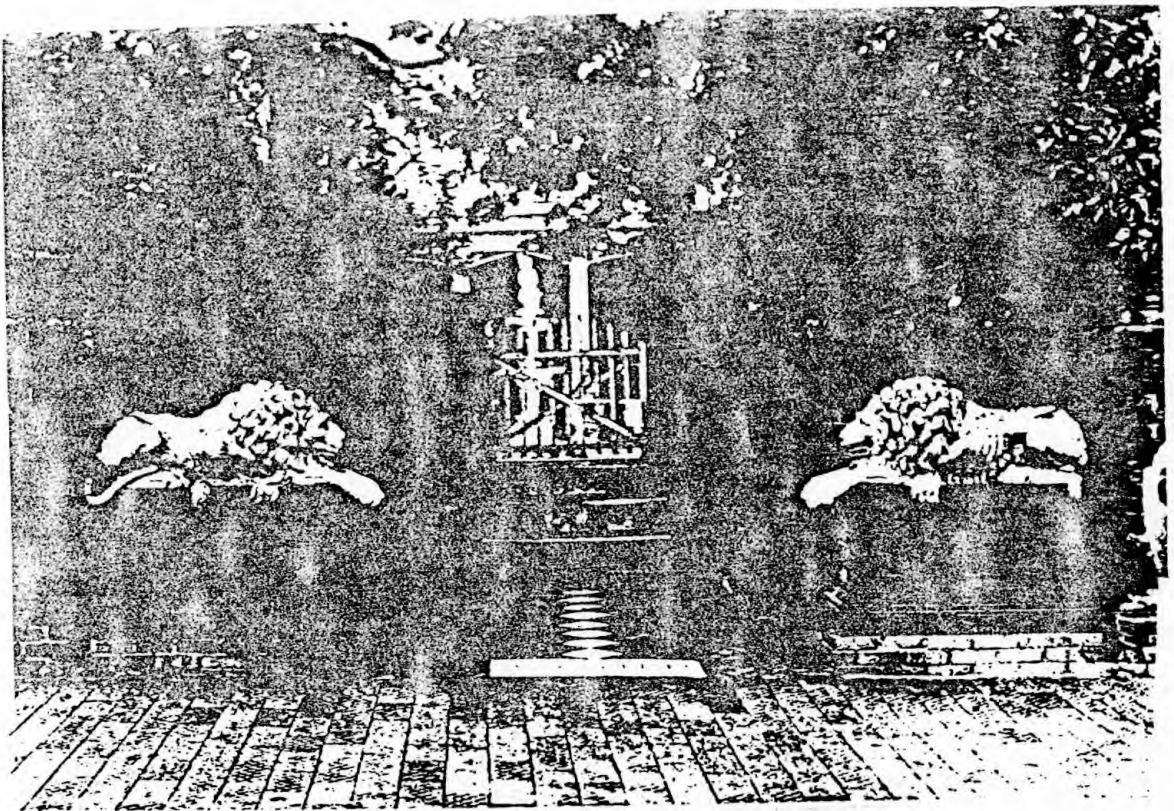


Figure 8: North Entrance of Koester Museum

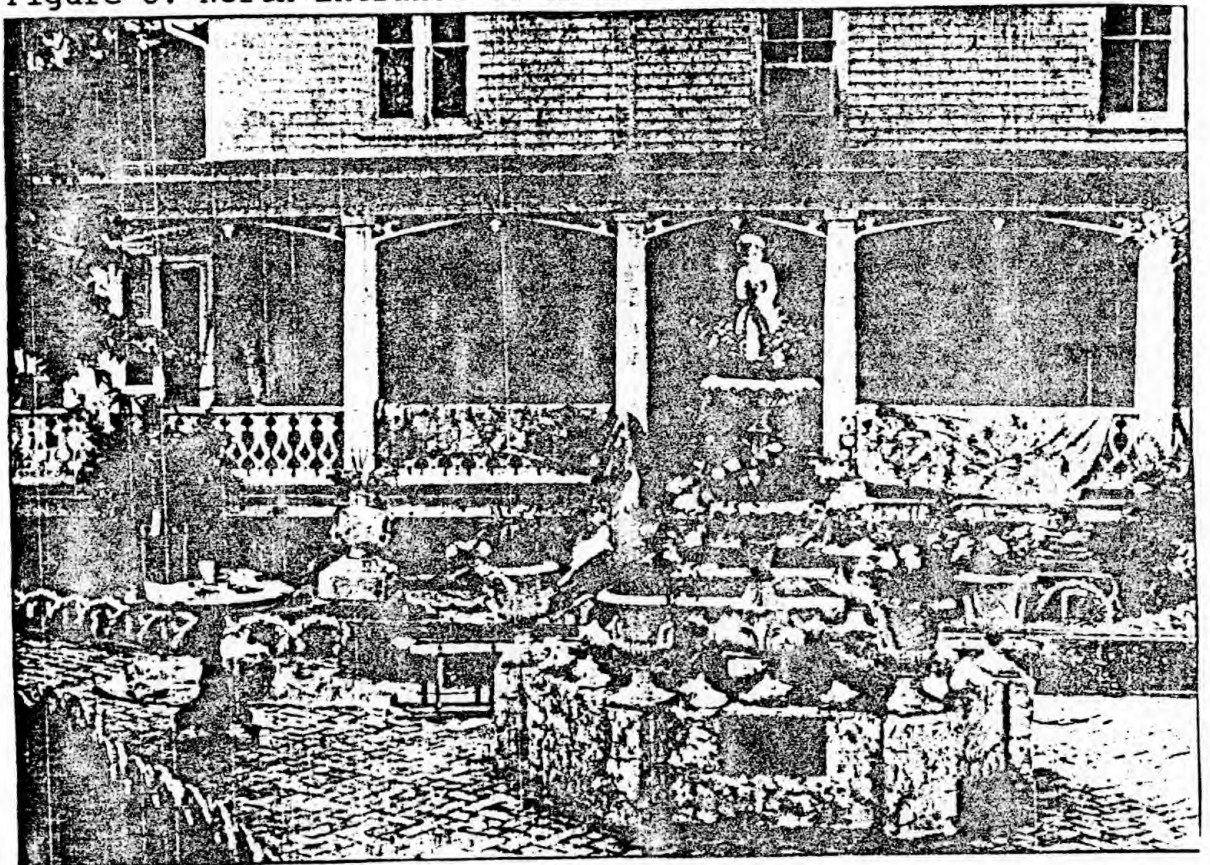


Figure 9: View of Victorian Garden

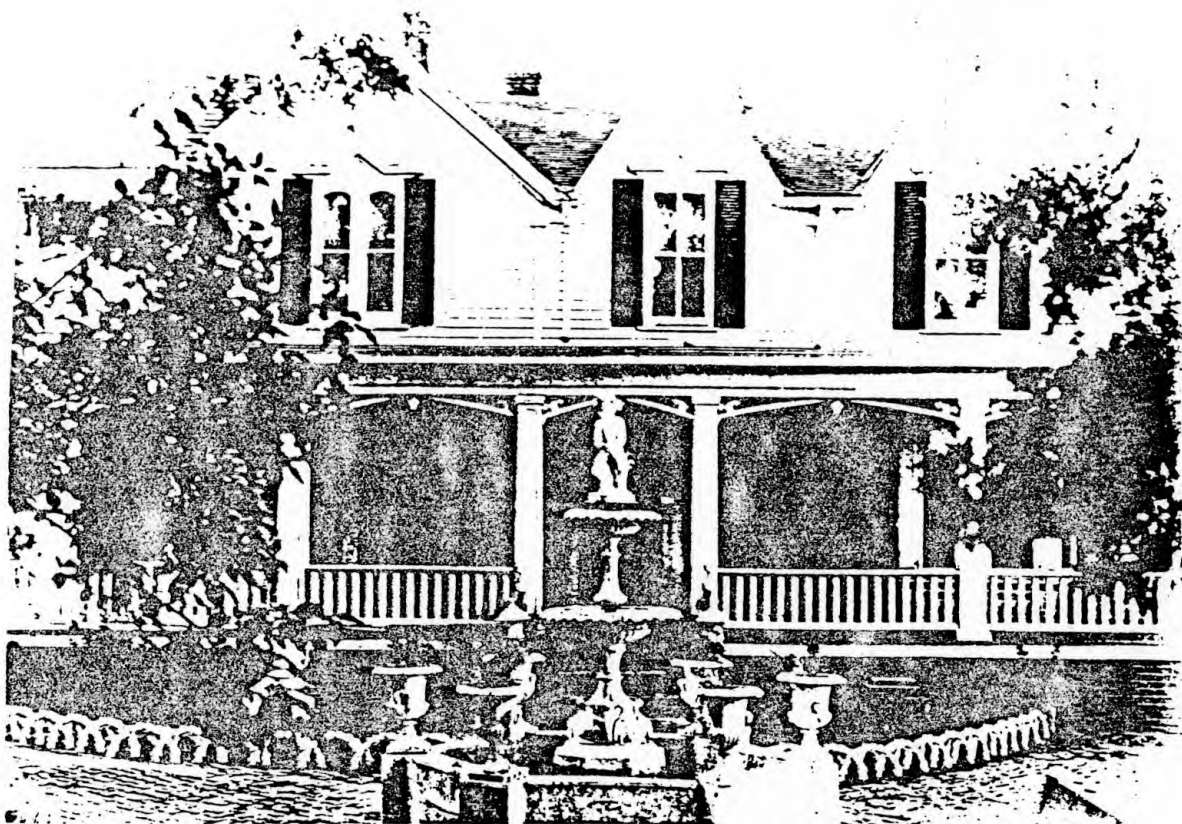


Figure 10: North Facade of Koester Museum

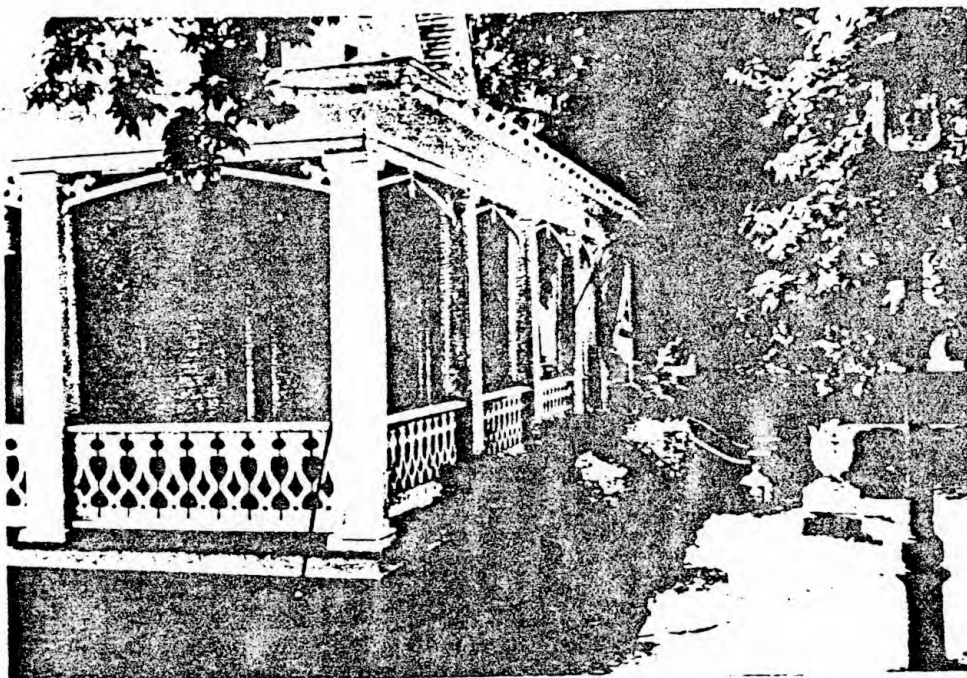


Figure 11: Front Porch of Koester Museum



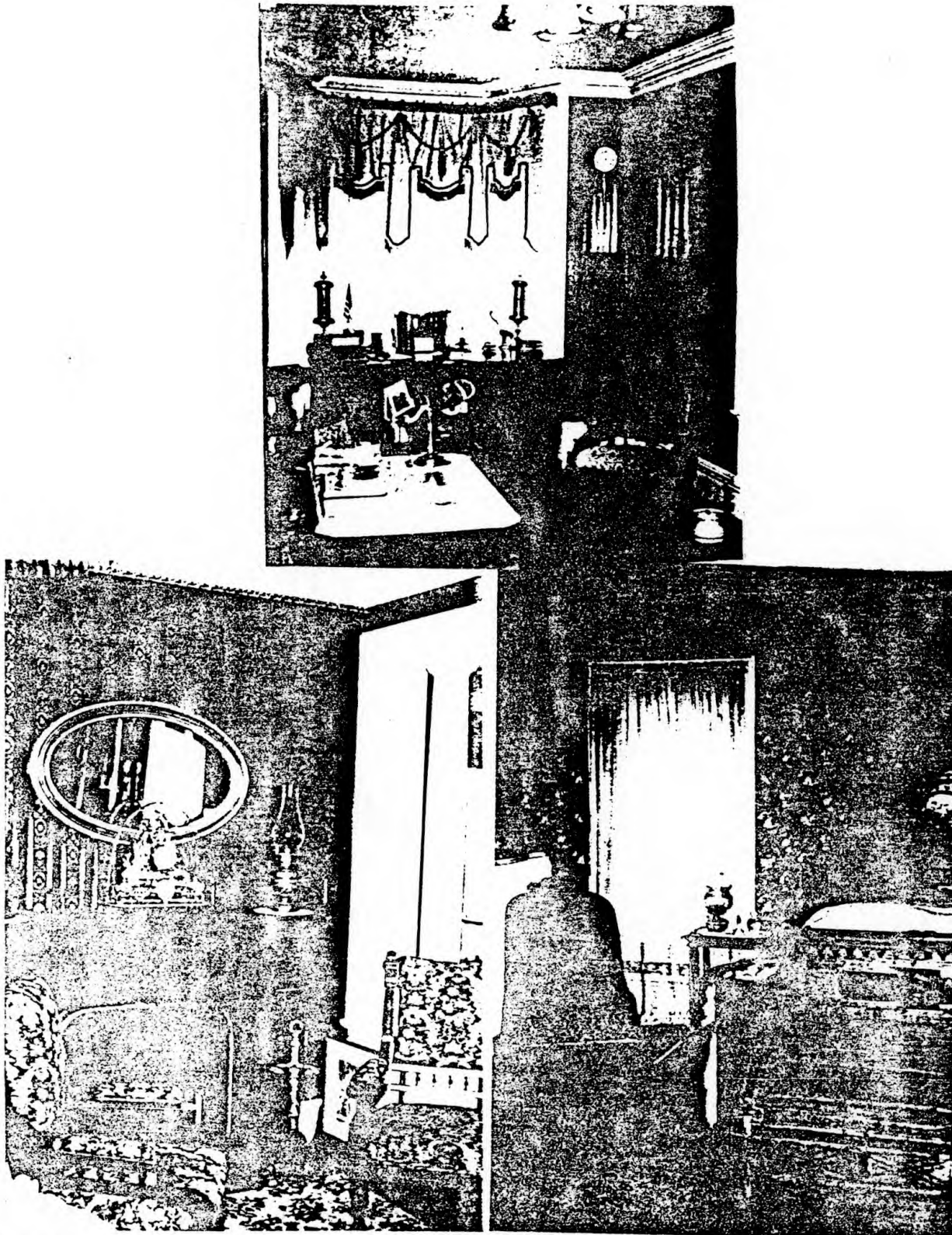


Figure 12: Interior View of Koester Museum

five -foot high brick wall surrounding the property was not original; it was constructed in the 1880's. Two entrances to the Koester house are guarded by cast-iron statues of animals, two lions at the north (Figure 8) and two dogs at the east. All the interior has been returned to the Victorian era, and the furniture in the house was used by the Koester family. (Figure 12)

Charles Koester lived in the house until his death in 1902. His wife died in 1883, leaving him three young children to raise. The youngest daughter, Jennie Lee, married Arthur J. Scott, and they made the house their home. Mrs. Scott lived there until her death in 1964. The house, which was filled with antique furniture and Victorian artifacts, stood unoccupied for a decade after the death of the widowed sisters in 1957 and 1964 until their heirs donated it to the city in November 1972, exclusively for use as a museum. After completion of the restoration work, the house, with the interior furniture of the Koesters', was opened to public in 1973. The rest of the Koester block, which houses several local businesses, the Koester Restaurant, and Koester garden. was deeded to the city in 1977.

#### Koester Restaurant (Figure 13-18)

A new house was built south of the first house for Charles J.D. and his bride, Hyacinth Pulleine, in 1906. Charles J.D. was born in 1881, and was 20 years old at the time of his father's death. The couple had two children:

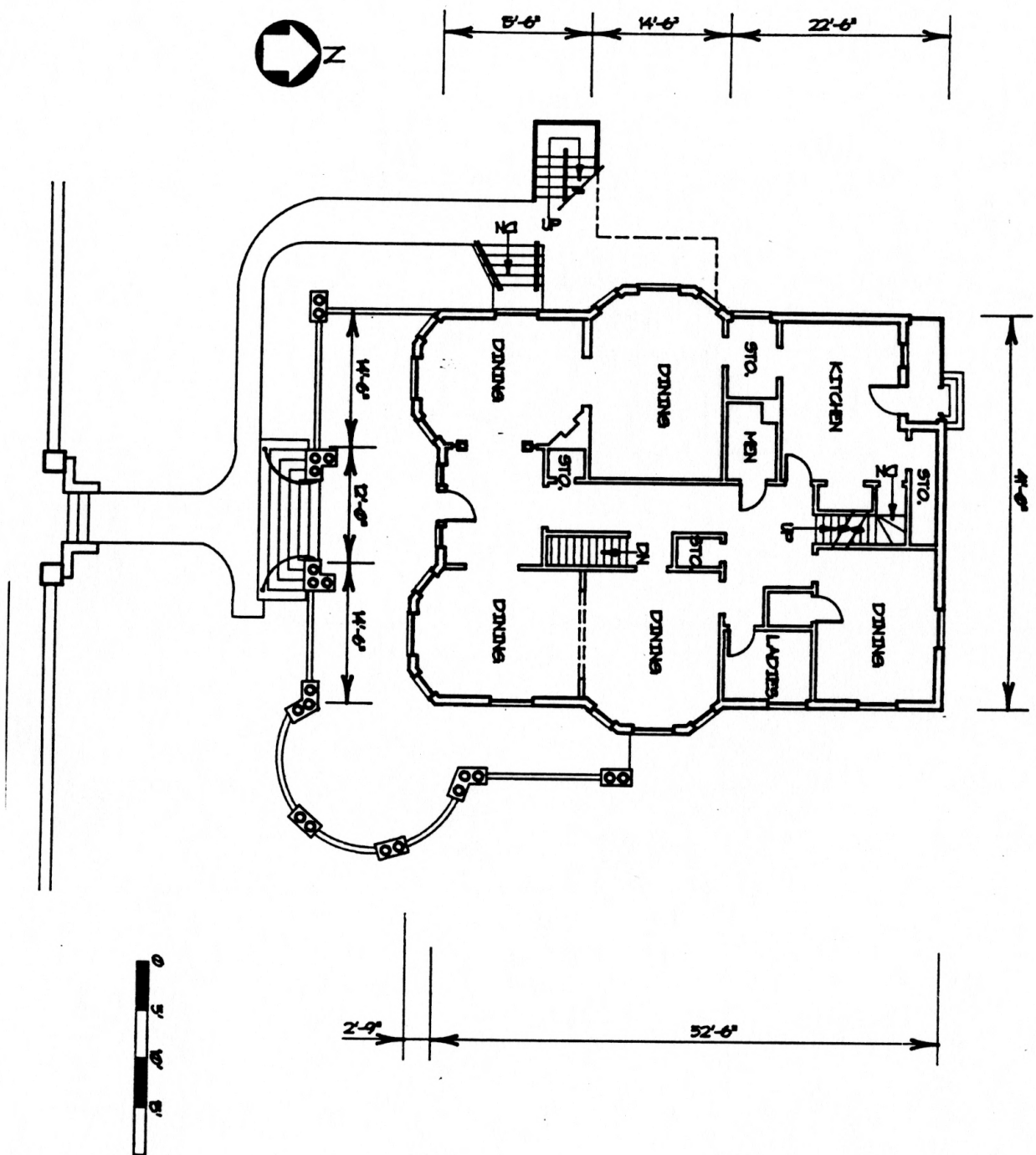


Figure 13: First Floor Plan of Koester Restaurant

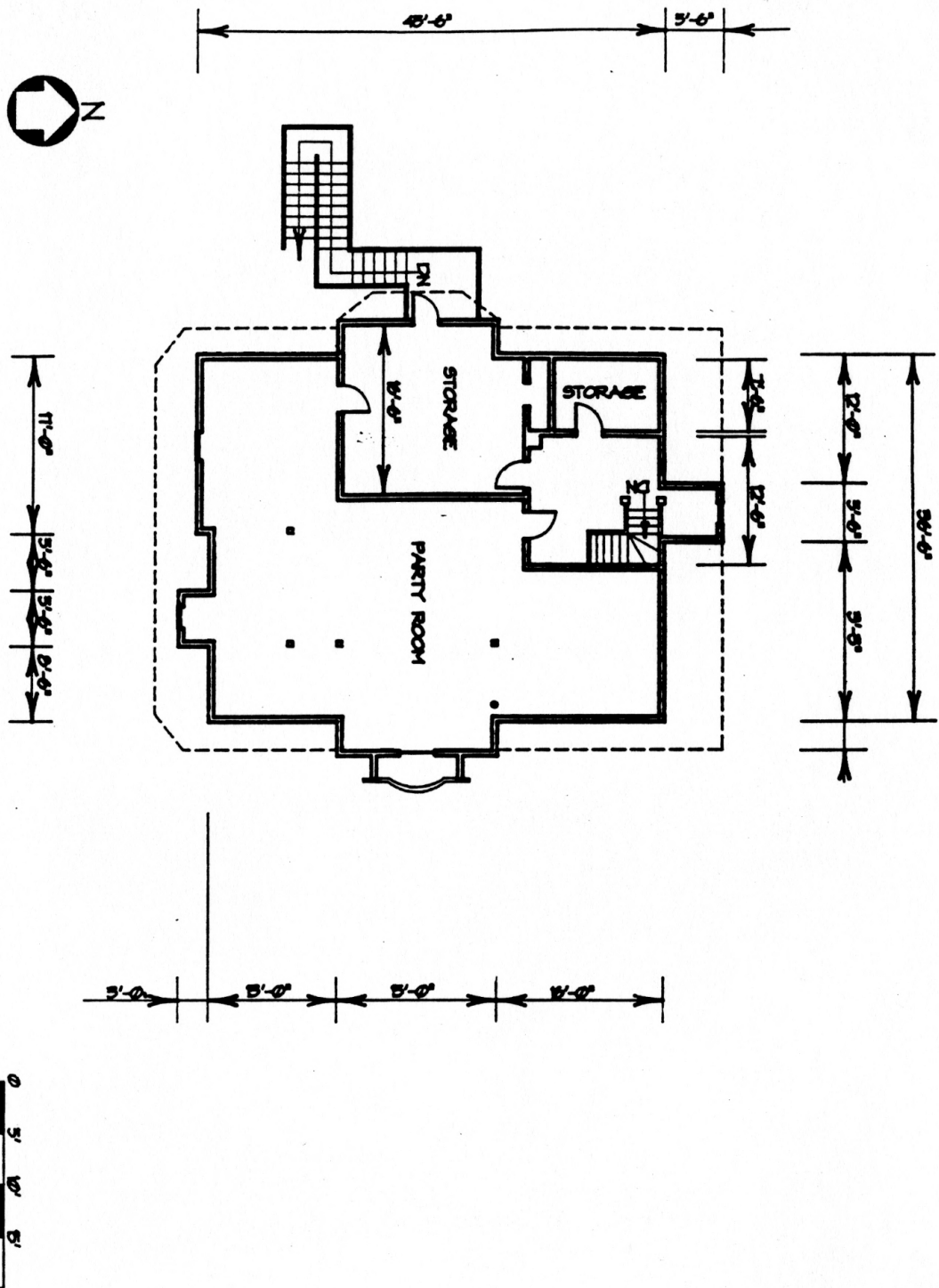


Figure 14: Second Floor Plan of Koester Restaurant



Figure 15: South Facade of Koester Restaurant



Figure 16: View of Koester Restaurant from Southeast



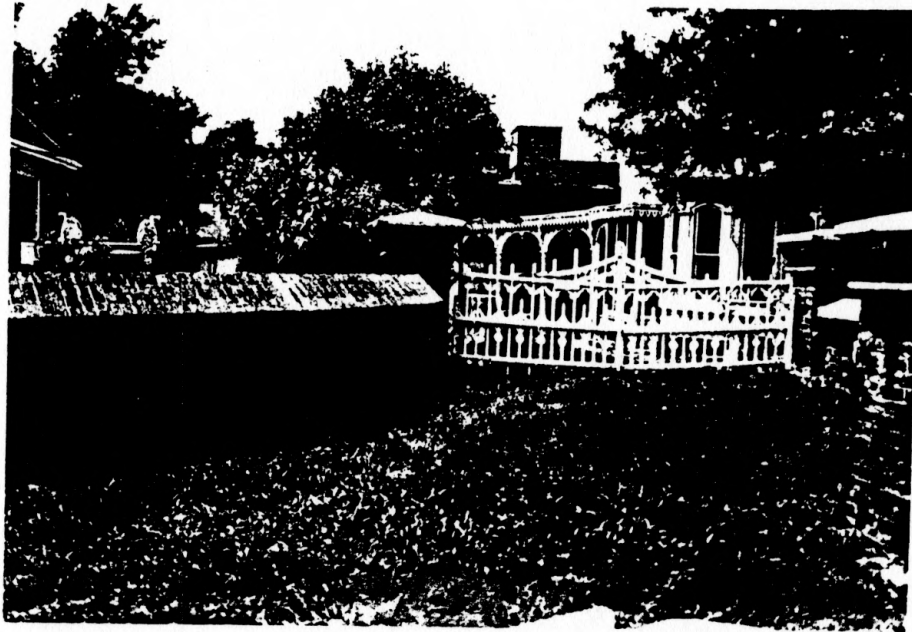


Figure 17: East Entrance to Koester Restaurant

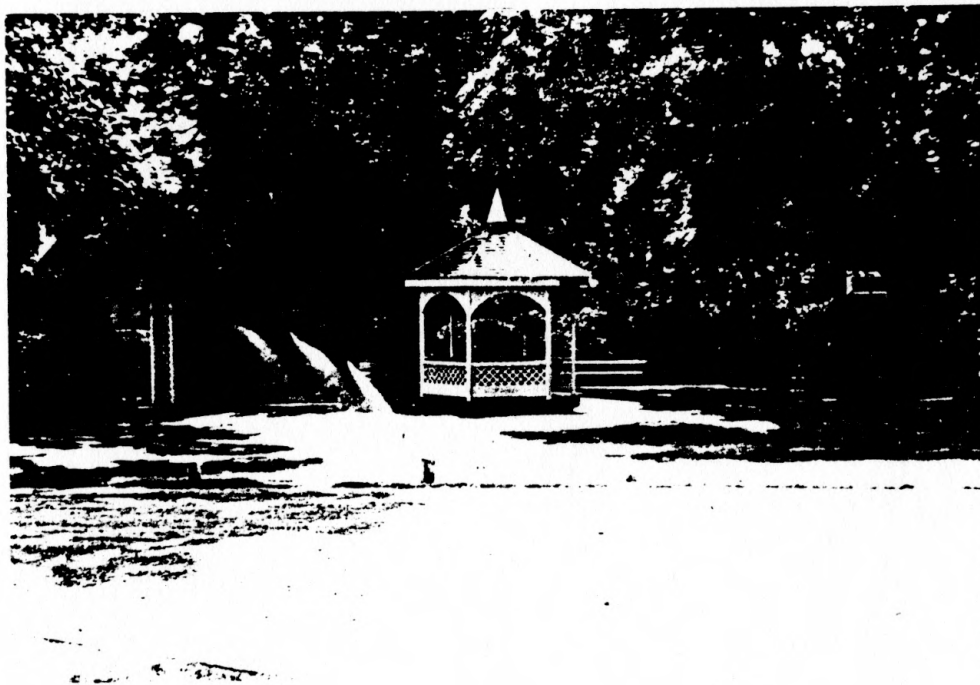


Figure 18: Koester Park and the Gazebo

Charles W. Koester and Julia Koester King, who were responsible for the gift of the house to the city.

The later house, built from tan brick and native stone on a solid foundation and full basement, stayed vacant for a time after the death of the young Charles couple, and was approved to be operated as a restaurant in 1981.

The house is eclectic in style, with a Queen-Ann-style form and classical-style details. The oak woodwork, beveled leaded-glass windows and tiled fireplace are evidence of the prominent family's gracious lifestyle. The carpet and window treatments are in keeping with the post-Victorian style of that era. The Oak Door Lounge was once a cellar that housed a coal-fired furnace used to heat the home.

#### Summer Kitchen and Koester Yard

Located to the southwest of the Koester house, the irregularly shaped, rectangular white-frame structure is connected to the Koester house by a long covered walkway. (Figure 20) It contains a summer kitchen on the eastside, a storage room in the middle, and an ice house on the west. (Figure 21)

The summer kitchen was a must to survive the Kansas summer before air conditioning and modern household equipment was invented. The Koester house summer kitchen is in the back of the house, reserved for the activities of cooking, baking, canning and preserving in the hot summer time of the 1870's.

The ice house was used to hold ice for family use in



Figure 19: Yard around the Museum

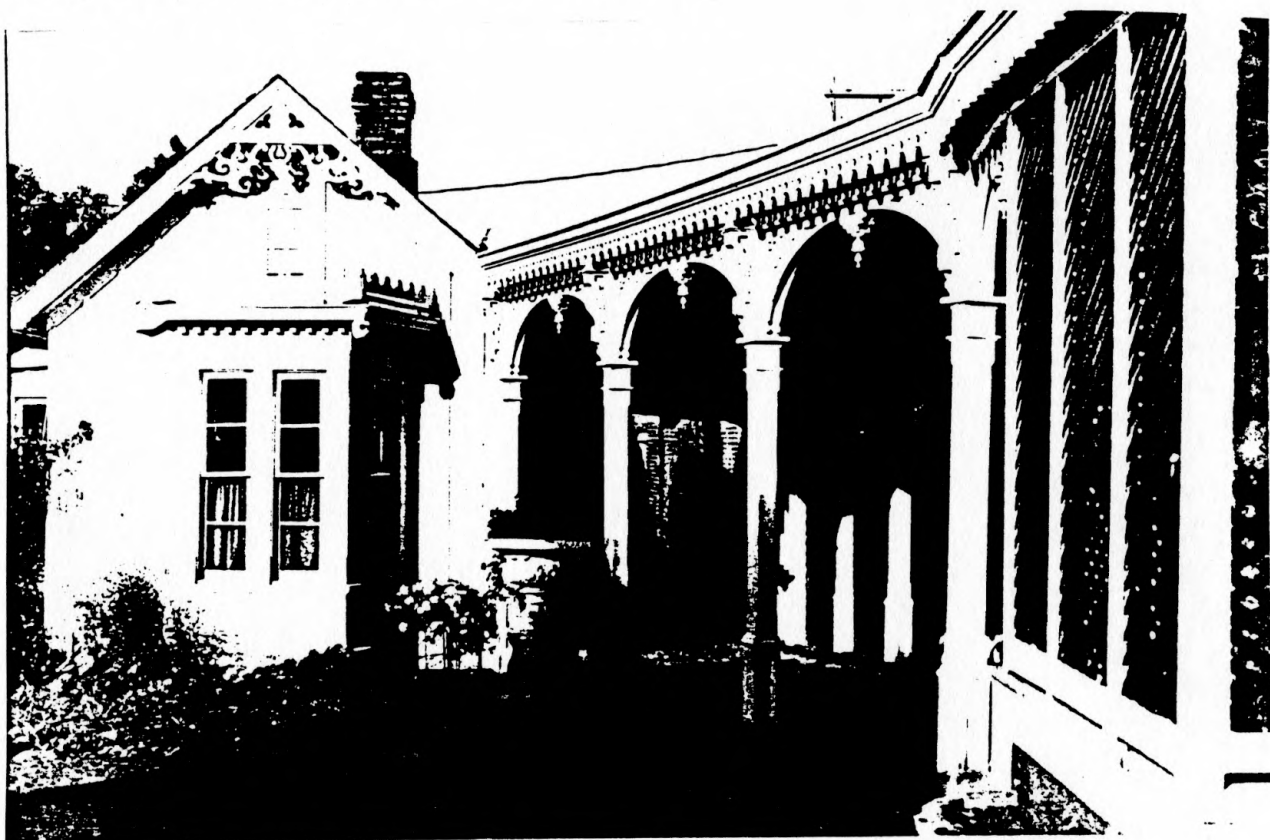


Figure 20: Portico in the Rear of Koester Museum



Figure 21: Back View of Summer Kitchen



Figure 22: Breezeway and Stable

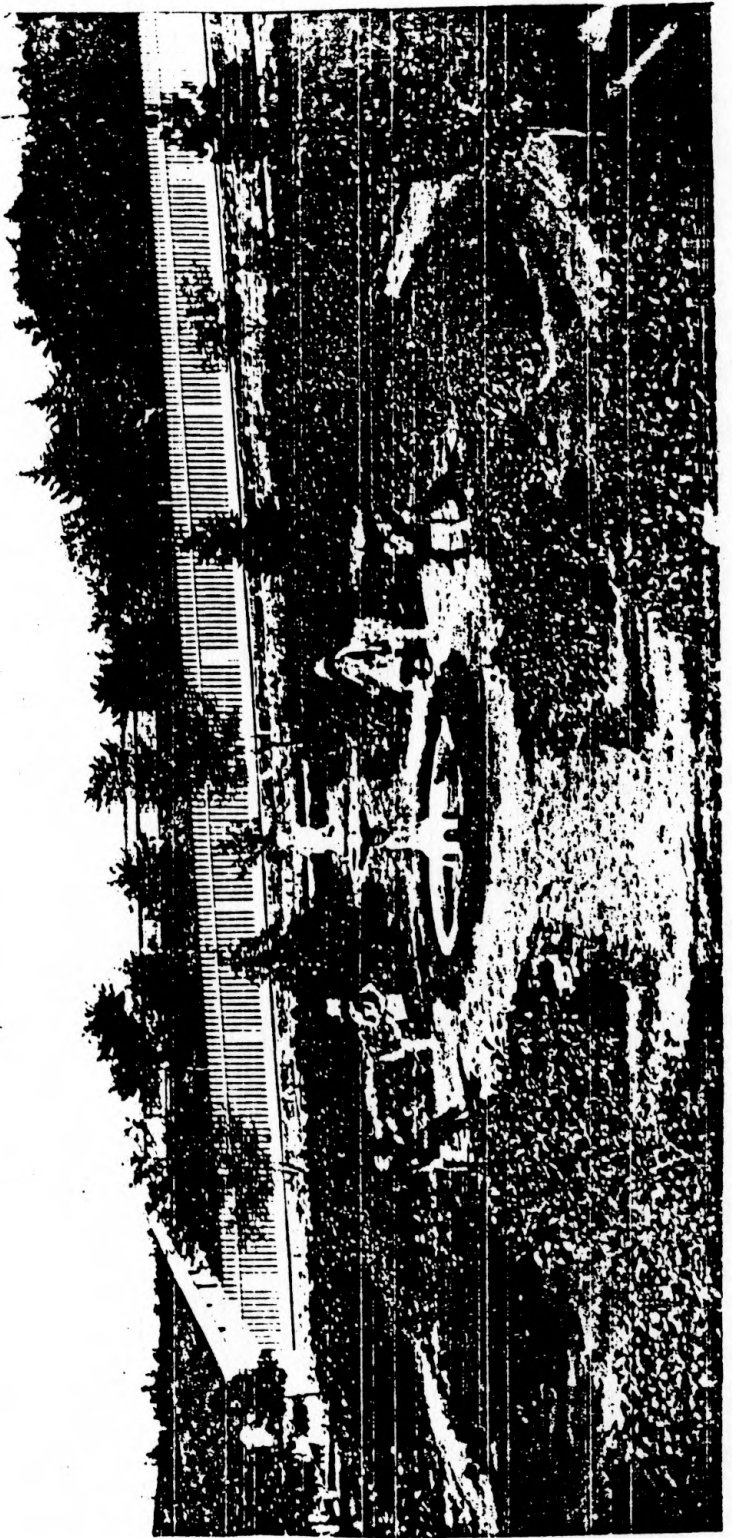


Figure 23: Koester Park in 1880



summer. The ice was cut in the extreme bitter months of winter and hauled by team and wagon to the ice house. Insulation for the ice house was oat and wheat straw, which kept the ice from melting when summer temperatures soared. When the motor age arrived, the ice house was converted into a garage, as the Koester family was among the first in Marysville to own a car.

Another significant part of the block is the Koester Yard, a Victorian garden between the two houses. The lots on which the house sat were carefully laid out with walks, flowers, trees, shrubbery, and fountains. The garden was reported to be celestial and was taken care of by an immigrant German who got his training at the Royal Provincial Gardens in Munich. (Figure 23)

The garden no longer has the plantings and appearance which was so beautiful at the turn of the century, but it is still quite impressive. Fountains, Grecian statues, urns of flowers, lacy-patterned settees and chairs, and some animal statuarities make the garden a beautiful space to rest and work. (Figure 19)

The crouching marble lions at the front (Figure 8), the pair of dogs at the east entrance, and other statuarities in the gardens have often been the subjects of artists' sketches and photographers' lenses. In the spring, when the lilacs that border the paneled brick wall bloom, their scent permeates Broadway.

The name Koester is cut in the stone pavement at the

entrance to the gardens, and the family name is memorialized in this splendid gift for the city and entire community to enjoy.

### Commercial Buildings

The three brick buildings (Figure 24) on the northwest corner of the block were built in 1870 (Post Office building), 1880 (Koester block building), and 1929 (Montgomery Ward's building). Walter Boschen was the architect for Montgomery Ward's building. There are several brick storehouses on the alley in back of the three buildings that were used to store coal and wood.

The two-story Post Office building (Figure 25) on the east side was built to house the post office and the Wells Fargo Agency, and Masonic offices for lawyers used to occupy the second floor. Now, the Duldogg Barber Shop, a beauty salon, and a photography store rent the first floor, and the second floor is empty.

The three story commercial building in the middle was constructed for Masonic bodies and the Otoe Independent Order of Odd Fellows. The second floor was used as offices for physicians and lawyers for a long time until the 60's. The masonic bodies moved out in 1962, and the top floor has been vacant since then. The Maxwell Shoe store is now using the east half of the first floor, and the city library is now using the other half of the first floor.

The two-story Montgomery Ward's building (Figure 26) has

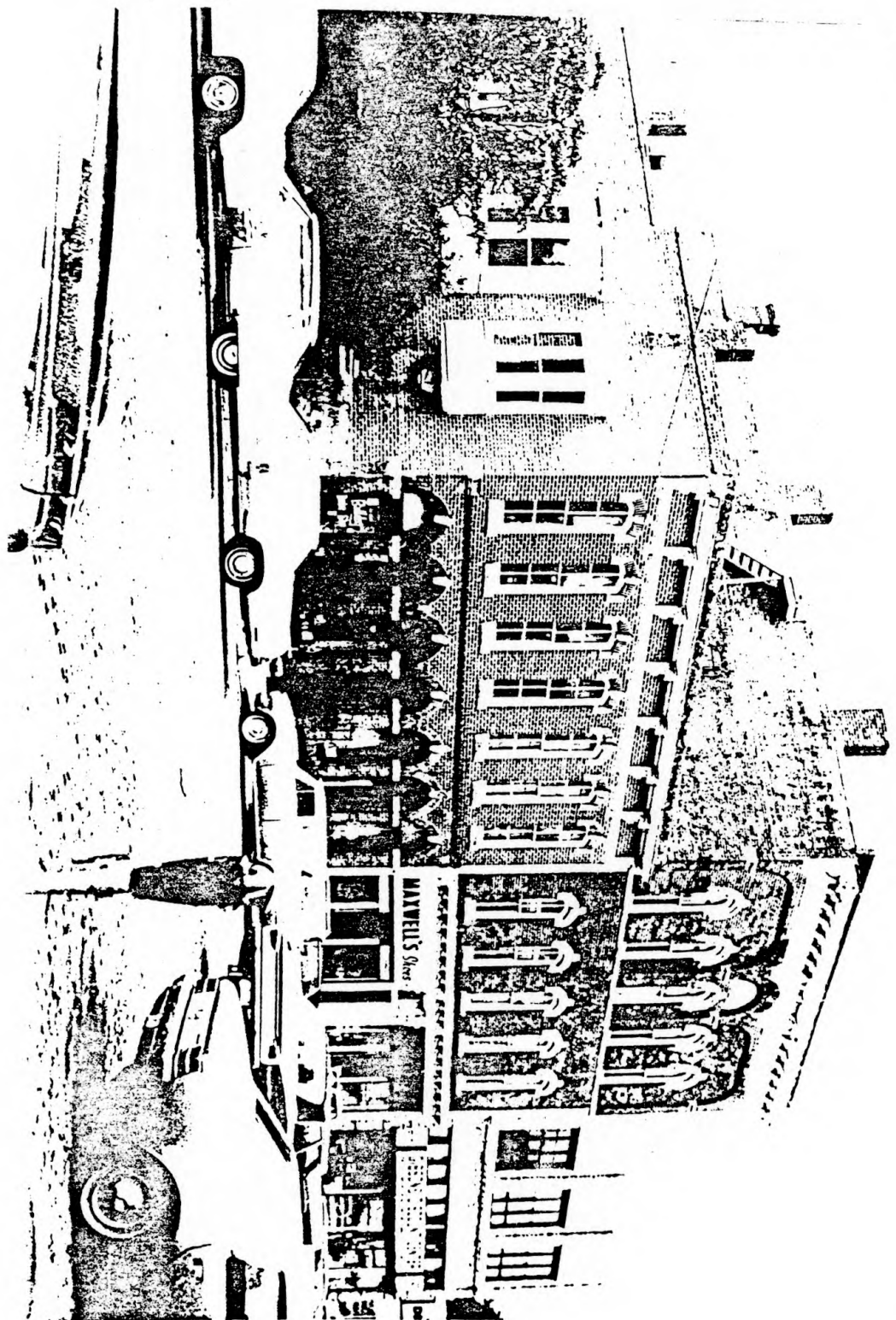


Figure 24: View of Commercial Buildings from Northeast



Figure 25: Post Office Building



Figure 26: Montgomery Ward Building

been rented by Gibson's Discount store since 1969, when the Montgomery Ward department store closed.

The three business buildings and the two Koester's houses have been changed very little since the original construction and are basically structurally sound. In 1981, the Koester Block Historic District, including the two Koester houses and three business buildings, entered the National Register of Historic Places.



## **Chapter Four**

### **PLANNING AND PRESERVATION ISSUES IN MARYSVILLE**

#### **Survey and Analysis of the Existing Conditions**

In this section some important elements of a comprehensive plan will be examined and analyzed. Because the preservation must be part of the whole planning process, the survey and analysis of such information is important for the formulation and organization of a preservation program.

There are two sources of information: the Marysville Comprehensive Plan by the Department of Regional and Community Planning, Kansas State University, and other documents the author has studied in the Marysville Public Library.

#### **Economic Base**

The economy of Marshall County and Marysville is heavily dependent on agriculture. These income-producing establishments include agri-business, agriculture and products, several manufacturing establishments, and a major railroad line that is the largest employer in the city.

Agriculture has shown an increase since the 1970's in the value of field crops and livestock. The average annual increase from 1970 to 1980 in value of field crops was over 50 percent, in the value of livestock over 20 percent. Total agricultural production in Marshall County has averaged more than 20 million dollars annually in recent years. Since the economy of the region relies so heavily on agriculture, the community is noticeably affected by each fluctuation in this

industry.

Gypsum is the major mineral resource mined in the county. It is widely used in the manufacture of wallboard and as a retarder in Portland cement.

As for the retail businesses, they include Coca-Cola and Pepsi-Cola Bottling Companies, hatcheries, ready mixed concrete and construction companies, processed meats, vaults and burial vaults, processed grains, and seed and feed milling. While this sounds like a lot for a city of this size, the list is not exhaustive and it is recommended that businesses from other states ought to be attracted to this community.

#### Population

An important element in terms of planning is the analysis of past, present, and future population changes and patterns. The population change will generate needs for housing, transportation, social life and so forth. A thorough and explanatory knowledge in terms of population factors within a given community will reflect such needs as recreation, governance, and education, which are highly instructive patterns that permit planners and designers to study and plan for land use, and civic facilities.

From the overall view, the population losses over the years have outnumbered the gains. In the history of Marysville, the movement of population was due to increased western settlement and homesteading. The county had its

greatest increase in the 1900's, and then it was less marked in the 1930's. While some immigration must have taken place in Marysville, the out-immigration by far exceeded the former.

One of the paragraphs in the Marysville Comprehensive Plan is reprinted here because it not only makes clear the population trend in Marysville but also adds some consolidation to the general study of the small town:

Marshall County lost population from 1930 to 1960 at a very rapid rate. In 1930, the population was 22,853 and in 1960 it was 16,562. This trend is expected to continue until late in the planning period when the population growth in one or two of the cities of this county will begin to offset the out migration from the county. This county being an agricultural oriented county must face the fact that agribusiness is continuing a down-hill trend because of farm mechanization and consolidation. The evidence being shown now is that there will be a little shift in the agricultural losses of the future so this county, like most agricultural counties, must look forward diversification in order to provide the jobs necessary to alter the trends in population decreases. There is a national trend towards centralization of population in order to stop the chaos that is occurring in major urban areas. Should this become a national policy then Marshall County can be in a favorable situation of possibly attracting new diversified industries.<sup>28</sup>

### Transportation and Traffic Systems

An adequate transportation system, allowing the free flow of vehicular and pedestrian traffic, is essential to the well-being of a community.

Marysville does not presently have a long-range transportation plan, all street design and engineering is being done by a private consultant.

Marysville appears to have a system typical of many smaller citities. The regional highways (U.S. 36 and 77) serve



Figure 27: Union Pacific Railway

as arterials and the remainder of the traffic network function as local. Most of the streets are surfaced. Virtually all streets are lined with adequate curbs and guttering and only a few are thought to be in need of other than routine maintenance. Traffic control, signing and signaling are thought to be adequate throughout the community with the exception of the Central Commercial District.

The Union Pacific railway runs every 15-20 minutes (it takes 4-5 minutes for the train to pass). (Figure 27) These create traffic problem for local people and block the connection between different parts of the city.

#### Aesthetic Problems

The vehicular pathways through the city are lined with many interesting examples of late nineteenth-century architecture and well-maintained commercial structures. However, there are also several problems that need to be addressed to improve the visual quality. First, very little has been done with visual elements to capture the rich history of the city; second, several visually different areas within the city lack defined visual edges; third, the topography and natural landform have been largely ignored in the development of the community; fourth, uncontrolled signing and overhangs create a visual clutter, detracting from the visual unity. A visual design plan is highly recommended.

Facade design is a critical element for downtown improvement. Visual improvements are often undertaken by





Figure 28: View of Broadway from West



Figure 29: View of Broadway from East



Figure 30: View of Center Street from Southeast



Figure 31: Corner of Broadway and 8th Street

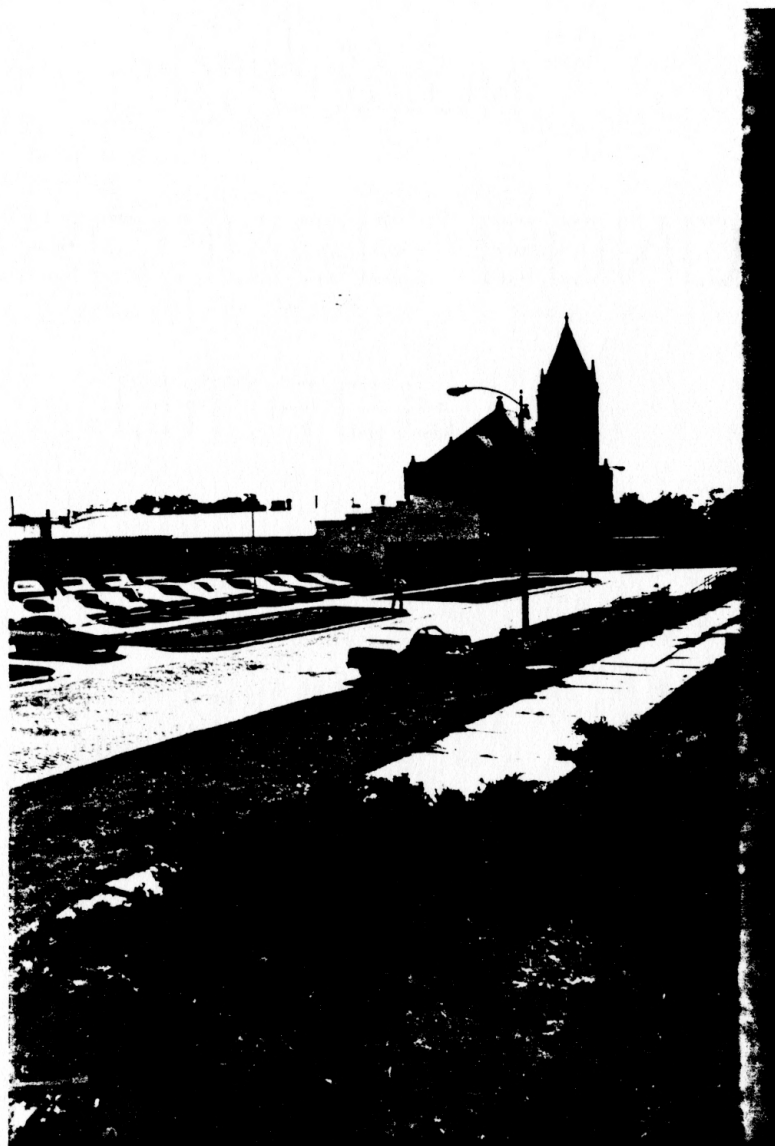


Figure 32: Historic Courthouse from a Distance

property owners operating businesses; owners virtually always renovate their buildings in the hope of stimulating economic activity. Unfortunately, even the most well-intentioned business owner can make inappropriate design choices in an attempt to "modernize" and create a new commercial image. The resulting appearance sometimes has a negative effect because it doesn't create an image that attracts customers and contributes to the appearance of the downtown district as a whole. (Figure 28 & 29) It is recommended that basic design principles and preservation information should be available to businessmen so that they can make well-considered and preservation-minded decisions about design improvements.

The strong architectural character of old buildings in Marysville is a important element in townscape. We can find nice integration of building height, material, color, and decoration details. But business sign and facade usually do not show enough respect to the historic context. (Figure 30, 31 & 32)

There is no local program for the identification and preservation of historic structures, and there are several structures which are extremely interesting that are not protected by listing on the Kansas and National Historic Register.

A very sad event in Marysville was the destruction of Old St. Gregory Catholic Church in July, 1976. The church used to be the second most important feature and focal point of

Marysville's horizon. Because the church needed an estimated \$350,000 in repairs, the government conducted a survey and the majority of the population okayed its destruction. Whatever the case might possibly be, it is a shame and a disgrace that the old church was not repaired. What has been destroyed cannot be rebuilt. This regrettable act provides a negative example but it supports for preservation in small towns.

### **Historic Landmarks in Marysville**

#### **Pony Express Museum**

Built in 1859 by Joseph Cottrell, it is the oldest building in Marshall County. It is also the only remaining barn of the Pony Express within the United States. Presently it is a museum and belongs to the city. The museum holds many items having to do with the Pony Express in particular and horse equipment in general. (Figure 33)

The Pony Express system was inaugurated in April 1860. The St. Joseph-to-Sacramento run covered 1,966 miles. The system lasted only 18 months when it bowed out to the faster-moving telegraph. An article published by the Pony Express museum is reprinted here since it provides answers to many questions about mail delivery at that time and helps one understand the life at that time. (A copy of the following may be obtained free of charge while visiting the Pony Express Station located at South Ninth street in Marysville.)

This is Pony Express Country: Born of a necessity for speeding the mail across the western wilderness, the Pony



Express system was inaugurated April 3, 1860. On a pleasant afternoon 111 years ago Johnny Frey dashed away on a fleet pony from the post office in St. Joseph, Missouri to a barge on the Missouri river. Ferried across the stream he continued on his mount westward through Elwood, Cold Springs, Troy, Lancaster, Kennekuk, Granada, Log Cabin, Seneca, Guittard Station, and the first home station in Marysville. In the only Pony Express barn still existing in the United States, Jack Keetley was waiting for the rider to be on its way. About 11 p.m., on the road leading to Marysville from Carden beyond South Tenth street there was the blast of a bugle and the clatter of hoofs. Keetley knew that the fast mail of the time was near. Within moments down what is now the alley between the Exchange bank and the Marysville Advocate buildings galloped the shorting red-nosed horse laden with rider and mail. There was shouting from the small crowd of persons present here that night. The mail was changed to the waiting horse, Keetley mounted and galloped away in the night to the west end of Calhoun street. There he was ferried across the river. The mail was off to a good start for Sacramento, California.

Several months of preparation preceded the inauguration of the mail service by Russell, Majors and Wadell of Atchison. With many years of transportation experience behind them, plus good financial backing, they were familiar with the rough country traversed by the train. To make the system possible the promoters had to purchase 400 horses which could be ridden. Part of these came from Missouri, Utah, Iowa and California. All could outrun the poorly-fed horses used by the Indians. In addition the promoters had to provide for 39 home stations in addition to the one here. These stations were 40 to 50 miles apart. The firm utilized army posts, trading posts, farms and ranches for the stations. Relay stations were arranged between the home stations where several ponies and a stock tender were stationed. These were ten to fifteen miles apart. West of Salt Lake there were 45 miles separating them.

A freight hauling operation was placed into use to set out the provisions of feed and hay along the route before it could start. This included 24 home station stops and 145 for relay stations. One hundred Pony Express riders were employed of which 80 were necessary for the daily run. The most well-known rider of all was the famous William F. "Buffalo Bill" Cody. Each rider was furnished a saddle, bridle and saddle bags to hold the mail which was securely wrapped in thin paper and then in oiled cloth. Packets of mail were limited to 20 pounds. The postage charge was \$2 per ounce. Pieces of mail were handled which carried nearly \$30 in stamps. Mail service at the start was once a week and later speeded up to

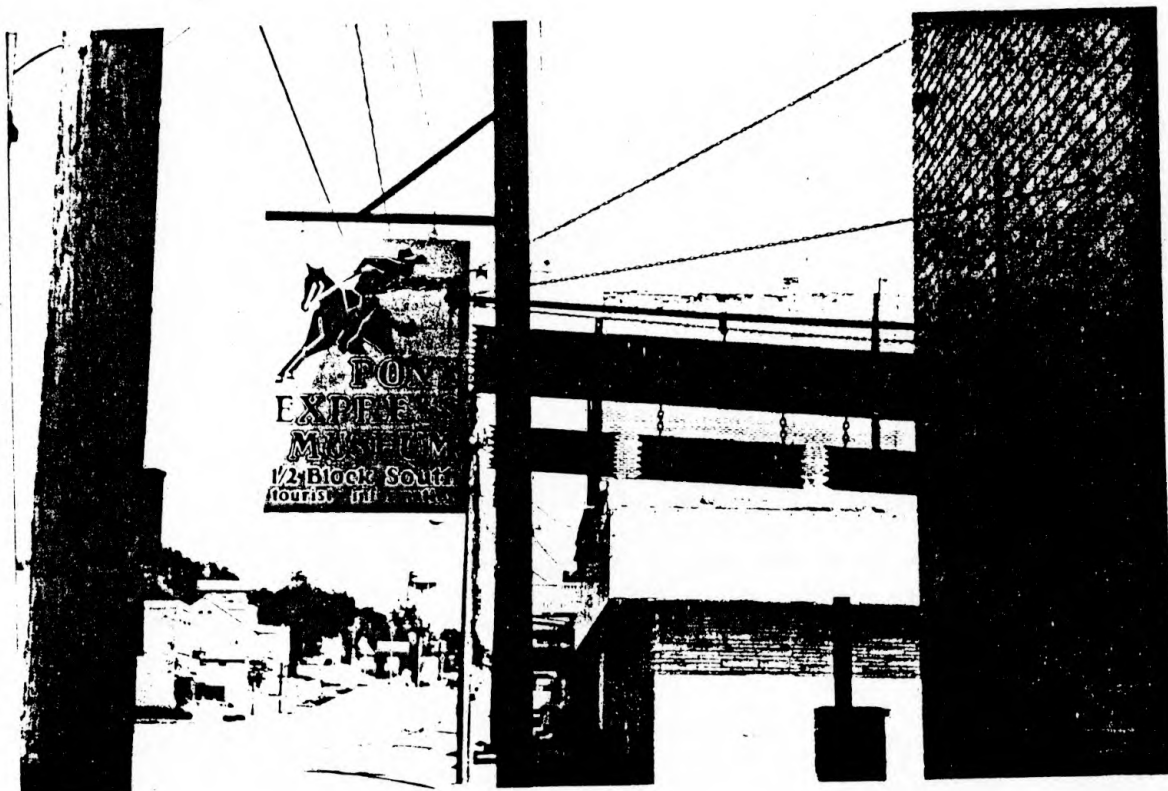


Figure 33: Pony Express Museum

twice a week. Marysville was a post office at the time having been established in 1854.

Each rider carried a small horn or bugle to use when he approached a station to alert the next rider. Usually two minutes passed for the change of riders. Once the mail was started at either end it was kept on the move until it reached its destination unless slowed by Indian attack, severe storm, cold weather and deep snows. Riders traveled 12 miles in 30 to 40 minutes, and a rider was bound to ride until he delivered his bags of mail. Each rider was sworn into service on a Bible. No rider ever betrayed his trust. Not a single packet of mail was stolen or lost during the two years the system was in operation. Once a rider was shot from ambush by Indians, but the pony went on to the next station.

Jack Keetley was a Marysville man who rode the express. He rode every mile between St. Joseph, Missouri and Fort Laramie, Wyoming, however, he usually rode the run between here and St. Joseph. On a bet one time he rode 340 miles in 31 hours between here and St. Joseph and Rock Creek, Nebraska.

Much of the life of the riders was disagreeable. They had to ride through heat, dust and fog, cold, rain, sleet and heavy snows. They often forded swollen streams and going over the mountains in winter was a he-man's job. The first packet of mail, which came through here from the west, required one hour less than 10 days for delivery. Later the riders often carried the mail in eight days, a distance of 2,000 miles. This was how two packets passed each other at Fort Laramie April 8, 1860."

### Marshall County Courthouse

This great old landmark on 1209 Broadway was built in 1891 by the City of Marysville and given to Marshall County. The ruggedly handsome building's red brick, steepled tower and slate roof have become a distinctive landmark on Marysville's skyline viewed from either U.S. 77 or U.S. 36. (Figure 34) The Marshall County Historic Society now owns and operates the building, which includes the Historic Library, Dr. J. W. Randell room and business and professional offices.

Marysville, after winning the county seat vote in the 1860's and again in the 1870's, built a \$15,000 stone



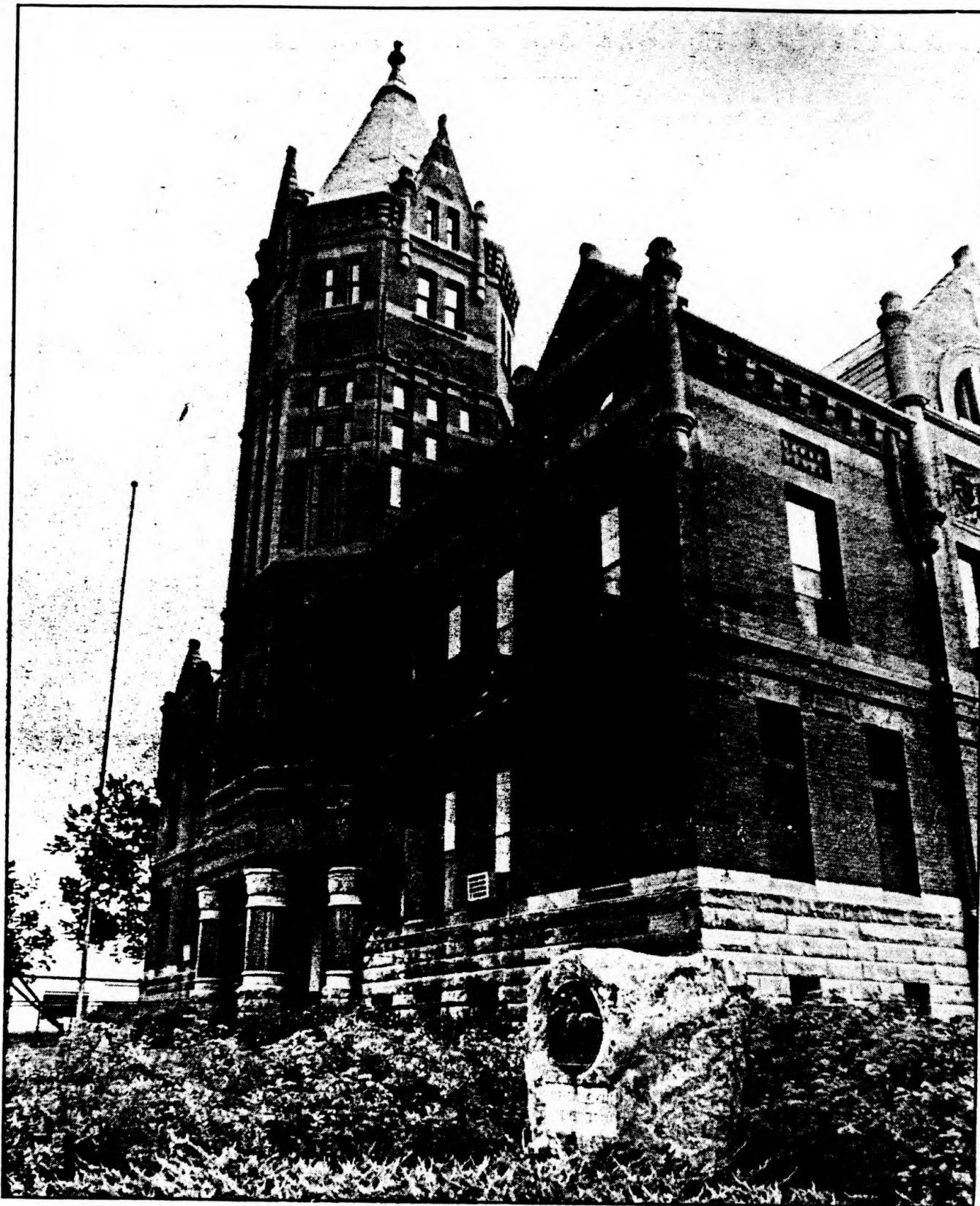


Figure 34: Historic Courthouse  
Photo by Mike Wilson

courthouse in 1874. It mysteriously burned to the ground on New Year's Eve of 1890. With a new courthouse needed, the City of Marysville collected \$20,000 and secured a bond for another \$20,000 which built the present building in 1891.

The basement is native limestone and the foundation above the ground is Bedford limestone. The walls of hydraulic-pressed brick from St. Joseph on the outside and soft Marysville brick inside are more than two feet thick. The dead air space between layers of brick are tied together with numerous headers. The building was made as fireproof as possible with more than one million bricks. Floors were formed by brick arches set between railroad rails that reach from wall to wall. Concrete fill was poured atop the brick to provide a level surface for the floor tile set in mortar.

Enameled bricks were used for wainscotting in the main lobby and stairways. The iron steps have slate treads. The roof is also slate, except the top of the octagonal tower and ventilator, which are covered with copper. the floor and steps in the tower were built of Joilet stone, polished to resemble marble.

The second floor courtroom has a 23-foot arched ceiling built of Marysville brick. There are eight stained-glass windows on the south courtroom wall.

The wide double-door main entrance is flanked by polished red granite columns topped with capitals of gray granite. The interior was finished with oak woodwork and when the new



matching oak furniture arrived in 1892, the building was ready to house Marshall County's government. Total cost of the Romanesque structure was \$43,027. Marysville's final indebtedness on the building was paid in 1941.

The historic Courthouse still acts as a dominant landmark these days. However, the commercial buildings around it are not compatible with its color and proportion. This factor needs to be considered in future development.

### **Koester Block and Adjacent Area as Town Center**

The area from Koester block to City Park currently contains the Koester House Museum, the Koester Restaurant, the Presbyterian Church, the Marshall County shops, the Evangelical Church, and some retail shops.

On the west side of the Koester Block is the Post Office (Figure 35 & 36) and Pony Express Barn Museum. Just east of the Restaurant Block is one of Marysville's best houses, the Pusch-Anderson house. This brick-faced Queen Anne house was built in 1904 for Charles F. Pusch, a German immigrant who owned a cigar manufacturing plant here.

The City Park holds Sod House, which was created by the Marysville Kiwanis Club to depict life in its earliest days in this community, and the Union Pacific steam locomotive, a 1901 locomotive which was discarded in the 1950s. Other historic items in City Park include the little Red School House and Beattie depot.



Figure 35: Post Office Building

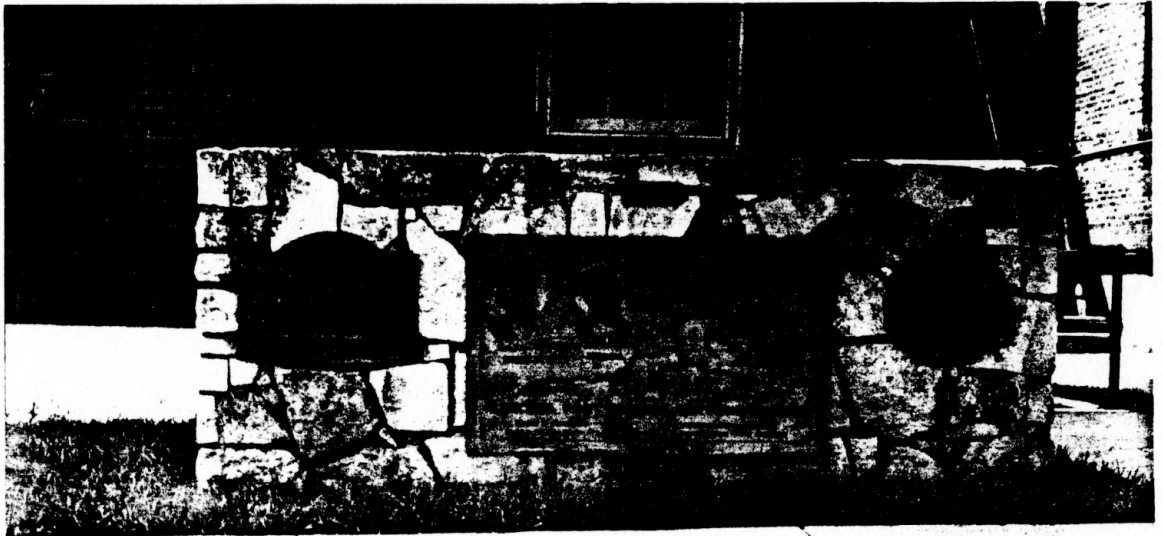


Figure 36: Historic Sign in Front of Post Office Building

This area has been a place where many citizens and tourists meet and spend their time in all kinds of social events. For the greatest number of people, this area is the most pertinent feature. The area represents what people call the downtown of their city, a point of foremost importance. Thus, this area is one of the most flourishing and photogenic expressions in the minds of Marysville residents. It is the author's intent to recommend the development of this area into a cultural center of the city which will celebrate its history, unity, and vitality.

## **Chapter Five**

### **RECOMMENDED GUIDELINE FOR PRESERVATION AND DEVELOPMENT IN MARYSVILLE**

A major reason that the Kansas Historic Society did not select the Koester Block for grant awards on the proposed preservation project was that "there was little evidence of community support for the project".<sup>29</sup> This showed that the city did not do a good job in organizing people and resources, and have not informed the people of the importance of preserving one of the city's oldest landmarks.

In addition to citing lack of the evidence of community support as reason the application was not selected for grants, some other reasons were given:

- \* The application does not show adequate research into the selected approach of the proposed project.

- \* The applicant did not demonstrate having the personnel, administrative ability, and organizational structure to complete the project.

- \* The project does not appear to be a part of a well-planned approach to the preservation of the property. Long term goals may not be formulated to a sufficient level to allow for appropriate current decision-making.

- \* The applicant has not provided evidence that efforts associated with the proposed project would result in public education about the historic preservation effort, or history in general.<sup>30</sup>

Based on the analysis of existing problems, a systematic preservation program is recommended for using the Koester Block as a leading project in the Marysville preservation plan to lead and stimulate a preservation effort in Marysville. The program should establish a reasonable scope of work to best utilize the limited funds, and create a responsible approach to the project based on historical, architectural, and social characteristics. The program, which is actually a long term process, should include a framework plan, some detail ordinances, an education program for citizens and tourists, and a financial plan for preservation activities and improvements.

The top priority should be put on public education and public participation, which are the most important reason that made Marysville's application for the grant failed.

The problems identified by the Kansas Historic Society can be addressed in the following ways:

First, surveys, inspection, and research need to be done before a comprehensive plan is developed. This will allow the city to have adequate background information to establish the approach to the preservation program.

Second, the Preservation Committee recommended will administrate and organize the preservation activities in Marysville. This committee will serve as the main organizational structure in Marysville for preservation projects.



Third, the preservation plan recommended will include the statement of the preservation philosophy and goals. This will help keep the consistence of preservation activities and provide a holistic approach to preservation planning.

Fourth, a public education program will be part of the preservation program. Preparation and sale of a brochure detailing the community's historic buildings, display about the history of the county and the town, a system of historic markers in Marysville, are recommended to be included in the preservation program.

#### **Preservation Committee and Public Participation**

To accomplish these tasks it would be beneficial to have a committee formed with preservation as its special task. Both the preservation of the Koester Block and the general preservation of other elements in the city need to be concerned. People who were identified as having important skills in specific areas such as business, planning, preservation technology, law, and community development should be included on the committee.

The committee will not attempt to design the whole area and make detail regulations on every aspect. Instead, it will act as a broker of information and resources that serves citizens, merchants, the city government, design professionals and all who have a stake in creating a beautiful and prosperous Marysville.

The general role of the committee is to develop and

promote preservation activities within the old city of Marysville. There are several concerns the committee should be prepared to address:

1. The committee should concern itself with all aspects of preservation of all historic buildings in order to protect the distinctive environment of Marysville.

2. The committee should help create and review the inventory of cultural and historic resources. The committee should establish a system for maintaining the files with provisions for adding research data, updating according to change, and making future development plans. Such files should be accessible to the general public for easy reference.

3. The committee should be responsible for formulating and reviewing the detail plan for the historic preservation element in the master plan of Marysville.

4. The committee should promote community preservation by acting as an information source and consultant for the general public and other city agencies. The committee should generate and support programs which will help the historic areas in Marysville to remain viable elements in the city.

The formulation and action of such a committee usually takes five steps: organization, research, goal formulation, project planning, and action. Each step is described as following:

1. Organization:

The first step involves the creation of a committee

composed of both Marysville residents and outside professionals. Before its formulation, local citizens should be informed of such a committee and encouraged to give advice on the composition of the committee.

## 2. Research:

The second step is an evaluation and research process of the historic districts and buildings in the city to analyze its problems and future. Also, a community-wide attitudinal survey will be conducted to analyze residents' attitudes toward the area.

## 3. Goal formulation:

After reviewing the results from the survey and research, the committee should state its goal and strategy to eliminate the problem and benefit Marysville's historic heritage and citizen's.

## 4. Project planning:

This step is the development of the preservation project to realize its goal and solve the problem. The development of the project work and action plan should make reference to the National Trust for Historic Preservation's standards and Charles Principles (Appendix C) which were adopted specifically for small town preservation.

## 5. Action:

This phase involves project implementation and the actual work necessary to bring about the desired change.

Ideally the process of democratic decision making should

take into account the views of all those who have an interest in the matter at issue. Members of the public involved in planning need to feel that they are participating in something that has tangible results. Public participation must be an integral part of the planning procedure being adopted in Marysville. Marysville has a large number of senior citizens whose experience and time may be drawn upon for community betterment. This is a great potential source of public involvement and commitment.

Non-architects are often astute observers who are sensitive to their environment, sometimes even more than architects. The design and planning process should not be cloaked in mystery, for this will only drive the public away. Public opposition will prevent preservationists from getting to the basic situation. The only satisfactory solution is public knowledge and acceptance. The public is entitled to be "informed" of planning proposals and must be given an opportunity to make representations on such matters. Community participation shall be encouraged in the preservation planning process, in order to achieve public understanding and support of preservation concepts and the value of cultural resources to the community. Public hearings and demonstrations of the proposed project, a newsletter published every three to six months, and questionnaire as the author have studied in the case study, are strongly recommended for the city.

Individually or in groups, the citizens of Marysville

have a responsibility for the preservation of the historic district and buildings. The citizens can respond to this responsibility in many ways. Some of these include serving on public commissions and preservation committees, donating time and money to historic activities and enhancing private property that is historically or architecturally significant.

### **Development of a Preservation Program**

#### **Survey of Historic Buildings and Sites**

It is recommended that a survey of historic buildings and sites in Marysville need to be carried out before making a historic plan. Historic structures or sites can be studied and recorded through the following ways:

- measured drawings
- photographs
- photogrammetry
- historic research - to discover the history of the element being studied, the architects, the dwellers, their times, lives, and possessions.
- architectural research - to study the existing structure and materials to determine the original structure and subsequent changes, present condition, type of materials, dates, and to record all findings and place in architectural history.
- archaeological research - to discover the historic and architectural details not obtainable from documents or



architectural research, i.e., foundations, outbuildings, probable uses and verification existing information.

-- planning research - to study the element in relation to the site, the environment and the community.

### Preservation Plan

All the analysis of the existing condition and comments on future action should culminate in a preservation plan. The preservation plan is a basic document summarizing the results of the comprehensive inventory and evaluation, stating the goals of the preservation program, and identifying strategies for accomplishing these goals. The plan will allow the community to integrate preservation with the processes of growth and change, and join people together to take action.

Usually, a historic preservation plan will include a detailed survey of the community's architectural and historically valuable properties; it will recommend methods for preserving them and may recommend one or more historic districts to be protected by zoning. It will discuss the history of the community and its cultural values. It will also examine state or local laws and the ways in which they help or hinder preservation. Under the National Historic Preservation Act of 1966, each state is required to prepare a statewide preservation plan. The local preservation plan should be part of this.<sup>31</sup>

It is recommended that such a plan should be completed as

soon as possible without neglecting thoroughness and careful consideration of alternative choices. The plan should be prepared by professionals in consultation with a local preservation committee.

It is recommended that the plan should include the following elements:

1. The history and development process of the area under preservation consideration.
2. An analysis of the architectural styles in the area.
3. A basic description of the area, such as population, land use, and building composition.
4. Maps and surveys of all significant structures and environmental features.
5. A statement of the historic preservation philosophy and goals.
6. The basic criteria to be used in selecting proposed alterations.
7. Revisions of any existing community, county, or state master plans and zoning ordinances.
8. Planning recommendations for the preservation program and improvement of traffic circulation and commercial development in historic districts.
9. Estimates of costs of the preservation program and rehabilitation project.

It is important that the plan must be understood and accepted by the general public, the local governing body, all

public agencies and private institutions.

### Preservation Activities

The following preservation guidelines are recommended by the author as the basis for preservation activities in the city:

1. To preserve, protect and enhance cultural resources for the benefit of the city and for future generations. The historic preservation program should encompass all the elements that give Marysville its own character and living quality.

2. To encourage appreciation of cultural resources through preservation activities, education, and public awareness programs, in order to strengthen the sense of community and identity of place.

3. To establish an integrated system for developing, promulgating and evaluating preservation standards involving public and private interest groups at all levels.

4. To assure that preservation considerations are integrated into the planning process.

The city of Marysville can not do anything about Koester Block before it gets the funds from the Kansas Historic Society, but it is hard for the city to get the funds unless it spends enough money and energy to prepare a good application. Koester block has the advantage of being owned by the city, and the government realized the importance of the

site and the buildings. The achievement of preservation efforts depends on the skill and enthusiasm of the government and local people. It is recommended that the city initiate a public volunteer program to make the necessary research and prepare a good application for the grant.

A walking tour of historic buildings and sites in Marysville, a public education program like the one in the case study of Abbeville, South Carolina, and some repair projects (see Appendix D for detail recommendations for Koester Block) are recommended based on the existing situation.

It should be realized that the old structures in Marysville is the pride of local people. A walking tour of significant historic sites and buildings in Marysville is recommended. The preservation committee should develop an official tour guide brochure for the walking tour and it should be published by the city. A local senior citizen group should then take the responsibility of operating the tour. The walking tour should be designed to present the visitor with unique visual quality of the community. The walking tour should be adequately marked with route markers so that visitors can be directed in an orderly and efficient manner. These signs should be simple and should have some recognizable symbol as an outstanding feature.

#### Koester Block Preservation Program

The Koester Block historic district preservation program should be an integral part of the city preservation program. Planners and the citizens of Marysville should realize the importance of the preservation of the uniqueness of Koester Block, and the city should establish its priority within the framework of the community's overall planning program.

The long-range goals for the preservation and development of Koester Block are stated as follows:

1. To preserve the Koester Block for its local, state and national significance.
2. To provide the facilities needed to improve the district and support its visitors and residents.
3. To guide growth within the district to insure protection of the special quality of the historic district, and eliminate uses that are not compatible with the district.
4. To realize the true economic potential of the historic district as a center for visitors and a focal point for cultural activities.

The Koester Block includes the park area and it is important that the trees, shrubs, ground cover, lawn ornaments, and fencing, are all important elements of the historic district. They should be included in the inventory and be well-maintained.

The block now includes a museum, a restaurant, some retail shops, and a parking area. It is hoped that the commercial buildings can be restored to their original



condition and used as tourist-oriented shops. The vacant land behind the retail buildings is recommended for use as parking space.

In order to revitalize the central area of Marysville, we should consider the social and cultural unity of this area, and turn the area into a civic center for citizens.

It is recommended that Ninth Street be developed as the street for social and cultural activities and serve as the heart of Marysville. Ninth Street is paralleled on the west side by the tracks of the Union Pacific railroad. This street also borders the City Park to the north and intersects with Broadway and Center street to the south. This street is, geographically speaking, at the center of the city and would become the focal point of downtown merchandising and social activities. Both business places such as Schmidt and Koester Bank, the Bell Telephone office, the United States Post Office, and cultural locations such as Koester Block, the Marysville Advocate, & the Pony Express Barn are located within one block of this street.

The street should be treated as part of the Koester Block and surrounding area, and the future development should best utilize the existing historic background.

Motor vehicles should be recognized as necessary in the community, but where feasible, they should be subordinate to the historical atmosphere of the Koester Block historic district.

Bulletin boards for civic groups, flag posts, art statues, flower displays, and open spaces with special pavement patterns, should all be included in future development to create a place for citizens to communicate, rest, shop, and hold cultural events.

### **Detailed Recommendations**

1. The strong architectural character of old buildings in Marysville is a important element in townscape. We can find nice integration of building height, material, color, and decoration details in the streetscape of Marysville. However, the commercial signs and awnings always disagree with the historic scene, they did not show any respect to the historic context. It is recommended that a design assistance program like the case study of Pullman, Washington be executed to improve the image of Marysville.

2. The Union Pacific railway runs every 15-20 minutes across the downtown area.(It takes 4-5 minutes for the train to pass) These create traffic problem for local people and block the connection between different parts of the community.

The main line of the highway and rail tracks destroy the necessary continuity between the downtown business district and other parts. Since the traffic is pretty busy, an underpass or overpass on highway 36 or 77 is expected to solve the problem of city division and traffic disruption. An overpass footbridge is recommended to be built over the Union

Pacific railroad on Broadway to accommodate pedestrians.

3. Wildlife and vegetation must be preserved to maintain the balance of nature and people. Black squirrels and wild pets are some of Marysville's most attractive points. Grounds and environment should be given to these little animals.

4. The city should permanently acquire landmarks such as the Marshall County Court House to preserve the significant character of the urban environment.

5. Bicycle paths are recommended to be made available around and in the Koester Block and surrounding area. These paths should be reserved to be free from automobile traffic.

6. Businessmen and store owners can have tax incentives for store front renovations. The new front should not be of aluminum but of wood elements, and be in harmony with the historic context.

## Chapter Six

### CONCLUSION

The development of any planning and preservation program for even a small town is a very complex task which requires extensive research, manpower and money. The researchers, the planners, and the federal and state planning agencies have been busy solving metropolitan problems and have neglected the planning needs of small towns. This study realizes the importance of small-town preservation, and generalizes about the common topics and methods in small-town preservation.

#### **General Recommendation for a Preservation Program in Small Towns**

It should be noted that a small-town preservation project requires paying particular attention to rural culture and history, environmental factors, and the social impact upon the community. Preservation in small towns should include the conservation of all natural and cultural resources, and the enhancement and vitalization of the total environment.

Based upon Marysville experiences in attemption to become a part of an organized preservation program, the experience of the communities in the cited case studies, and the other readings and research, the author made the following recommendation (they are arranged in sequence according to

their importance in the Marysville study):

(1) Develop a meaningful citizen participation program

The Koester Block experience showed that one of the most common reasons leading to the failure of preservation program is the lack of public involvement. To provide adequate means of protection for the historic features of a community, preservation must be a part of the public sector.

It should be realized that the preservation of historic districts is very much a local responsibility, all citizens, societies and the public and private institutions have certain responsibilities. The general public should have the moral responsibility and obligation to understand the historic value of their heritage and preserve it. The government should provide proper enabling legislation to establish historic preservation programs and provide proper administration and coordination. The city government and local people can achieve better communications and a spirit of cooperation through a preservation project.

(2) Establish a community preservation education program

To achieve recommendation one, public must be informed. During the process of data collection and meeting with local people, it seems to the author that most local officials and residents have no knowledge about planning and preservation concepts. But this does not mean that they do not love their historic heritage, instead, they always want to do something to contribute to the protection and enhancement of historic



buildings and sites. An education program should be prepared to educate the community about the general concepts of preservation and planning, help organize public participation, and contribute to the decision-making in the planning process.

(3) Develop a preservation program tailored to the special needs of a small community

A tailored preservation program should be directed toward identifying and focusing community attention on problem areas of immediate concern and providing realistic guidelines. In the case of Marysville, Koester Block act as the most important historic district in the town. The preservation program of Koester Block will lead and stimulate other preservation activities in the town, and thus should be the focus of Marysville preservation plan.

Each community has its own special buildings and sites. This heritage may not be important on a national level, but it has profound meaning for local people. This uniqueness needs to be preserved for later generations.

From the Marysville experience, it is realized that there are several important elements of a small town preservation program that are the keys to success:

1. Commitment and involvement of public groups.
2. Commitment and involvement of local government officials.
3. Carrying out of thorough research of the town's history that details the original design and chronological development

of the buildings.

4. A complete analysis of existing physical conditions.

5. A synthesis of the research into the town's history to form a philosophical basis for the design approach and subsequent recommendations.

6. A proposal of planning and preservation recommendations that balances historic integrity and contemporary use.

These elements are very important to the success of a small-town preservation program, they need to be addressed when conducting a preservation research and formulating a preservation plan.

#### (4) Preservation as an integral component of the planning process

The Marysville experience shows that preservation need to be taken as part of the whole planning process and be compatible with contemporary ways of living, and with people's ideas. Preservation must be part of an organic process to assure the continuity of the historic heritage.

But sometimes, some tough situations may have to be confronted. The importance of saving certain buildings and sites may need to be weighed against factors such as improving traffic patterns and providing housing opportunities. The local planning process is a forum for all interest groups, such as businessmen, farmers, developers, and preservationists. Only in an open, broadly participatory planning program can reconciliation be achieved without

hurting any single group.

Essentially, the basic goal of planning is to produce a functional, pleasant and beautiful environment for human beings. We should deal comprehensively with growth, rehabilitation and redevelopment of historic areas in small towns.

### **The Future of Small-Town Preservation**

The myth of the small town--simplicity, strength, community, good neighborhoods--remains as an ideal life which will continue to provide inspiration. Midwest small towns, in particular, praise these concepts. These small towns, as part of the nation's heritage, deserve their own continuity and wholeness.

The slow growth of small towns, on the other hand, has provided excellent protection for historic buildings and townscapes. Many old structures that are very common in rural communities can no longer be found in urban areas. All these physical traits of small towns need our attention and study. Preservation in Midwestern small towns will be one of the most important, but also difficult, tasks for perservationists and other people who care about small towns.

The demographic statistics show that the rural population has decreased to a very low percentage of the nation's population. Fewer people will live in small towns, and fewer businesses can be located in rural small towns. This trend is

expected to continue because of farm mechanization and consolidation.

The conflict between the importance of small-town preservation and its bleak future will require effective efforts from local and national government. If the decline of viable small towns continues at the present rate, there will eventually be very few small communities for people to live in and visit.

Many Americans would choose to live in a small town if they could have enough work opportunities and a convenient living environment. Both the national and local government should do something to promote this choice and provide the necessary aid to make this life style possible. Local people must also be directly involved in the process of maintaining their small towns and improving their living quality.

This thesis has attempted to explore the meaning and method of historic preservation in Midwest small towns. During the time of my study and research, it has become more and more apparent to me that historic preservation is far more than the restoration and preservation of individual historic buildings and sites.

Historic buildings are physical and symbolic structures which provide a built environment and background to the community history and lifestyle. It is good, of course, to preserve single historic structures and sites, but this does not capture the heart and spirit of a small town. A small town

can not be preserved unless the life of the small town is alive and nourished.

A preservation program actually includes people, building, history, landscape, activity, planning, and community spirit. The philosophy and activities of the preservation program and process are more expansive and optimistic than before. We no longer are simply concerned with the preservation of a single landmark. Preservation in small towns, as studied and demonstrated in this thesis, is the process of preserving heritage and local culture.

In a word, in order for us to preserve the historic heritage of small towns, we must make sure that small towns are active places for people to live and work. Historic landmarks and resources need to be well maintained and preserved; they must be part of the community life. Only in this way can we recognize the continuity of life and human spirit, which is the essential meaning of preservation.



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## **APPENDIX A: AN INVENTORY OF MARYSVILLE'S HISTORIC SITES**

### Alcove Spring - 8 miles south on River Road

It is on the National Register but is not open to the public due to vandalism.

### Baptist Church - 16th and Center

Originally the two-story red brick building was built as a house by the Schmidt family in 1874. The two-story portion on the north was added later. The property was donated for church use in the early 1900's.

### Bommer School - South Tenth Street, City Park

This one-story frame structure was erected in 1909 eight miles north of Marysville. The building was relocated in Marysville in 1966 for use as a museum.

### Perry Hutchinson House - On U.S. 77 one-half mile north of U.S. 36

This T-shaped two-story stone house with a mansard roof was built in 1872 by Perry Hutchinson, who owned a nearby mill on the Blue River. It is an excellent example of a Renaissance style building. This building is on the National Register.

### Marshall County Courthouse - 13th and Broadway

This two-story red-brick courthouse with a full basement is built in 1891. It is a Romanesque-style building with a four-story tower over the entrance. It is on the National Register.

### Marshall County Jail - 12th and Broadway

This two-story red-brick building is an eclectic-style building next to the courthouse. It was built in 1891.

### Koester Houses - 919 Broadway

The old wood-frame building and the later brick one were built in the 1900's. They were given to the city in 1972 for museum use.

### Marysville Pony Express Barn - 8th and Elm

The rectangular limestone building was erected in 1859-60 by J. H. Cottrell as a livery stable. It is now the Pony-Express Museum. It is on the National Register.

### Pony Express Barn - 8th and Elm

This rectangular limestone building was erected in 1859-60 by Joseph H. Cottrell as a livable stable. The south half was said to be used as a stable for Pony Express horses. It is on the National Register.

Pusch House - 1000 Elm Street

This three-story red-brick house was built by the Pusch family in 1894. It is an eclectic-style structure with steel spires on the roofline.

St. Gregory's Rectory - 13th and Center

This two-and-one-half story brick and limestone house was built in 1884.

**APPENDIX B: MARYSVILLE, KANSAS COMMUNITY PROFILE**  
(Prepared by the Kansas Department of Commerce, Dated 1978)

**Location**

Marysville, the county seat of Marshall County, is located only 11 miles from the Nebraska border in northeast Kansas. It is 155 miles from Kansas City.

**Population**

	1976	1970	1960
City	<u>3,890</u>	<u>3,588</u>	<u>4,143</u>
County	<u>13,936</u>	<u>13,139</u>	<u>15,598</u>

**Climate**

Temperature(Avg. Ann) 53 Jan. 27 July 78

Precipitation(Avg. Ann) 24" Snowfall(Avg. Ann. Total) 21"

Cooling degree days(Ann.) 1,404

Heating degree days(Ann.) 5,568

**Transportation**

Rail: Union Pacific

Nearest piggyback service at Junction City, 76 mi.

Motor Freight: Number of freight lines serving city 5

Number of interstate carriers serving city 5

Highways: Interstate None State None U.S. #36, #77

Air: Municipal airport Yes Commercial service No

Nearest commercial service at Manhattan 60 mi.



Water: Navigable stream No

Nearest public terminal at Doniphan County Industrial Park, 88 mi.

### **Government**

Type of Government Mayor-Council

Fire insurance class in city 7 Outside city 10

Number of full-time city policemen 6

Number of full-time sheriff patrolmen 2

Private security patrol available No

### **Community Services**

Health Facilities: Number of hospitals in city 1 Beds 61

Churches: Protestant 12 Catholic 1 Jewish 0

Recreation: Number of public tennis courts 2

Number of country clubs 1

Nearest federal reservoir Tuttle Creek Reservoir, 35 mi.

Number of public swimming pools 1

Number of public golf courses within 10 mi. 0

#### **Lodging & Convention Facilities:**

Largest banquet room 300 (persons)

Number of hotels 1 Total number of rooms 70

Number of motels 7 Total number of rooms 129

#### **Financial Institutions:**

Number of banks 2 Deposits \$34,108,000

Number of saving/loans 1 Assets \$79,252,652

## Utilities

Water: Capacity of water plant 1,588,000 gal./day

Source River and 8 Wells

Average daily consumption 500,000

Sanitation:

Type of sewage treatment plant Primary-Lagoon/Secondary in Planning

Electric Power: Supplier Kansas Power & Light Company

Natural Gas: Supplier Kansas Power & Light Company

Telephone: Supplier Southwestern Bell

## Education

Number of public elementary schools: 2 Private: 1

Number of public junior high schools: 1 Private: 0

Number of public high schools: 1 Private: 0

Vo-tech schools:

	Location(city)	Distance(miles)
<u>Manhattan AVTS</u>	<u>Manhattan</u>	<u>60</u>
<u>North Central Kansas AVTS</u>	<u>Beloit</u>	<u>100</u>

Universities, Colleges, Junior Colleges:

	Location(city)	Distance(miles)
<u>Kansas State University</u>	<u>Manhattan</u>	<u>60</u>
<u>Nebraska University</u>	<u>Lincoln</u>	<u>75</u>
<u>Washburn University</u>	<u>Topeka</u>	<u>100</u>
<u>University of Kansas</u>	<u>Lawrence</u>	<u>125</u>

**Work Force**

(Area covered: Marshall County)

Civilian work force: 6,470      Unemployed: 191

Employed: 6,279      Manufacturing: 350

Services: 600      Government: 700

Wholesale & retail: 850      Agriculture: 1,124

Percent unemployed: 3.0%

**Major Manufacturers**

Name	Product	Employed
Landoll Corporation	Farm equipment	110
City Sewing Machine Company	Sewing machines	48
Tension Envelope Corporation	Envelopes	32
Pepsi-Cola Bottling Co., Inc.	Soft drinks	26
Grosshans & Pettersen, Inc.	Ready-mix concrete	8
Marysville Ready-Mix, Inc.	Ready-mix concrete	5
Pony Express Meats	Beef & pork products	4
Georgia Pacific (Blue Rapids)	Gypsum	120

**Economic Development Organizations**

Chamber of Commerce: Yes

City/State/Zip Box 228, Marysville, Kansas 66508

Industrial development corporations: No

Areawide economic development organization: No

## **APPENDIX C: CHARLESTON PRINCIPLES**

Members of the national historic preservation community, assembled on October 20, 1990 in Charleston, South Carolina, for the 44th National Preservation Conference, sponsored by the National Trust for Historic Preservation, unanimously adopted the following principles for comprehensive local government programs to conserve the community heritage and made a pledge to have these principles become part of the policy of their communities. We call on local leaders to adopt and act on these principles in order to improve their citizens' quality of life, increase their economic well-being, and enhance their community's heritage and beauty.

PRINCIPLE I: Identify historic places, both architectural and natural, that give the community its special character and that can aid its future well-being.

PRINCIPLE II: Adopt the preservation of historic places as a goal of planning for land use, economic development, housing for all income levels, and transportation.

PRINCIPLE III: Create organizational, regulatory, and incentive mechanisms to facilitate preservation, and provide the leadership to make them work.

PRINCIPLE IV: Develop revitalization strategies that capitalize on the existing value of historic residential and commercial neighborhoods and properties, and provide well designed affordable housing without displacing existing

residents.

PRINCIPLE V: Ensure that policies and decisions on community growth and development respect a community's heritage and enhance overall livability.

PRINCIPLE VI: Demand excellence in design for new construction and in the stewardship of historic properties and places.

PRINCIPLE VII: Use a community's heritage to educate citizens of all ages and to build civic pride.

PRINCIPLE VIII: Recognize the cultural diversity of communities and empower a diverse constituency to acknowledge, identify, and preserve America's cultural and physical resources.



#### **APPENDIX D: TECHNICAL RECOMMENDATION FOR KOESTER BLOCK**

The buildings on Koester block need some treatment for their exterior walls as well as interior structure. It appears that the buildings have not been well cared for in recent years, and they are in need of a number of repairs.

##### **Koester House Museum**

Several repair and remodeling projects have been done on the Koester House Museum since the 70's:

- a new roof was put on the Koester House Museum
- relocation of exterior cable and electrical wirelines
- exterior of the Koester House Museum was painted, and some woodwork was repaired.

But many problems still remain and need to be solved. The chimneys are leaning; they need to be repaired or rebuilt to match their original condition. The buildings have excessive paint layers, which cause crazing and delamination of the paint. All paint should be removed to bare wood before repainting. A new coat of paint over these layers and rotted wood only visually remedy the problem and is not recommended. A wood preservative made of natural varnish should be applied to the bare wood. Then the surface should be primed and painted with two coats of compatible paint. The ivy on the buildings should be taken off because it retains moisture against the surface of the building. The stems of the ivy should be cut and

treated with root killer. The brick foundation should be repointed with a mortar similar to the historic mortar.

The urns(both iron and pottery ones) and statues are part of the original heritage. The preservation and repair of these items is urgent because they are outside and endure the changing weather and temperature. Most of the statues are of white bronze or lead. Damage is minimal and could be fixed with silicone and putty to fill in gaps where pieces are pulling away from the bases. Existing paint should be removed with a chemical before priming and repainting the statues.

The sidewalks around the buildings are damaged in some parts, and reconstruction needs to be done. The newer sidewalk should be in harmony with the original ones in pattern, texture, material, and color.

For the exterior surface of the building, some of the deteriorated parts need repointing. Also, the lichen coverage and greenery need to be removed.

The electronic system needs to be replaced in the Koester Museum to improve safety and appearance. Also, a security system needs to be installed to prevent vandalism.

Some new walls and ceilings need to be added in the old structures to maintain stability. The new construction should be done in a reversible manner without causing damage to the original structure.

#### Koester Restaurant

The existing metal roof is in need of repair. If

possible, the bituminous coating and impregnated paper should be removed so that the condition of the existing metal can be assessed. If the existing metal roof is not repairable, it should be replaced with metal or single sheet roof material.

#### Commercial Buildings

The exterior brick wall of the Post Office building was replaced in order to prevent a moisture problem, but the moisture condition still remains a long-time problem in the Post Office building's basement. It seems to me that a rising underground water level and rain penetration are the two major reasons for this. The causes should be analyzed by some outside professionals. There are several general classes of deterioration problems, such as loss of surface layers, deteriorating building materials, and interactions between different materials. These problems also needed to be analyzed by outside professionals and solved as soon as possible.

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