

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Page Boulevard Police Station

AND/OR COMMON

2 LOCATION

STREET & NUMBER

Corner of Page and Union Boulevards

NOT FOR PUBLICATION

CITY, TOWN

St. Louis

VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Missouri

CODE

29

COUNTY

St. Louis City

CODE

510

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<input checked="" type="checkbox"/> OTHER: vacant

4 OWNER OF PROPERTY

NAME

City of St. Louis

STREET & NUMBER

City Hall, Tucker Boulevard and Market Street

CITY, TOWN

St. Louis

VICINITY OF

STATE

MO 63103

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

City Hall

STREET & NUMBER

Tucker Boulevard and Market Street

CITY, TOWN

St. Louis

STATE

MO 63103

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

1. Landmark of the City of St. Louis

DATE

9/76

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Community Development Agency

CITY, TOWN

St. Louis

STATE

MO 63101

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PAGE BOULEVARD POLICE STATION, ST. LOUIS

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2. State Historical Survey State
1980
Historic Preservation Program
Missouri Department of Natural Resources
P.O. Box 176
Jefferson City, MO 65102

ITEM NUMBER 11 PAGE 1

3. James M. Denny, Section Chief, Nominations-Survey and State Contact Person March 10, 1980
Department of Natural Resources 314/751-4096
Historic Preservation Program Missouri 65102
P.O. Box 176
Jefferson City

DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Prominently located at the intersection of two major thoroughfares (See Site Plan), the Page Boulevard Police Station has been an important neighborhood symbol of over seventy years. (Photo #1) The building's bold, formal facades lend dignity and order to the corner site while its close resemblance to domestic models tempers any sense of imposing institutional character.

On May 4, 1908, a building permit was issued to the Police Department, City of St. Louis, for a three story brick police station with iron girders, estimated to cost \$35,959. J. A. Smith and W. R. Faulkner were recorded as architects for the building and McCully Construction Co. the contractor. Since it is known from city records that Faulkner was General Manager of Police Property and Smith was Building Commissioner, the design of the station has been assigned to Smith. (See Section 8)

Constructed of warm, light brown speckled brick of variegated tones, the main body of the building is a rectangular block, seventy-seven feet by forty-feet, with walls sixteen inches thick. The symmetrical five-bay principal (western) elevation is dominated by a wooden Doric order portico with a gambrel roofed pediment faced with narrow clapboard. The doorway is framed by columns and entablature of the Doric order (recalling the south doorway to the tower of Independence Hall) and is surmounted by a balcony where ornate brackets flank the doorway. A modillioned and dentilled wooden cornice surrounds the building. First and second story windows are wooden framed and have a single pivoting twelve-light central panel with side lights below a fixed transom; window sills are stone. Terra cotta (now painted white) quoining and trim on the flat radiating arches enliven the facade. Four dormers with Gothic sash windows punctuate the gray slate roof. The climax to the composition is a graceful thirty foot octagonal wooden cupola rising from a square platform and capped with an iron flag pole.

The southern elevation (fronting Page Boulevard) is given appropriate emphasis by a handsome Palladian window and three small oculi in the gable. (Photo #2) Fenestration is identical to the principal elevation and the Doric order entrance is repeated. The rear (eastern) elevation maintains the five-bay formal symmetry of the front facade and features a projecting two story brick central pavilion with gambrel roof and terra cotta quoining. Windows and dormers are detailed as those on the principal elevation.

The one story flat roofed stable (twenty-six by seventy feet) attached to the north end of the station is treated as a subordinate building with a rusticated brick facade of simpler design. (Photo #3) The stable, however, is thoughtfully related to the main structure by vertical and horizontal bands of terra cotta which echo lines of the station's more elaborate membering. Inside, the stable is faced with glazed white brick.

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The station today remains structurally sound but shows signs of neglect where wooden trim needs repair and paint; areas of the roof are missing slate. The fine proportions, detailing and materials of the building have rarely been used to better effect in similar city building types, thus placing the Page Boulevard Police Station among St. Louis' finest contributions to the Colonial Revival style.

SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input checked="" type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES

1908

BUILDER/ARCHITECT

J. A. Smith

STATEMENT OF SIGNIFICANCE

The Page Boulevard Police Station holds a significant position among St. Louis public buildings for its architectural merit and as an exemplary product of a new political era in municipal government. Mayor Rolla Wells' progressive, reform administration (1901-1909) initiated a civic beautification crusade with a particular focus on improvements near Forest Park in West End residential areas where the Mayor and his elite constituency lived. The creation in 1907 of a new police district to serve the growing West End population resulted in a police station design of unusual quality and sensitivity to architectural symbolism. The station's Colonial Revival style proved a unique solution to demands for a functional building with imagery of both civic authority and domestic intimacy achieved through the skillful blend of quotations from Independence Hall, Philadelphia, and familiar American house forms such as the gambrel roof.

The first transit line west from Grand Avenue on Lindell Boulevard reached the eastern edge of Forest Park in 1885. In 1888, a syndicate purchased a seventy-five acre tract of land stretching from Kingshighway to Union and the West End experienced rapid speculation and residential development enhanced by the successful 1890's drive to bring a World's Fair to the St. Louis Forest Park site. By 1910, what had been farmland and orchards in the 1870's was described as the "bon ton district of the city."¹

The Board of Police Commissioners decided in 1907 to create the Twelfth (and last) Police District in the city with boundaries running from Lindell on the south, Kingshighway on the east, Natural Bridge Road on the north and the City Limits on the west. (See Figure #1) The location proposed for the new station, however, aroused a storm of protests from immediate residents. The daily St. Louis Republic reported that concerned citizens "appeared before the Police Board on several occasions to oppose the location."² The Sisters at St. Ann's Orphanage located a block west on Page were particularly vocal in asserting that a police station with barred windows would have an adverse influence on their young wards. (See Site Plan) To reassure citizens of the area, the man responsible for the design of the new station, Building Commissioner James A. Smith, took great care to give the neighborhood a design that was sure to win approval by virtue of its potent nationalistic symbolism and its accommodation to the residential character of the neighborhood.

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The Colonial Revival style was well established in St. Louis house design traditions by the turn-of-the-century and undoubtedly carried with it some of the patriotic sentiments ascribed to the "true American" style. (The gambrel roof, dormers, Palladian windows, quoining and wooden detailing of the police station were popular features found in abundance in St. Louis West End homes of the time.) That the building was also intended to conjure up ennobling thoughts of a specific historic landmark is suggested by the report in 1910 that it was "a complete replica of Liberty Hall, Philadelphia, as far as architecture was concerned."³ While the station does not support such an unqualified claim, (See Section 7) the prominent cupola (originally designed with a clock which was never installed) provided a sufficient link to the venerated shrine of American liberty. The success of Smith's efforts to transform utilitarian requirements into civic beauty was acknowledged by neighborhood lobbyists who had opposed the station when they agreed that the new station would be "an ornament to the neighborhood.. and a protection to the neighborhood."⁴

Smith's years as Building Commissioner for the city (1905-1911) were ones of considerable achievement. His administrative talents were already publicly recognized by the press in 1907 when he was considered as a replacement for the Street Commissioner:

The building office has been a source of much trouble in the matter of getting men of executive ability to run it and very few men have left it in a satisfactory condition. Smith is known to have been commended by the Mayor himself.⁵

Smith's combination of abilities were precisely those needed by reforming Mayor Wells who had pledged the twofold goal of a more efficient government and a beautiful city. A loyal Democrat, Smith was an active member of the Jefferson Club which had promoted Well's nomination and election. Smith's continued support of Wells' administration was also reported by the press:

Smith, besides taking care of the building office, was the moving spirit of the recent campaign which elected a Democratic ticket favorable to the mayor.⁶

Smith's organizational strengths were complemented by a highly competent grasp of architecture, evidenced by a fine collection of buildings produced by his office. Born in Chicago, James A. Smith (1874-1934) grew up in St. Louis and was educated at Christian Brothers' College and St. Louis University. During the 1880's he was a partner in contracting firms with his brother, Phillip A. Smith, Jr., and later with Richard H. Little. His career in the Building Commission's office began as a draftsman in 1902. Several city buildings credited to Smith were

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illustrated in the Brickbuilder between 1906 and 1908 including Engine House #44 (1906), Public Bath House (1907), City Hospital Administration Building (1908) and the First District Police Court and Patrol Wagon House (1908). Those buildings were all brick trimmed with white terra cotta in a Georgian/Italian Renaissance Revival style which Smith no doubt mastered working as contractor in the 1890's for St. Louis architects par excellence of the Classical mode--Barnett, Haynes & Barnett.⁷ Upon completion in 1908, the new station served a district with a population of about 65,000.⁸ Twelfth District population peaked at 100,000 in 1921; the 1920 U. S. Census reported 772,879 city-wide.

Today, St. Louis' population is estimated at less than 500,000 and the urban problems of those intervening years have taken a toll on the neighborhood and station. Reorganization into fewer police districts first closed the Page Boulevard Station in 1963 but a high crime rate and petitions signed by more than 1,862 citizens created enough public pressure to reopen the station in 1966. The doors shut again in 1973 and no plans were announced for any future use of the building. In 1976, the Academy-Sherman Park community organization approached the City's Community Development Agency about possible reuse of the building as well as consideration for City Landmark designation. Landmark status was achieved in September of that year but, to date, all attempts to lease or buy the building from the City have been unsuccessful. While there are many positive signs of neighborhood rejuvenation, the Page Boulevard Station shows signs of continuing physical deterioration. Fearing the loss of a strategic neighborhood landmark, the Academy-Sherman Park Neighborhood Association has interested several St. Louis area universities in a proposal to use the building for extension courses in conjunction with a Black Studies outreach program.⁹

The Page Boulevard Police Station was constructed in an era when public buildings were a source of civic pride and a gift to the street. Recycled for neighborhood based activities, the seventy-one year old landmark could be a model for public-private cooperation in accepting the responsibility for this legacy.

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F O O T N O T E S

¹St. Louis Board of Police Commissioners, History of the Metropolitan Police Department of St. Louis, 1810-1910 (St. Louis: St. Louis Board of Police Commissioners, c. 1910), p. 163.

²"Twelfth District Police Station Will be Completed October 10," Republic (St. Louis), 4 October 1908.

³St. Louis Board of Police Commissioners, p. 163.

⁴Republic:

⁵"Building Commissioner Smith is Likely to be Moved into Valliants Job," St. Louis Star Chronicle, 5 April 1907.

⁶Ibid.

⁷Smith was contractor for the monumental Lewis Place Gate (1894) and at least one house in Fullerton's Westminster Place designed by Barnett, Haynes & Barnett.

⁸Resident concern did not stop with the design of the building. Objections to the "offensive stable odor" forced the Police Department to purchase an electric-powered patrol wagon, the first of its kind in St. Louis.

⁹Telephone interview with Sister Dorothy Cox, Academy-Sherman Neighborhood Association, St. Louis, Missouri, 4 March 1980.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See attached.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY approx. .34 acres

QUADRANGLE NAME Clayton, MO-IL

QUADRANGLE SCALE 1:24,000

UTM REFERENCES

A 1,5 7,3,7,4,2,0 4,2,8,2,4,9,0
 ZONE EASTING NORTHING

B
 ZONE EASTING NORTHING

C

D

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

The Page Boulevard Police Station is located in City Block 3792. Beginning at the southeast corner of Page and Union Boulevards, proceed east along the north side of Page Boulevard approximately 100 feet; thence, north 100 feet; thence, west 125 feet

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Donna Laidlaw, Prelim. research

1. Mary M. Stiritz, Research Associate & Carolyn Hewes Toft, Executive Director.

ORGANIZATION

DATE

Landmarks Association of St. Louis, Inc.

3/7/80

STREET & NUMBER

TELEPHONE

611 Olive Street, Suite 2187

(314) 421-6474 or (314) 421-1778

CITY OR TOWN

STATE

St. Louis

MO

63101

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE Director, Department of Natural Resources and State Historic Preservation Officer

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

KEEPER OF THE NATIONAL REGISTER

ATTEST:

DATE

CHIEF OF REGISTRATION

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B I B L I O G R A P H Y

"Building Commissioner Smith is Likely to be Moved into Valliant's Job." St. Louis Star Chronicle, 5 April 1907.

Cox, Sister Dorothy. Academy-Sherman Park Neighborhood Association, St. Louis, Missouri. Telephone interview, 4 March 1980.

Dierkes, Bernard. List of Officers and Employes [sic] of the City of St. Louis. Jefferson City, MO: Hugh Stephens Printing Co., July 1, 1907.

Kickham, John L. "Democracy of the City of St. Louis." Missouri Democracy: A History of the Party and its Representative Members Past and Present. St. Louis: S. J. Clarke Publishing Co., 1935.

Maass, John. "Architecture and Americanism or Pastiches of Independence Hall." Historic Preservation 22 (April-June, 1970): 17-25.

Obituary for James A. Smith. St. Louis Post-Dispatch, 26 April 1934.

Rammelkamp, Julian S. "St. Louis: Boosters and Boodlers." Missouri Historical Society Bulletin 34 (July, 1978): 200-210.

Rhoads, William B. "The Colonial Revival and American Nationalism." Journal for the Society of Architectural Historians 36 (December, 1976): 239-254.

St. Louis Board of Police Commissioners. History of the Metropolitan Police Department of St. Louis 1810-1910. St. Louis: St. Louis Board of Police Commissioners, c. 1910.

St. Louis Globe-Democrat, 9 February 1966 and 4 January 1973.

St. Louis Post-Dispatch, 4 August 1963, 13 January 1966, 16 March 1966, 4 April 1966 and 16 November 1969.

"Twelfth District Police Station Will be Opened October 10." Republic (St. Louis), 4 October 1908.

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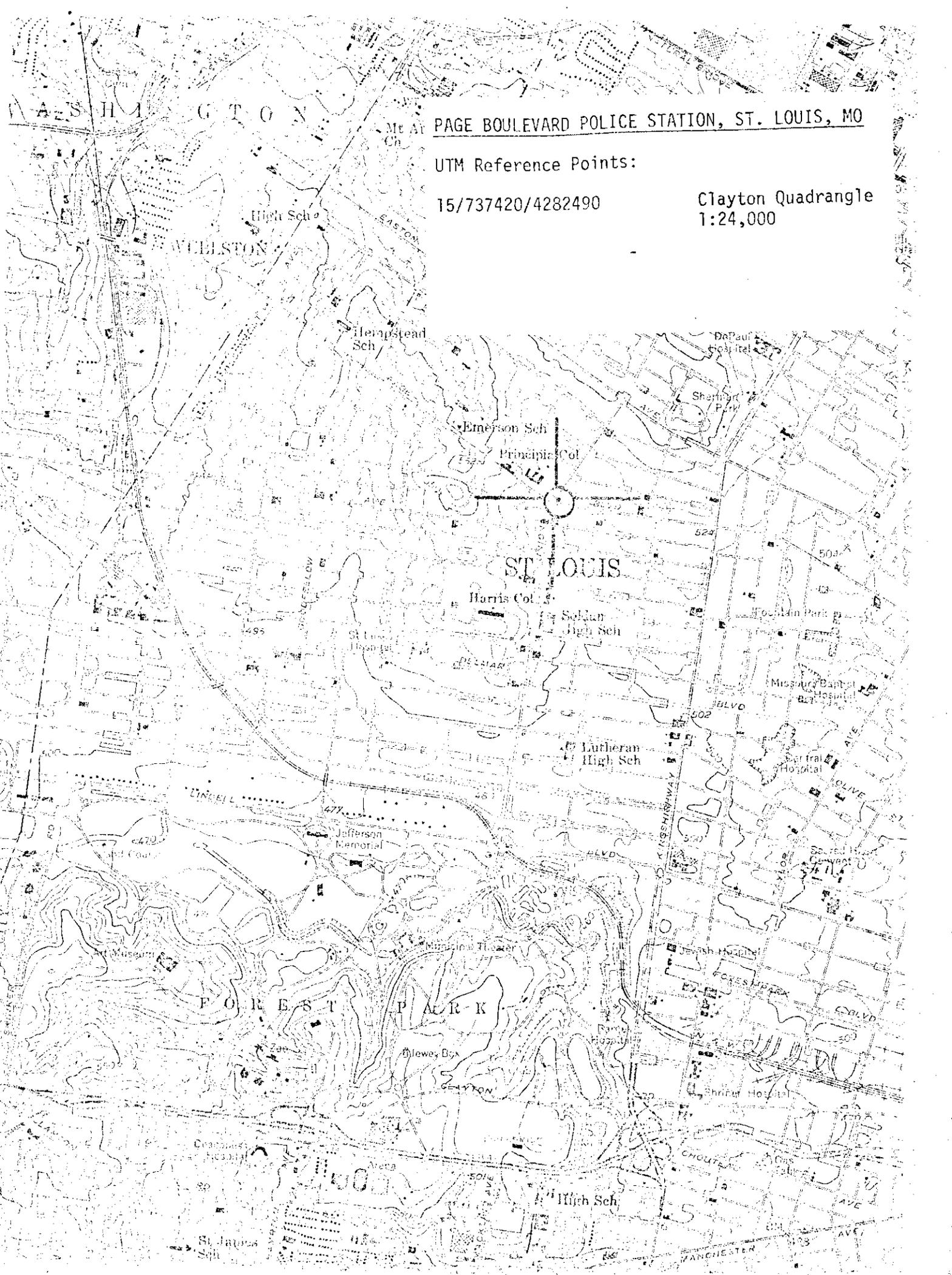
to the east side of Union Boulevard; thence, south along the east side of Union Boulevard 150 feet to point of origin.

PAGE BOULEVARD POLICE STATION, ST. LOUIS, MO

UTM Reference Points:

15/737420/4282490

Clayton Quadrangle
1:24,000



SITE PLAN:
PAGE BOULEVARD POLICE STATION
ST. LOUIS, MO.



UNION
BLVD.

1314

3792

PAGE
BLVD.

1" = 50'

MAP: JANUARY 1980 BY PAT HAYS BAER

Photo Log:

Name of Property: Page Boulevard Police Station

City or Vicinity: St. Louis [Independent City]

County: St. Louis [Independent City] State: MO

Photographer: Jill R. Johnson

Date

Photographed: Nov 1979

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 3. W (principal and S elevations, facing NE.

2 of 3. S elevation, facing NE.

3 of 3. Stable and N elevation, facing S.







M. P. STABLE

WCJ 697