
City of Cedar Rapids

Historic Preservation Commission

Community Development & Planning Department, City Hall, 101 First Street SE, Cedar Rapids, IA 52401, 319-286-5041

MEETING NOTICE

The City of Cedar Rapids Historic Preservation Commission will meet at:

4:30 P.M.

Thursday, August 25, 2016

in the

Collins Conference Room, City Hall

101 First Street SE, Cedar Rapids, Iowa

AGENDA

Call Meeting to Order

1. Public Comment

Each member of the public is welcome to speak and we ask that you keep your comments to five (5) minutes or less. If the proceedings become lengthy, the Chair may ask that comments be focused on any new facts or evidence not already presented.

2. Approve Meeting Minutes

3. Action Items

- a) Demolition Applications (15 minutes)
 - i. 602 18th Avenue SW - *Private property*
 - ii. 1004 11th Street NE – *Private property*

- b) Certificates of Appropriateness (15 minutes)
 - i. 1714 3rd Avenue SE – Removal of secondary chimney above roofline

- c) National Register Nominations (15 minutes)
 - i. 430 16th Avenue SW- Iowa Highway Commission, District 6 Building

4. Discussion Items

- a) Update to Chapter 18 Ordinance (20 minutes)
- b) MOA/LOA Project Updates – (if necessary) (10 minutes)

5. Announcements

6. Adjournment

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a City program, service, or activity, should contact the Community Development Department at (319) 286-5041 or email cd-plan@cedar-rapids.org as soon as possible, but no later than 48 hours before the event.

MINUTES
HISTORIC PRESERVATION COMMISSION REGULAR MEETING,
Thursday, August 11, 2016 @ 4:30 p.m.
Training Room, City Hall, 101 First Street SE

Members Present: Amanda McKnight-Grafton Chair
Bob Grafton
Ron Mussman
Tim Oberbroeckling
Sam Bergus
Caitlin Hartman
BJ Hobart

Members Absent: Todd McNall
Barb Westercamp
Mark Stoffer Hunter

City Staff: Jeff Hintz, Planner
Bill Micheel, Community Development Assistant Director
Seth Gunnerson, Planner
Nic Roberts, IT Director
Anne Kroll, Administrative Assistant

Call Meeting to Order

- Amanda McKnight Grafton called the meeting to order at 4:29 p.m.
- Seven (7) Commissioners were present with three (3) absent.

1. Public Comment

- There was no public comment.

2. Approve Meeting Minutes

- Tim Oberbroeckling made a motion to approve the minutes from July 14, 2016. Ron Mussman seconded the motion. The motion passed unanimously.

3. Presentation and Update – ReZone Cedar Rapids

- Bill Micheel discussed the purpose of ReZone Cedar Rapids, the project overview, and the accomplishments to date. Seth Gunnerson discussed the zoning code analysis, community character analysis, character area map, and character area development classifications. Mr. Micheel discussed the Stakeholder Outreach Program. Mr. Gunnerson described how the Zoning Ordinance supports historic preservation as well as non-conformities and form-based codes.
- BJ Hobart asked if the vision for this will be communicated to people in the pocket areas and to the developers who complete the RFP process for redevelopment. Seth Gunnerson stated that it will and when the City disposes land through the RFP process there will be

less negotiation of the design of the building because standards will be in place. Staff will directly reach out to the neighborhoods.

- Amanda McKnight Grafton stated that 1st Avenue backs up to National Historic Districts, Local Historic Districts, and potential Historic Districts. In the 2nd and 3rd Local Historic District there were houses behind the district on 1st Avenue that were torn down and replaced by office buildings and large surface parking lots. The buildings are nice, but now there is no sound buffer and there are concerns with the landscaping requirements at that time. Is landscaping being looked at with focus groups and are residents being reached out to that live behind these potential developments? Seth Gunnerson stated that transitions between land uses are being looked at. Right now, the core area does not have strong design standards. One thing that has been proposed is within the zoning there would also be design standard areas established so that if you are in an urban area here is how you would transition from office to residential and here is how these things should be taken care of. Mr. Gunnerson stated that this is a great comment and something to keep in mind when working with the consultant.
- Amanda McKnight Grafton asked if there will be enforcement for the landscaping to make sure that people are conforming to the new Zoning Code. Seth Gunnerson stated that a lot of the enforcement is complaint driven and Building Services should be contacted with any concerns.
- Bob Grafton stated that there are concerns about off-street parking from existing shop owners in NewBo. Is this something that will be addressed in the new Zoning Code? Seth Gunnerson stated that parking requirements are being looked at. Parking requirements have been reduced in those areas and we will have to look at district wide parking planning in the future. There is still the requirement to have parking. Bill Micheel stated that staff has heard many parking concerns from business owners.
- Bob Grafton asked if a large lot is no longer useful will it be attractive to a developer to split the lot in two (2). Seth Gunnerson stated that is possible, but specifically with the Local Historic District, this Zoning Code does not touch the COA process for new construction. The HPC would work out how that is designed. Bill Micheel stated that we know that we want to preserve the Local Historic Districts so there will be less change than in other areas of the City that are urban and commercial. Form based codes will not work for all areas of the City.

4. Action Items

a) Demolition Applications

i. 714 Memorial Drive SE – Private Property

- Jeff Hintz stated that this property was built in 1912 and the area is not recommended for further study. Staff recommends immediate release. The owner plans to build new as renovation or rehabilitation is not economical. This property is in very poor condition per the City Assessor. Mr. Hintz reviewed historic significance and the demolition review process.
- Amanda McKnight asked how the other lots next to the property with the same owner are currently zoned. Jeff Hintz stated that the lot the house is on is residential along with another one and the third one is zoned commercial. The owners have not submitted any plans, but will seed the lot and let the grass grow until they decide what to do.
- Bob Grafton made a motion to approve the demolition at 714 Memorial Drive SE. Caitlin Hartman seconded the motion. The motion passed unanimously.

b) Historic Sites and Markers Project

- Jeff Hintz reviewed the guidance in the Preservation Plan and the heritage tourism components. On June 23, 2016 the HPC allocated \$6,500 towards the markers. The markers would be placed on or near to the site. The agenda packet has the historic sites list and Mr. Hintz shared maps of the sites from the list. Nic Roberts worked with Mark Stoffer Hunter to come up with the historic list. To get posts for all of the sites costs about \$12,500. Staff recently processed an amendment to the LOA contract for a community that did not allocate all of their funds, so staff accepted that money. An additional \$5,700 was received and the HPC can allocate that money to pay for all of the posts for this project, if they choose to. Staff recommends ordering the posts and finalizing the historic sites list. Mr. Hintz shared the next steps for this project.
- Amanda McKnight Grafton asked if the list is a mix of people, historic events, and architecture. Nic Roberts stated that it is a mix of those historic items.
- Tim Oberbroeckling asked about the extra \$5,700 and what the options are to spending it. Jeff Hintz stated that another community did not spend all of their money after the flood, so the State asked if Cedar Rapids could use that money towards educational opportunities. Staff accepted the money and the State really liked this project for the money to go towards.
- Amanda McKnight Grafton asked if there was still money saved for a workshop and bus tours. Jeff Hintz stated that there is money going towards bus tours, a workshop, and \$6500 going to the posts and signs for this project. There is still the \$5,700 left over that could go to this project. There are 123 sites and it will take a while to get all of the posts and markers up. If we use all the rest of the money for posts and signs then they could all be ordered and paid for before the end of November. The rest of the project can go on past that point.
- Bob Grafton asked if the Structure Reports are complete. Jeff Hintz stated that they are complete and in the budget. All of the bills have been paid except for Kirkwood, but staff generally knows how much it will be based on the previous semester. It is possible that is less and there is still money to spend. That will be sorted out soon.
- Caitlin Hartman stated that a lot of the properties on the list are private so what happens if they do not want a sign on their property? Jeff Hintz stated that it is not guaranteed that the owner will approve, so it may have to be taken off of the list.

Sam Bergus left the meeting at 5:31 p.m.

- Bob Grafton asked if there is potential funding through the State to perpetuate this further for maintenance. Jeff Hintz stated that the QR code links to a website that is connected to the City's website so that will always be there. Bob Grafton asked about the materials and if they could be stolen or damaged. Jeff Hintz stated that they are graffiti proof and the signs will be cemented into the ground. Bill Micheel stated that the funding for this is a patchwork of various funding sources, such as Linn There Done That and Neighborhood Associations, so there are other funding sources that can take care of the maintenance of this project.
- Tim Oberbroeckling made a motion to approve using the remaining \$5,700 to go to the historic sites and markers project. Ron Mussman seconded the motion. The motion passed unanimously.
- Bob Grafton shared concerns that the kiosk behind the fire station has faded after only a few years and that it may not be ADA compliant and does not want to see that happen

with this project. Mr. Grafton also shared concerns with road salt getting on the signs and posts.

- Ron Mussman requested that the maps for this project be emailed to the Commission so that they can be printed out.

5. Discussion Items

a) MOA/LOA Project Updates

- Jeff Hintz stated that no historic sewers have been found so that MOA will be open until the work is done.
- Bob Grafton asked about the Structure Report for the White Elephant Building and if it will be utilized for the redevelopment and the new site. Jeff Hintz stated that it was provided as draft to the new building owners Beth and Tom DeBoom to use it for the tax credit application. All other reports were provided to the owners.

6. Announcements

- Jeff Hintz stated that the HPC has been invited to view the archeological site in conjunction with the Flood Control System by the African American Museum on August 16, 2016 at noon.

7. Adjournment

- Tim Oberbroeckling made a motion to adjourn the meeting at 5:54 p.m. BJ Hobart seconded the motion. The motion passed unanimously.

Respectfully Submitted,

Anne Kroll, Administrative Assistant II
Community Development



Historic Preservation Commission Agenda Item Cover Sheet

Meeting Date: August 25, 2016

Property Location: 602 18th Avenue SW

Property Owner/Representative: Thomas Shaheen – Children on First INC.

Owner Number(s):(319)560-6096 **Demolition Contact:** Same as owner.

Year Built: 1905

Description of Agenda Item: Demolition Application COA Other

Background and Previous HPC Action: The City Assessor information indicated the structure to be in “below normal” condition. The owner owns lots and the business adjacent to the dwelling unit. The house at this point has been mitigated for any asbestos and other items have been salvaged or thrown away. The interior walls have been removed to the studs and the exterior walls have been removed to the underside materials.

City Assessor Information on the parcel:

<http://cedarrapids.iowaassessors.com/parcel.php?parcel=143210702900000>

Historic Eligibility Status: Eligible Not Eligible Unknown N/A

Explanation (if necessary):

The 2014 Cedar Rapids Citywide Historic and Architectural Reconnaissance Survey **does not** indicate this property to be historic, or located within a potentially historic neighborhood recommended for further study.

The 2008 Young’s Hill/Kingston Neighborhood Historical and Architectural Survey Report **does not** indicate this property to be historic.

The State Historic Preservation Office has reviewed and concurred with both surveys, finding the property not historic.

If eligible, which criteria is met:

- Associated with significant historical events (Criteria A)
- Associated with significant lives of person (Criteria B)
- Signifies distinctive architectural character/era (Criteria C)
- Archaeologically significant (Criteria D)

Other Action by City: Yes No N/A

Explanation (if necessary):

Recommendation: Immediate release.

Rationale: The structure lacks defining features, a rehab is not economically feasible and structure is a poor candidate for a local historic landmark status.



Historic Preservation Commission Agenda Item Cover Sheet

Meeting Date: August 25, 2016

Property Location: 1104 11th Street NE

Property Owner/Representative: David Wilford

Owner Number(s):(319)930-2249 **Demolition Contact:** Same as owner.

Year Built: 1918

Description of Agenda Item: Demolition Application COA Other

Background and Previous HPC Action: The owner of the house has constructed a business adjacent to the dwelling unit and indicated the future plan for the property is for additional commercial building; the property is zoned industrial. The house lacks any defining or noteworthy features.

City Assessor Information on the parcel:

<http://cedarrapids.iowaassessors.com/parcel.php?parcel=141643001000000>

Historic Eligibility Status: Eligible Not Eligible Unknown N/A

Explanation (if necessary):

The 2014 Cedar Rapids Citywide Historic and Architectural Reconnaissance Survey **does not** indicate this property to be historic, or located within a potentially historic neighborhood recommended for further study.

The State Historic Preservation Office has reviewed and concurred with this survey, finding the property not historic.

If eligible, which criteria is met:

- Associated with significant historical events (Criteria A)
- Associated with significant lives of person (Criteria B)
- Signifies distinctive architectural character/era (Criteria C)
- Archaeologically significant (Criteria D)

Other Action by City: Yes No N/A

Explanation (if necessary):

Recommendation: Immediate release.

Rationale: The structure lacks defining features, renovation and subsequent reuse is not feasible with future plans for property as a commercial type building, and structure is a poor candidate for a local historic landmark status.



Community Development and Planning Department
City Hall
101 First Street SE
Cedar Rapids, IA 52401
Telephone: (319) 286-5041

To: Historic Preservation Commission
From: Jeff Hintz, Planner II
Subject: COA Request 1714 Third Avenue SE
Date: August 25, 2016

Applicant Name(s): Andrew Pace
Owner Name: Andrew Pace
Address: 1714 Third Avenue SE
Local Historic District: Second and Third Avenue Historic District
Legal Description: SAMPSON HEIGHTS STR/LB 11 3
Year Built: 1910

Description of Project: Removal of the secondary chimney on the dwelling unit shown in the red oval below.



Information from Historic Surveys on property: The 1995 Site Inventory Form from the District Nomination survey lists the property as “excellent.” The defining features listed include: *flared hipped roof with extremely deep eaves and flared gable attic dormers; brick with stone trim & narrow clapboard siding on attic gables; pair of small, diamond light fixed sash in dormers;* 1/1 double-hung windows of various dimension elsewhere & cottage window, lower level; stone window lintels; low-pitched, hipped roof porch across front with brick piers on stone pedestals for roof supports, closed (brick) balustrade, and stone work in place of porch skirting. The dwelling unit is individually eligible for the National Register and contributes to the district.

Features in bold and italicized are defining roof elements of this particular structure.

Options for the Commission:

1. **Approve** the application as submitted; or
2. **Modify, then Approve** the application – only if applicant agrees to modifications made; or
3. **Disapprove** the application; or

4. **Continue the item to a future, specified meeting date** in order to receive additional information.

Excerpt(s) from *Guidelines for Cedar Rapids Historic Districts Applicable to Project:*

Chimneys:

Recommended:

- Replacing any broken, spalled, or missing bricks with the same size and color
- Flue caps of clay, stone, concrete, or black metal
- Repairing a deteriorated chimney with like material
- Replacing a chimney with bricks similar to the original color and size

Not Recommended:

- Replacing a chimney visible from the street with metal piping
- Demolishing a chimney

Analysis: The applicant had indicated the chimney that is proposed to be removed leads to the kitchen and is not currently utilized. The owner suspects this chimney lead to an oven or stove at one time, but this is no longer the case. The homeowner would like to have the secondary chimney removed to avoid it from being a problem in the future and this would be the best time to do so because a reroofing of the dwelling unit is planned for next year. The main chimney on the house will remain and was recently re-flashed and had some maintenance done on it, the main chimney is functioning, in good repair and no changes are planned.

While the guidelines do not recommend demolishing a chimney, it is important to remember this is not the only chimney on the house and that the chimney closer to the street will remain. Another important note is that the chimneys on this house are not listed as defining architectural features on the Site Inventory Form completed at the time of district nomination to the National Register. The defining features of this roof are bolded and italicized in the “Information from Historic Surveys on Property” section of the report; none of the character defining features on the roof will be altered in this application.

The [Secretary of the Interior’s Standards](#) regarding rehabilitation of roofs were also consulted when developing this report. Under Identify, retain and preserve of the linked document, what is recommended is to identify, retain and preserve roofs and their functional and decorative features that are important in defining the overall historic character of the building.

Under this same document, what is listed as not recommended is, radically changing, damaging or destroying roofs which are important in defining the overall historic character of the building so that, as a result, the character is diminished. Since this proposal is not altering or removing any feature on the roof which defines the character of the building and the removal of this secondary chimney will not leave the home without a chimney, staff recommends approval of the application. The home will retain the character defining features and still fit in harmoniously with the other historic properties within the local historic districts.

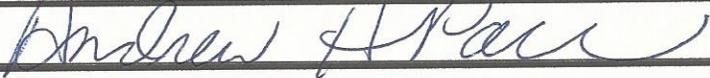
Staff Recommendation: Approval of the application as submitted.

Attachments: Application from applicant.

CEDAR RAPIDS

HISTORIC DISTRICT APPLICATION

Community Development Department, 101 First Street SE, Cedar Rapids, IA 52401, Phone 319-286-5041

<p style="text-align: center;">Owner Information</p> <p>Name <u>Andrew Pace</u></p> <p>Address <u>1714 Third Avenue SE</u></p> <p>City <u>Cedar Rapids</u></p> <p>State <u>IA</u> Zip <u>52403</u></p> <p>Phone <u>319-651-7016</u></p>	<p style="text-align: center;">Applicant Information</p> <p>Name _____</p> <p>Company _____</p> <p>Address _____</p> <p>City _____</p> <p>State _____ Zip _____</p> <p>Home Ph. _____</p> <p>Work Ph. _____</p>
<p>Address of Property where work is to be done: <u>1714 Third Avenue SE, Cedar Rapids, IA 52403</u></p>	
<p>Project type: House <input checked="" type="checkbox"/>, Garage <input type="checkbox"/>, Shed <input type="checkbox"/>, Fence <input type="checkbox"/>, Addition <input type="checkbox"/>, other _____</p>	
<p>Project description: <u>Remove secondary chimney above roof line from back portion of house in preparation for new roof installation planned for Spring 2017</u></p>	
<p>Location: Describe where (what part of building, or where on property) work will be done: <u>southwest quadrant of house roof behind dormer</u></p>	
<p>Materials: Type and design to be used <u>roof will be patched with asphalt shingles, similar to existing</u></p>	
<p>Estimates required: If you will not be using the same type of materials as already used on the building, then you must obtain two estimates using the existing material(s) and two estimates using the new material(s).</p>	
<p>Samples: Applicant must bring a sample of the material(s) to HPC meeting if a COA is required.</p>	
<p>Applicant's signature: </p>	

For Community Development Department use only:

Date Received:	Received by:	File No.
Redmond Park-Grande Avenue <input type="checkbox"/>	Contributing structure? <input type="checkbox"/> Yes <input type="checkbox"/> No	CNME Issued? <input type="checkbox"/> Yes <input type="checkbox"/> No
Second and Third <input type="checkbox"/>	Key structure? <input type="checkbox"/> Yes <input type="checkbox"/> No	COA required? <input type="checkbox"/> Yes <input type="checkbox"/> No



Community Development and Planning Department
City Hall
101 First Street SE
Cedar Rapids, IA 52401
Telephone: (319) 286-5041

To: Historic Preservation Commission Members
From: Jeff Hintz, Planner II
Subject: National Register Nomination – 430 16th Avenue SW
Date: August 25, 2016

Background: As a Certified Local Government (CLG) the Historic Preservation Commission is afforded the opportunity to give comment on applications for National Register of Historic Places (NRHP) proposals. The State Historic Preservation Office (SHPO) reviews all applications several times a year; the next review is October 14, 2016.

Note, this property at 430 16th Avenue SW, known as the Iowa Highway Commission District 6 Building, is being pursued for NRHP by the property owner.

Role of the HPC: The HPC is tasked with applying Bulletin 15 from the National Park Service (NPS) and making a recommendation to SHPO. Information about Bulletin 15 can be found [here](#); essentially this is the four criteria as listed below:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of significant persons in or past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded or may be likely to yield, information important in history or prehistory.

Analysis: The nomination form indicates the significance that is determined for this building is Criteria A, the property is associated with events that have made a significant contribution to the broad patterns of our history (see page 3 of the attached document). While it is possible that a property could be eligible for more than one criterion, this one does seem to fit the best. The building has had some alterations to it meaning Criteria C might not be the best fit; the property is not an archeological site meaning that Criteria D would not be a good fit either. It does not appear from the document that the property is associated with the lives of persons significant in our past either. The story of transportation and social history are generally the most applicable to this structure.

Recommendation: Concur that Criterion A is the most appropriate NRHP Criteria for this property and recommend to the City Council and SHPO that this property should be listed on the NRHP.

Attachments: Nomination form for the property.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Nomination Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Iowa Highway Commission, District 6 building

other names/site number Iowa Department of Transportation building

2. Location

street & number 430 16th Avenue SW not for publication N/A

city or town Cedar Rapids vicinity N/A

state Iowa code IA county Linn code 113 zip code 52404-5810

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide X locally. (See continuation sheet for additional comments.)

Signature of certifying official Date

STATE HISTORICAL SOCIETY OF IOWA
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

	Signature of Keeper	Date of Action
<input type="checkbox"/> entered in the National Register	_____	_____
<input type="checkbox"/> See continuation sheet.		
<input type="checkbox"/> determined eligible for the National Register	_____	_____
<input type="checkbox"/> See continuation sheet.		
<input type="checkbox"/> determined not eligible for the National Register	_____	_____
<input type="checkbox"/> removed from the National Register	_____	_____
<input type="checkbox"/> other (explain): _____	_____	_____

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(do not include previously listed resources in count)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

Number of contributing resources previously listed in the National Register

N/A

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/road-related (vehicular)

Current Functions

(Enter categories from instructions)

VACANT

7. Description

Architectural Classification

(Enter categories from instructions)

LATE 19TH AND EARLY 20TH CENTURY REVIVALS/

Classical Revival

Materials

(Enter categories from instructions)

foundation CONCRETE

walls BRICK

roof OTHER

other CONCRETE

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

SOCIAL HISTORY

Period of Significance

1939-1966

Significant Dates

1939

Significant Person

(Complete if Criterion B is marked above)

n/a

Cultural Affiliation

Architect/Builder

unknown

Name of repository: _____

10. Geographical Data

Acreage of Property 2.188-acres

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: 41.962171 Longitude: -91.675824
2. Latitude: Longitude:
3. Latitude: Longitude:
4. Latitude: Longitude:

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Alexa McDowell, Architectural Historian email akaymcd@hotmail.com

organization AKAY Consulting date 01/15/2016

street & number 103 W. Island Avenue telephone 515-491-5432

city or town Minneapolis state MN zip code 55401-1509

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps: A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs: Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Succession LC (Steve Emerson)

street & number 221 2nd Avenue SE, Suite 400 telephone 319-364-7444

city or town Cedar Rapids state IA zip code 52401

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section 7 Page 1 Property name Iowa Highway Commission, District 6 building
County and State Linn County, Iowa

7. Narrative Description

Site Description

The Iowa Highway Commission, District 6 building is located in Cedar Rapids, Linn County, Iowa (Figure 1). Situated in southeast Iowa, Cedar Rapids (pop. 126,326) is the largest city in the southeast quadrant of the state and ranks second among Iowa's cities overall - exceeded only by the state capital at Des Moines with a population of 203,433.¹ Cedar Rapids covers an area of some 70.80 square miles and is bisected by the north-to-south running I-380 and the east-to-west running U.S. Highway 30.

Figure 1. Map of Iowa – 2015



(SOURCE: <https://www.google.com/maps/place/Cedar+Rapids,+IA>. Accessed 10/20/2015)

The location of Cedar Rapids, Iowa is indicated.

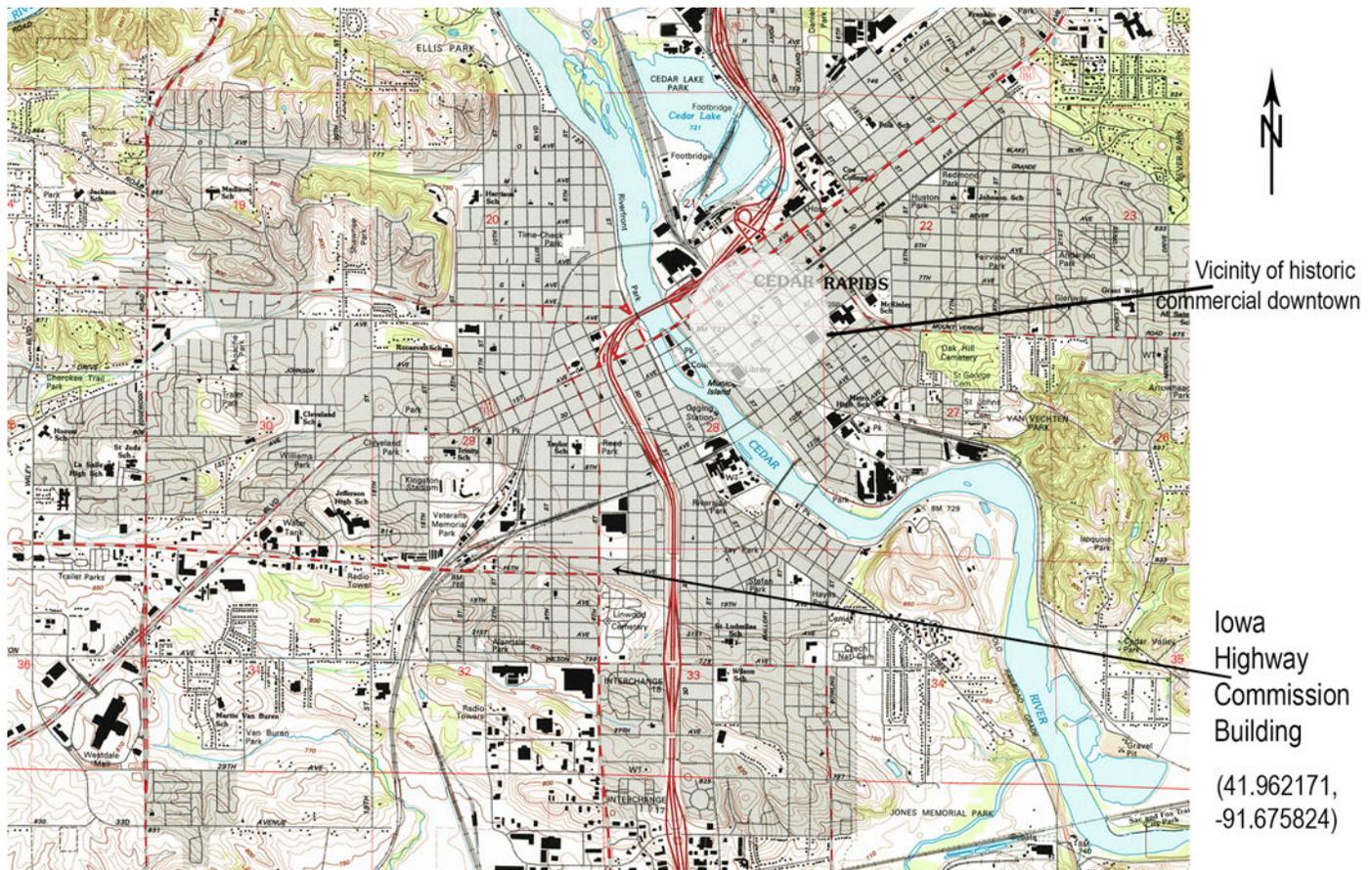
¹ "Iowa's Largest Cities," *Quad City Times*, February 10, 2011. Online at http://qctimes.com/iowa-s-largest-cities/article_c5d8850a-3556-11e0-ba3b-001cc4c002e0.html. Accessed 07/25, 2014.

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Figure 2. 7.5 Minute USGS Topographic Map – Cedar Rapids South Quad – 1994



The location of the Iowa Highway Commission building is indicated.

The original town of Cedar Rapids was laid out on the east side of the Cedar River with a gridded plat of just over 60 blocks oriented with its streets running perpendicular to the course of the river. As a result, the street grid is rotated approximately 45 degrees to the cardinal directions. Street names were changed in the early 20th century and today these streets start east of the river with 1st Street, numbering ordinally eastward. Avenues bisect the streets with those south of 1st Avenue numbered ordinally.²

² Marlys A. Svendsen, "Commercial and Industrial Development of Cedar Rapids, Iowa, c.1865-c.1945," Multiple Property Documentation Form, 1997:E-3.

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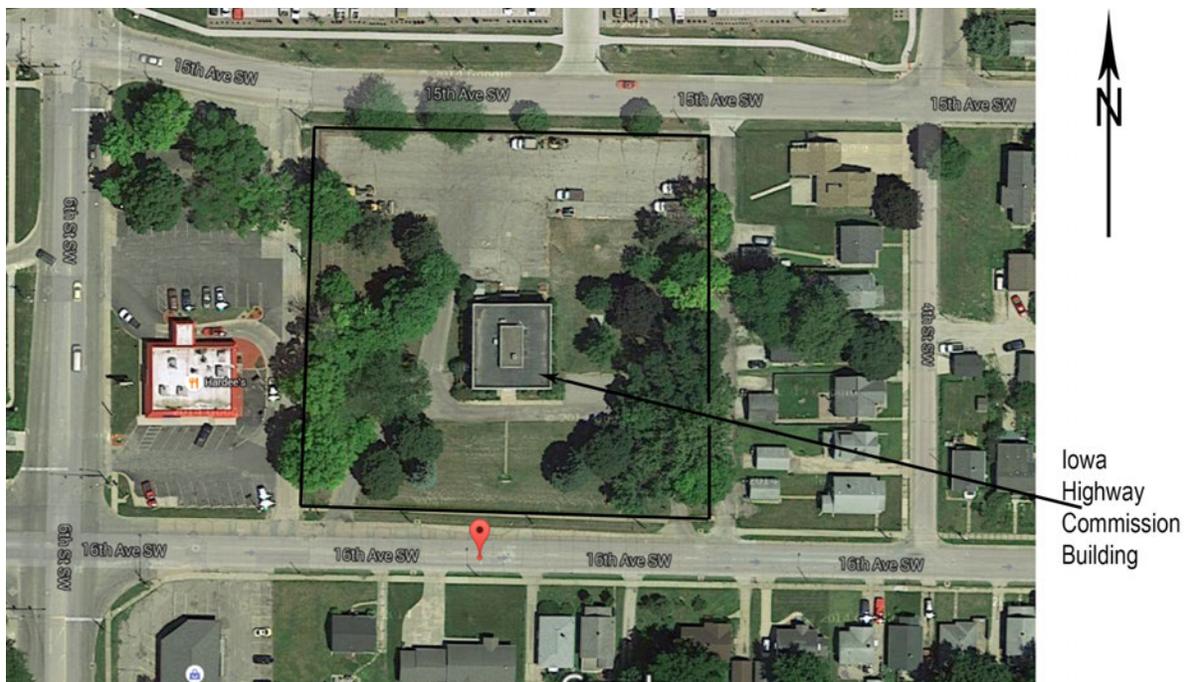
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Cedar Rapids developed on both sides of the Cedar River, the construction of bridges and the development of mass transit acting as a catalyst to industrial, retail, and residential growth in west Cedar Rapids. It was, however, the rise of the automobile that, after c.1920, pushed development to the southwest.

The Iowa Highway Commission, District 6 building, at 430 16th Avenue SW, is situated west of the Cedar River, a little more than one-mile southwest of the historic commercial downtown. The building was constructed on 16th Street SW in 1939 (Figure 2).

Figure 3. Aerial Map – 2015



(SOURCE: <https://www.google.com/maps/place/Cedar+Rapids,+IA>. Accessed 08/31/2015)

The location of the District 6 building is indicated, with the property parcel outlined.

The neighborhood in which the building is located is currently comprised of a cross-section of property types including early 1940s-era single-family homes and contemporary commercial and governmental buildings. The Iowa Highway Commission building is sited near the center of a 2.188-acre parcel on the north side of 16th Avenue SW four blocks west of I-380; the building's façade faces south (Image 1).

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The property upon which the building is located is flat and heavily vegetated on the south, east, and west, with most of the north side of the site paved for parking and devoid of vegetation. A circular driveway provides access to the building on the south. Small parking areas are located adjacent to the driveway both east and west of the building. The driveway continues north along the west side of the building to the rear parking lot. The historic site plan documents these elements as original to the property (Figure 7). A public sidewalk runs the length of the block on the north and the south. On the south, the sidewalk connects to a private walkway to the primary entrance. A chain link fence runs along the east, north, and west property lines.

Image 1. Site View



(Image by AKAY Consulting – 08/26/2015)

View of the Iowa Highway Commission site, looking northeast across 16th Avenue SW.

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Property Description

The Iowa Highway Commission, District 6 building is a two-story, brick building with design elements expressive of the early 20th century Classical Revival (Image 1). The 1938-1939 construction of the building was undertaken by the Iowa Highway Commission, and partially funded by the Public Works Administration, to serve as the agency's new District 6 engineering office. As such, the interior is arranged to contain garage space, office spaces, and meeting spaces. Overall, the building retains a very high level of historic integrity both inside and out, making it an important representative of a project of the New Deal era Public Works Administration.

Exterior

The Iowa Highway Commission, District 6 building is a two-story building with a basement. The building is a brick construction on a poured concrete foundation. The nearly square form (60- x 64-feet) with flat roof creates a box-like shape; the sole break being the penthouse, which rises above the roofline near the center of the building. The simple form provides a blank canvas for the elements that define the building's stylistic character.

Classical design is predicated on a sense of order and the use of restraint in the application of decorative elements. In the District 6 building a strong sense of classicism is evident in its highly ordered symmetry, the simple interplay between finish materials, and the use of classically inspired details.

The building's exterior is finished in alternating fields of brick and limestone. The brick is varying shades of red with a rough surface and is laid in a common bond with the seventh course of header bricks being recessed. Against this brick background is set fields of limestone elements, which create the organizational structure for the fenestration. While that organization varies by elevation, each limestone field contains fluted pilasters surrounding rectangular spandrels.

The building façade (south elevation) is organized around a central axis with the primary pedestrian entrance located on-center. Limestone fields are symmetrically arranged around that axis. Each field features the elements noted previously: fluted pilasters and rectangular spandrels. Three windows at both floors are aligned within the limestone field. Each window of the second floor has a stone sill, while a belt course serves as the sills for the first floor windows. The windows throughout the building replaced the historic in 1979.

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Image 2. Exterior – Detail



(Image by AKAY Consulting – 08/26/2015)

View of a limestone field with its fluted pilasters, stone sills, and spandrels.

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Image 3. Exterior – Detail



(Image by AKAY Consulting – 08/26/2015)

View of the primary entrance. The incised limestone nameplate remains beneath the black panel.

The entrance and a single window above it at the second floor level are also set in a limestone field (Image 3). The field is irregular in shape, conforming to the variation in the widths between the entrance and the window. The field is comprised of a stone entrance surround with a fluted label molding and the building name incised into the field over the door. The surround narrows to stone blocks flanking the window. Like all of the building's second floor windows, this window has a dedicated sill.

The entrance also features a stone threshold and paired, steel doors with a transom set in a steel frame. The

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transom (also steel) is decoratively paned, with the doors featuring 3 x 15 divided lights. Long, narrow light sconces flank the entrance.

The east and west elevations carry on the building's sense of order and classicism (Photograph 4). Four limestone fields are arranged on these elevations. The two center fields each accommodate two windows on each floor. Narrower fields are set at either end of the elevation – each with a single window at each floor.

The rear (north) elevation features three, limestone fields spaced evenly across the wall plane (Photograph 5). At ground level the center field has a vehicular entrance (now covered by a small frame bump-out). A pair of windows is situated at the second floor level, above this opening. Paired windows at the first and second floors are aligned in the flanking fields. The symmetry of the rear elevation is broken by the placement of an emergency exit from the second floor.

From elevation to elevation, the limestone fields set against the red brick with its recessed seventh course create a visual structure with a clear classical precedent. That classical sense of order and cohesion is further strengthened by the use of a limestone stringcourse above the second floor windows and a stone parapet cap. On the whole, the Iowa Highway Commission building is a restrained and elegant example of the Classical Revival style in a small-scale office building.

Interior

Reflective of its historic function as the District 6 engineering headquarters, which was responsible for various aspects of regional road design, maintenance, and construction, the interior of the Iowa Highway Commission building is generally utilitarian in appearance. Decorative elements are confined to terrazzo floors, the ironwork of the stair balustrade, and the faux graining of some of the building numerous steel doors.

The building's first floor was designed to house the garage and a testing lab. That level is entered at grade, with the initial pedestrian entry made into a vestibule. With the decorative paning of the entrance transom, terrazzo floors, and detailed ironwork on the staircase, the vestibule is the most decorative space in the building (Photograph 7). The walls and ceilings of the space are plaster and trim work is limited to a simple cornice and picture molding.

The remainder of the south one-third of the first floor housed the testing lab, a large janitorial space, and a restroom. Most recently, the former testing lab (located in the southeast corner of the first floor) functioned as an office. The room has smooth-coat plaster walls, an acoustical tile ceiling, industrial carpet over a concrete floor, and is void of millwork (window sills are steel and the baseboard is rubber). Florescent lights

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are suspended from the ceiling and heating units are wall mounted. As fully utilitarian spaces, the first floor restroom and the janitorial space both have clay block tile walls and concrete floors.

The garage spaces occupy the north two-thirds of the first floor. The addition of acoustical tile, temporary partition walls, and suspended lighting indicate that portions of this area were most recently used as office space (Photograph 9). The remainder of the space, however, retains bare concrete floors with drains and exposed mechanical systems (Photograph 10). Wall finishes also vary, with some of smooth coat plaster and some painted brick.

The janitorial room and the interior stair to the basement have glaze tile block walls.

Image 4. Interior Detail – Second Floor Terrazzo and Balustrade



(Image by AKAY Consulting – 08/26/2015)

Decorative details on the interior are limited, with the terrazzo floors and iron balustrade being the most prominent.

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The building's second floor is divided into a reception area, offices, workroom, restrooms, and storage spaces situated around an irregularly shaped corridor.

The corridors have smooth-coat plaster walls and ceilings, crown molding, and terrazzo floors (Photograph 11). The base trim is integrated with the flooring.

The offices uniformly have smooth-coat plaster walls, dropped ceilings, and industrial carpeting over concrete (Photograph 12). Millwork is limited to a simple crown and baseboard moldings with door openings typically steel framed with no trim. The single panel doors are also steel, with the original hardware retained. Many of the doors are finished with a faux wood-grain. Windowsills are also steel. Each office has wall-mounted heating units.

The men's and ladies restrooms both have smooth-coat plaster walls and ceilings, crown and picture moldings, and terrazzo floors. Both include steel stalls, with the men's set on a raised platform (also terrazzo). The ceramic fixtures appear to be original to the building. Typical of the building, the restroom windows are without trim save a steel sill.

The building penthouse historically housed the storage room for project plans. The small space is utilitarian, with smooth-coat plaster walls and ceiling, and a concrete floor (Photograph 14). Small fixed-paned, four-light windows are set into the upper walls of the north and south elevations to provide natural light.

The basement of the Iowa Highway Commission building houses the mechanical room and a large storage space around a hallway. Walls, floors and ceilings are painted, but otherwise unfinished. The building's structure is exposed – the underside of the first story floor revealing poured concrete beams with clay block infill.

The interior of the Iowa Highway Commission remains much as it did upon construction, with alterations confined to temporary walls in the garage area of the first floor, the minor changes to finishes (e.g. carpet and acoustical tile), and a new door opening between the offices on the north, which were, historically, the drafting room and the office of the district engineer (Figure 10).

Statement of Historic Integrity

The Iowa Highway Commission, District 6 building retains a very high level of historic integrity as it relates to all seven aspects of integrity: location, setting, association, design, workmanship, materials, and feeling.

Because the Iowa Highway Commission building remains on its original site, the level of integrity as it

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relates to location is high. The building is sited on its original 2.188-acre parcel with the historic street setback intact.

Because of the scale of the site with its mature vegetation is integral to the character of the setting, its retention results in a high level of integrity as it relates to historic setting. The vehicular-related elements of the site (curved driveway and parking) are also associated with the building's historic function and as such are relevant to integrity of setting.

The 1939 District 6 building was constructed adjacent to U.S. Highway 30, which had been rerouted to follow this section of 16th Avenue SW concurrent with the design and construction of the District 6 office building. It has been difficult to verify a direct connection in the timing of the two events, but the building has from its construction been associated with the roadway that it faces. In 1953 US-30 was relocated to bypass Cedar Rapids, resulting in an adverse impact to integrity of association. However, because the road structure itself remains in place, integrity of association remains very good.

The Iowa Highway Commission, District 6 building retains a high level of integrity of design and materials on both exterior and interior. The building retains all of its character-defining features including historic form (with only the addition of a small bump-out on the rear elevation, which is easily removed); the contrasting masonry (red brick and limestone); classically derived elements (fluted pilasters and symmetry); and its overall sense of controlled elegance. The sole significant breach of integrity of design and materials on the building's exterior is the replacement of the historic windows. However, like the historic windows, the current windows have steel frames and are simple in their light configuration. As a result, the adverse impact is minimized.

The interior of the District 6 building remains much as it did when constructed, with alterations limited to temporary walls added on the first floor, one opening cut between offices on the second floor, the addition of carpeting in most offices, and the introduction of drop ceilings in the second floor offices. As a result integrity of design and materials on the building's interior is very high.

As a PWA project it is perhaps of particular importance to call out integrity of workmanship. As a New Deal program designed to support the American economy by putting the unemployed to work, how the varied skills of the PWA works were applied to the District 6 building is interesting to consider. In this case, integrity of workmanship is evident in the quality of the masonry – the skill of the bricklayer and of the stone mason was high and the historic integrity of those elements remains very high today. As a result, historic integrity as it relates to workmanship is very high.

The Iowa Highway Commission, District 6 building also retains a high level of integrity as it relates to feeling. Because the building retains a very high level of integrity as it relates to the previous qualities,

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visitors from the Period of Significance would readily recognize the resource today and experience it very much as they did at the time of its construction in 1939.

FUTURE PLANS

An historic rehabilitation of the Iowa Highway Commission building for re-use as an early childhood education center is currently in the planning stages. The project will likely utilize historic tax credits; the rehabilitation undertaken following the Secretary of the Interior's Standards and Guidelines for Rehabilitation, with work respectful of the character-defining features of the historic building.

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8. Narrative Statement of Significance

The Iowa Highway Commission building is eligible for listing in the National Register of Historic Places under Criterion A. The resource is locally significant in association with the history of transportation, specifically related to the role of the Iowa Highway Commission in the development of policy and the design and implementation of construction projects. Further, the building is locally significant in association with the Public Works Administration, the New Deal program initiated in 1939 to boost investment in construction and related industry.

The Period of Significance for the Iowa Highway Commission, District 6 building is 1939 through 1966, which marks the year the building was placed in service through the 50-year window recommended by the Secretary of the Interior. The Period of Significance embraces all aspects of the building's significance, including its 1939 construction as a PWA project, its function as the district office of the Iowa Highway Commission, and the years in which the Lincoln Highway (aka I-30) was routed along 16th Street SW to pass in front of the property. The Significant Date for the Iowa Highway Commission building is 1939, the year the building was placed in service.

The building in Cedar Rapids was placed in service in 1939 to house the District 6 engineering facility of the Iowa Highway Commission (headquartered in Ames, Iowa). The building and its site provided space for the various staff and equipment required to service the district. With a mix of office, work, storage, and garage space, the district building was responsible for the design and implementation of highway construction and implementation for an area covering up to nine Iowa counties. The District 6 office occupied the building through the period of significance (1939 -1966). In November of 2012, the district offices were relocated to 5455 Kirkwood Boulevard SW in Cedar Rapids.

The District 6 building was constructed on US-30, which is historically tied to the Lincoln Highway – the country's first east to west transcontinental roadway. During the course of its history as the Lincoln Highway and, after 1926 as US Highway 30, the route of the roadway was altered numerous times. From ca. 1939 through November 1, 1953, the roadway traveled along 16th Avenue SW adjacent to the Iowa Highway Commission building.

The Iowa Highway Commission, District 6 building was constructed as Public Works Administration project No. 1623. A New Deal program, the Public Works Administration (PWA) was established for the purpose of “providing employment, stabilizing purchasing power, improving public welfare, and contributing to a revival of American industry” in the midst of a national depression.³ Although the PWA focused on heavy

³ The Social Welfare History Project, <http://www.socialwelfarehistory.com/eras/great-depression/public-works-administration-2/>. Last accessed 11/21/2015.

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construction and building projects like the Lincoln Tunnel and Grand Coulee Dam, the program also resulted in the construction of smaller-scale buildings such as schools, auditoriums, and government buildings. The Iowa Highway Commission, District 6 building is an example of the work of the PWA and representative of New Deal programs and their impact on the state's built environment.

Historical Background

The original town of Cedar Rapids was laid out on the east side of the Cedar River and grew outward from the commercial sector, which was initially concentrated adjacent to the river along 1st through 3rd Streets SE between 1st and 4th Avenues SE. Transport across the river and the mass transit that followed was critical to the growth of the city's west side, which was first known as the village of Kingston. Annexed in 1870, Kingston became familiarly known as West Cedar Rapids.⁴ These factors played into the initial development of the city's west side, but it was the growing population and the rise of the automobile that pushed development to the southwest.

In the early years of automobile travel, Cedar Rapids was an important city on the Lincoln Highway, America's first east-west transcontinental highway. Although not the first section of concrete roadway poured in the state, construction of Iowa's "Seedling Mile" on the Lincoln Highway a few miles east of Cedar Rapids opened to traffic on June 18, 1919.⁵ The Lincoln Highway originally followed 1st Avenue through downtown Cedar Rapids and a series of city streets in Marion before heading southeast to Mount Vernon.⁶ The highway route changed multiple times in subsequent years, adjusting to the growing city and the rising demand for good roads.

In 1926 US Highway 30 was designated as part of the Federal effort to create some organizational clarity for the country's roadways, which until that time were named rather than numbered. The Lincoln Highway became part of the US-30 route, signaling the end of the active operations of the Lincoln Highway Association, which since its organization in 1913, had worked diligently for the cause of good roads.

The 1938 construction of a new bridge over the Cedar River at 8th Avenue created a shorter route for US-30. According to the organization Iowa Highways,⁷ in 1938 or 1939 US-30 was routed to follow 16th Avenue SW, Williams Boulevard, and 1st Avenue west of 1st Street SW – a route that did not pass the District 6

4 Svendsen, E-6.

5 Leah D. Rogers and Clare L. Kernek, "The Lincoln Highway Association's 'Object Lesson:' The Seedling Mile in Linn County, Iowa," Sponsored by Linn County, Iowa through agreement with the Iowa Department of Transportation, 2004, 6.

6 Highways of Cedar Rapids. <http://www.iowahighways.org/highways/cedarrapids.html#us30>. Last accessed November 21, 2015.

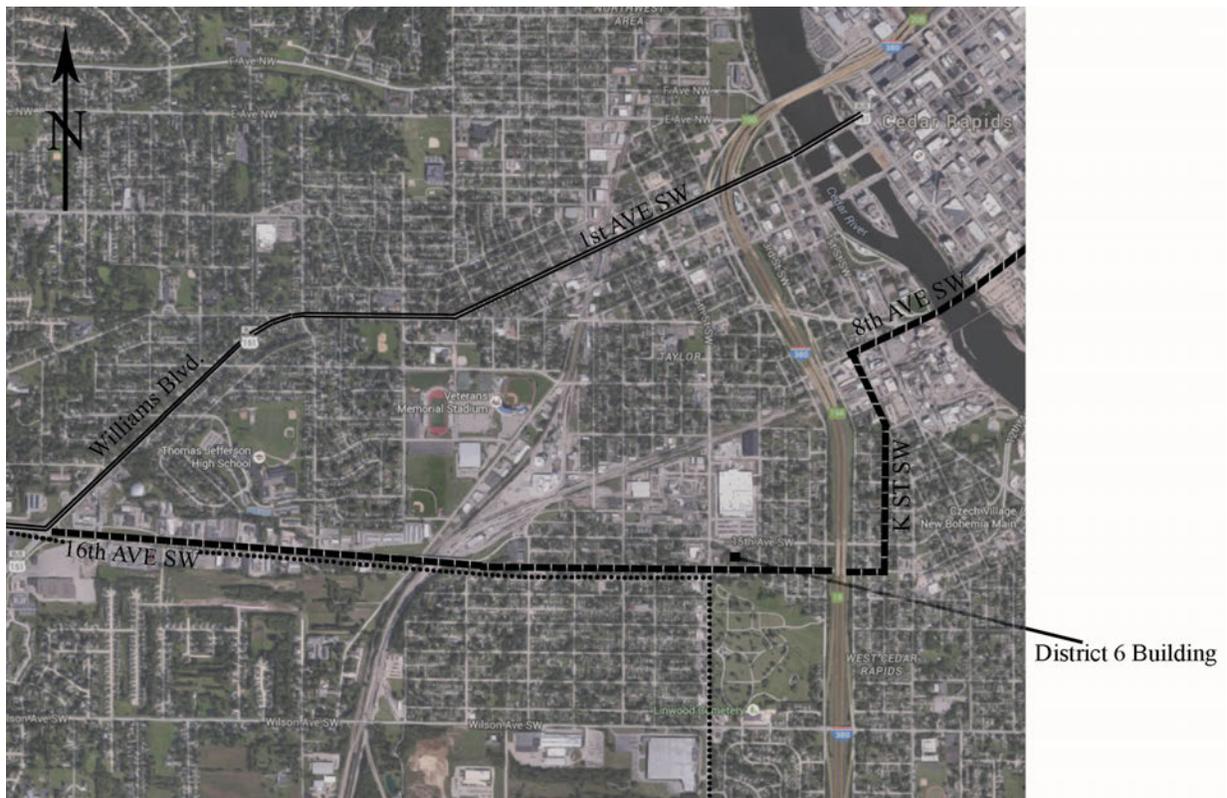
7 Although not affiliated with the Iowa Department of Transportation, the Iowa Highways website was a recommended resource by the department.

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Figure 4. US Highway 30 - Historic Route Map



(SOURCE: Basemap, Google maps, 2015.)

The map shows the route of US-30 in the vicinity of the District 6 building (noted). In 1938 or 1939 the highway followed the route (noted in double-lines), which left 16th Avenue SW at Williams Boulevard about 1.5-miles west of the building. The dashed line marks the route as it was in 1940 when it continued east along 16th Avenue SW past the newly completed District 6 building. In November of 1953 the route of US-30 was again altered, turning south at 6th Street SW toward a newly constructed cut-off at Waconia Avenue (dotted line).

office, rather left 16th Avenue SW at Williams Boulevard about 1.5-miles west of the Iowa Highway Commission building (Figure 4). In 1940 US-30 was moved onto 16th Avenue SW, K Street SW, 2nd Street SW, and 8th Avenue SW/SE between Williams Boulevard and Mount Vernon Road, sharing US-218 west of K Street SW. This altered route ran along the section of 16th Avenue SW where the District 6 office had just

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been completed.⁸ In conflict with that record, the Lincoln Highway Association states that from 1939 through 1954 the highway’s route left Mt. Vernon Road at 8th Avenue, crossed the river and then jogged briefly on 2nd Street and K Street to 16th Avenue SW where it passed the recently construction Iowa Highway Commission building.⁹ Regardless of the minor discrepancy in dates, construction of the District 6 office occurred very near the time the US-30/Lincoln Highway route was altered to run along 16th Avenue SW and the building retained its direct association with the highway for some 14 years.

In the late 1930s and into the 1940s, residential development was underway in the area around the Iowa Highway Commission, District 6 building. Modest houses sprung up along 16th Avenue SW, 4th Street SW, and 6th Street SW, joining a handful of earlier constructions. The houses built during that period reflect the economy of the period – they are small in scale and simple in design and materials.

Image 5. 16th Avenue SW World War II Era Housing – 2015



(Image by AKAY Consulting 08/26/2015)

The houses see here on 16th Avenue SW, across from the District 6 building, are representative of those in the neighborhood in general. The large majority of the houses were constructed between 1931 and 1946.

⁸ Highways of Cedar Rapids. <http://www.iowahighways.org/highways/cedarrapids.html#us30>. Last accessed November 21, 2015.

⁹ Koehler History Center, vertical files.

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The routes of major roadways invariably impact the patterns of growth in a community. Such is the case in Cedar Rapids where, in the early days of road construction, the route of the Lincoln Highway dictated the rise of commercial enterprises catering to the automobile and to those who drove them. After the 1926 numbering of the country's named roadways, it was the path of US-30 that impacted development in Cedar Rapids, spurring growth in the southwestern section of the city. The Iowa Highway Commission, District 6 building was constructed in a neighborhood whose development was surely tied to the route of that highway.

The Iowa Highway Commission

The history of the State Highway Commission and that of road building in Iowa are virtually one and the same. Established in 1904, the commission's primary duty was to educate the public about the value of good roads, thereby laying the foundation to build an organizational structure capable of directing the construction of a statewide highway network. That organization changed and adapted through the years, but its work remained central to the successful development of Iowa's roads system.

Discussion about creating a highway commission was undertaken at the 30th General Assembly in 1904. A lack of public understanding about the importance of good roads became a central issue in the creation of a commission and in the appropriation of the funding necessary to support the work of such a commission. It was determined that until the public was properly educated a separate, state-funded department would not be created. Rather, the General Assembly directed the Iowa State College at Ames to act as the state's highway commission. A small biennial appropriation of \$7,000 funded the newly established commission; the funds were included in the college's regular budget for experimental purposes and were controlled by the Iowa State College board of trustees.

The board of trustees appointed Charles F. Curtis, Dean of Agriculture and Anson Marston, Dean of Engineering at Iowa State College as commissioners. They also hired Thomas H. MacDonald as an assistant in charge of field operations. These three were charged with the responsibility of creating a system of highway construction specific to the requirements of the state's various counties; to at least once a year provide a demonstration about the plans for highway construction to county supervisors, township trustees, superintendents, and students of the college; to disseminate information about highway construction and maintenance; and, to properly record all significant commission operations for annual reporting to the governor.¹⁰

Despite the limitations posed by scant funding, Prof. MacDonald published a bulletin titled *The Good Roads Problem in Iowa* in June of 1905. The bulletin reviewed the commission's early work and outlined plans for the future with particular attention paid to issues of road legislation and administration. The bulletin also

¹⁰ William H. Thompson, *Transportation in Iowa: A Historical Summary* (Ames, IA: Iowa Department of Transportation, 1989), 76.

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reported on the commission's investigation of road conditions in the different sections of the state, their work to create road maps for some 12 counties, and the bulletin detailed funds collected from counties, methods of collection, and subsequent expenditures.¹¹

Following on the heels of an analysis of Iowa's progress in road building relative to other states, the commission's annual report for 1908 pressed for additional responsibility and control. Further, the commission urged the state to incorporate many of their findings into the road laws.¹²

The highway commission was newly established when an organizational structure was put in place. In its earliest form, the commission operated with four departments: Office, Design, Field and Education. Lacking any precedent for road law based on the principle of state supervision or control of highways without state aid (the road laws of all other states had measures for state aid of some kind), the structure was developed without benefit of a previously tested model.

In July of 1911 the commission had a staff of three full-time employees - a highway engineer (MacDonald), an assistant engineer, a stenographer, and two part-time employees. The staff was employed by and received their salaries from the Iowa State College.¹³ In 1913 a new law established a highway commission separate from but still housed at Iowa State College. The law increased the powers and duties of the commission and named three members, appointed by the governor for four-year terms. The existing employees found jobs in the new commission, with additional staff added in order to meet the requirements of the new law. The new commission had a highway engineer, a consulting bridge engineer, two assistant engineers, two stenographers, and a draftsman.

The work of the commission continued to grow and by 1918 the commission had a staff of 62. The Federal-Aid and State Primary Road Acts, together with the end of World War I, further expanded the work of the highway commission and by 1919 the number of employees had risen to 156. The growth triggered an extensive reorganization with new departments created. The increased volume of work required an increase in the number of district engineers from six to nine. This arrangement brought the commission into more direct contact with the actual work of road building and maintenance. Each district engineer was responsible for all work undertaken in their district, including direct charge of the surveyors, control of material inspectors, and supervision of all maintenance work.¹⁴

Responsibilities of the commission were further expanded in 1927 when the General Assembly rewrote the Primary Road Law, transferring the power and duties of the county supervisors relevant to construction and

¹¹ Thompson,76

¹² Ibid., 77.

¹³ Ibid.

¹⁴ Ibid., 77 and 80.

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maintenance of primary roads to the highway commission. This change was the final piece in moving complete jurisdiction of primary roads to the state. The Primary Road Law also reorganized the commission, increasing the membership from three to five-persons.¹⁵

During the 1920s the cost of road building in states across the country was such that together the states could obligate \$100 million of federal aid annually – an amount that exceeded congressional authorizations, but which was met through surplus funds from prior years. With that surplus exhausted by 1928, the states had to reduce their highway programs to fit the \$75 million annual authorization. As a result, federal-aid mileage fell from 10,194 in 1928 to 9,386 in fiscal year 1929, with that trend continuing into 1930. To assist the sagging economy, special appropriations for public works (including highways) were made in 1930, with a total of \$125 million available to be distributed through 1933.¹⁶

With 896 people on the payroll at the end of 1929, the highway commission was again reorganized, while retaining its basic structure. The commission was then had seven primary departments: Executive, Construction, Administration, Design, Maintenance, Materials and Tests, and Purchases and Accounts.¹⁷

The Emergency Relief and Construction Act of 1932 was aimed at supporting employment in the declining national economy. Federal funds in the amount of \$120 million served as temporary advances to states for work to be completed by July 1, 1933. Other federal relief programs contributed to stabilizing the national economy during the course of the depression years.¹⁸

The depression played havoc with highway commission employment, wages, and salaries, with 688 payroll cuts in an 8-month period beginning in August of 1931. For those that kept their jobs, salaries were reduced by 7.5 percent. By 1933 the highway commission rolls had been reduced to 531 employees.¹⁹

The post-war period saw a quick rise in the average daily traffic per mile of primary roadway; between 1941 and 1959 that average increased by 69-percent. The significant increase in truck traffic was an additional concern – the weight of a truck increasing road damage and general deterioration. In response to the increase in traffic and the public's demand for improvements, road expenditures rose to \$650 million between 1946 and 1960.²⁰ The 1954-1955 construction of two district offices (District 2 in Mason City and District 5 in Fairfield) appear to support the need for increased support for the work of road construction in the state.

15 Thompson.,78.

16 Ibid., 178.

17 Ibid., 79.

18 Ibid., 179.

19 Ibid., 180.

20 Ibid., 219.

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Once again the highway commission responded to the increase in highway work by adding departments, boards, and subdivisions within the existing structure. In addition to the Office of Chief Engineer, seven departments functioned with 623 full-time employees in 1940. By 1959 there were 13 departments employing 1,826 full-time employees. Added over the period were the Administrative, Bituminous, Right-of-Way, Secondary Road, Research and Urban Departments. A computing center was established in 1958 and a Reciprocity Board in 1959.²¹

The 1960s were a period of transition in both State and Highway Commission Administration. Under staff reorganization, 21 departments and sections operated under three Divisions and six Operating Districts in 1960 – a move designed to coordinate the activities of the departments into functional working groups.²²

Additional reorganization and addition of departments came in 1960 and 1966. Like those before, these changes were made to maximize efficiency, streamline operations, and best respond to the circumstances of the time. From the time of its creation in 1904, the commission had evolved from a three-man group that functioned within the structure of the Iowa State College with its focus on developing a system for developing the state’s highway system and educating the public to an independent, state-funded board with nearly 2,000 employees tasked with the ongoing construction and maintenance of a highly developed state highway system.

The Public Works Administration

A New Deal program, the Public Works Administration (PWA) was established for the purpose of “providing employment, stabilizing purchasing power, improving public welfare, and contributing to a revival of American industry” in the midst of a national depression.²³ Although the PWA focused on heavy construction and building projects like the Lincoln Tunnel and Grand Coulee Dam, the program also resulted in the construction of smaller-scale buildings such as schools, auditoriums, and government buildings. The Iowa Highway Commission, District 6 building (PWA project no. 1623) is an example of the work of the PWA.

As officially described, the PWA “was established as the Federal Emergency Administration of Public Works (FEAPW) by Executive Order 6174 on June 16, 1933, pursuant to the National Industrial Recovery Act (NIRA) to prepare a comprehensive public works program for the promotion and stabilization of

²¹ Thompson, 219.

²² Ibid., 242.

²³ The Social Welfare History Project, <http://www.socialwelfarehistory.com/eras/great-depression/public-works-administration-2/>. Last accessed 11/21/2015.

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employment while improving the nation's infrastructure."²⁴ The FEAPW was soon renamed the Public Works Administration and was placed under the Federal Works Agency which was tasked with administering the massive program. Architectural and engineering projects such as the Iowa Highway Commission, District 6 building in Cedar Rapids, were managed under the Engineering Division of the PWA.²⁵

The PWA was not a work-relief program, like the Works Progress Administration (WPA) that was created two years later. Although intended to reduce the number of people receiving public assistance, those working on PWA projects were not required to be on relief.²⁶ The primary goal of the PWA was to increase employment in the labor sector while constructing permanent and useful public projects. Creating jobs in construction related industry was also a goal of the program.²⁷

As a New Deal program focused on large-scale projects, the PWA is responsible for some of the most ambitious public works projects of the century. They include the Overseas Highway connecting Key West to Florida, the Triborough Bridge, the Grand Coulee Dam, and the San Francisco-Oakland Bay Bridge. On a smaller scale, the PWA also funded public housing projects, flood control, and reclamation projects, as well as a modernization program for the nation's railroads. As noted, construction of schools and governmental buildings were also undertaken as PWA projects.²⁸ However, because of the lengthy planning and implementation process associated with the large scale of some of the PWA projects, the program did not have an immediate impact on the economy. The creation of subsequent programs such as the Civil Works Administration and the Works Progress Administration (WPA), which focused on smaller, easily implemented projects, were established.²⁹

The PWA was open to proposals from across the country, with opportunity for fully federally funded or partially funded projects – the latter being federal-local partnerships. In its large-scale, federally funded projects the PWA hired skilled workers with a background in civil engineering and construction, commonly drawing its personnel from the Army Corps of Engineers, private engineers, and municipal officials with experience in public works construction.³⁰

24 National Archives website, <http://www.archives.gov/research/guide-fed-records/groups/135.html>. Last accessed 11/21/2015.

25 Ibid.

26 The Social Welfare History Project, <http://www.socialwelfarehistory.com/eras/great-depression/public-works-administration-2/>. Last accessed 11/21/2015.

27 C.W. Short and R. Stanley-Brown, *Public Buildings: A Survey of Architecture of Projects Constructed by Federal and Other Governmental Bodies Between the Years 1933 and 1939 With the Assistance of the Public Works Administration* (Washington, D.C.: U.S. Government Printing Office, 1939), X.

28 Jason Scott Smith, *A Concise History of the New Deal* (Cambridge: Cambridge University Press, 2014), 51-52.

29 The Social Welfare History Project.

30 Smith, 50-51.

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In contrast, projects formed of federal-local partnerships were planned and designed by architects and engineers in private practice, hired by the property owner.³¹ That owner would have submitted an application to the PWA containing a summary of the project, the estimated cost, a preliminary design plan, and some description of materials to be used. The application also required data about the owner's financial status and a statement indicating an understanding of how the proposed project meets the legalities of the PWA program. Such an application was judged for its "usefulness, suitability, necessity, and desirability of the project; the adequacy in scope of the project for the purpose for which it is intended; the reasonableness of cost; and the financial ability of the owner to complete the project and, where a loan is made, if the loan is adequately secured."³²

By 1939 the PWA had authorized the construction of 34,508 projects, costing about \$6 billion, and had completed 34,448 of them. Of those, 17,831 projects costing a total of \$1.9 billion were built by federal agencies and 16,677 projects costing \$4.2 billion being sponsored by non-federal bodies. Representing 33 percent of all PWA projects and more than 15 percent of the program spending, streets and highways were the most common PWA projects. Schools made up 22 percent of all PWA projects, or about 14 percent of program investment, while public buildings (including sewer and water projects) constituted 25.3 percent of PWA projects and 20.3 percent of spending.³³ Generally speaking, road and bridge construction, schools, and public buildings (e.g. courthouses, post offices, and auditoriums) were the types of projects most representative of the PWA.³⁴

Many examples of New Deal projects remain extant in Iowa. Those associated with the Project Works Administration are far less common than those of the later Works Progress Administration. Given the PWA's focus on large-scale projects, this imbalance is not unexpected. A systematic documentation of the state's PWA projects has not been undertaken, so this document references multiple resources in the effort to provide a reasonably accurate record of PWA projects undertaken in Iowa.

The State Historic Preservation Office (SHPO) of Iowa has documentation with varying levels of detail for 13 buildings or structures identified specifically as PWA projects. Of the 13 resources, seven are bridges, one is a dam, one is a county park, two are buildings located on the grounds of the Iowa State Fair, one is a post office, and one a school. Four of the 13 are listed in the National Register of Historic Places (NRHP) (Table 1).

The 1939 Short and Stanley-Brown report on the work of the Public Works Administration notes that a total

31 Short, III.

32 Ibid., VI.

33 Smith, 52.

34 Ibid., 53.

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of 45 buildings funded by PWA grants were completed in Iowa by the time of that report. Of that number, 26 were new buildings and 19 were additions to existing buildings. Although the report provides little in the amount of detail, it does note that 17 of the state's 45 projects were new school buildings.³⁵

A handful of projects from each state were photo-documented in the 1939 report; the Iowa projects in the follow. A comparison against the properties included in the Iowa SHPO database reveals several properties either not included in the database or, most likely, improperly coded so they did not appear in a record search of PWA resources.³⁶ All of those listed on the National Register are representative of the latter.

The online resource The Living New Deal is actively documenting and mapping New Deal Resources across the country. The project, which is associated with the Department of Geography at the University of California Berkeley, is creating a national database of documents, photographs and personal stories about public works of the New Deal. The following Iowa PWA projects have been documented as part of that effort.³⁷

True to the patterns identified in the 1939 report on the Public Works Administration, the majority of PWA funded projects completed in Iowa were new school constructions. Bridge construction was also well represented. Government buildings (as the Iowa Highway Commission, District 6 building is categorized) represent a minority of the PWA projects completed in Iowa.

The Iowa Highway Commission, District 6 building (PWA project no. 1623) was a federal-local partnership project of the Public Works Administration. The building is an important representative of that specific New Deal program's mission to support the construction of useful and reasonable projects. The Highway Commission is also representative of the New Deal in general. As a multi-pronged Federal approach to supporting a failing economy, the various programs of the New Deal worked together to stimulate the economy through job creation and increased production; provision of work relief to the unemployed; and the bolstering the country's infrastructure from roads, bridges, and dams to schools, courthouses, and city halls.

A table of known PWA projects constructed in Iowa follows.

³⁵ Short, 683, 685.

³⁶ It is likely that a number of Iowa projects documented in the SHPO database were misidentified as WPA projects and so were coded as such.

³⁷ <https://livingnewdeal.org/us/ia/>. Last accessed 12/27/2015.

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Table 1. PWA Resources in the State of Iowa

Resource	Built	Location	Resource Type	NRHP
Quasqueton Dam	1934	Buchanan County	Dam	No
Squirrel Hollow County Park Historic District	1934	Jefferson Greene County	Park	Yes
South Omaha Bridge to Council Bluffs	1934-1936	Council Bluffs Pottawattamie	Bridge	Non-Extant
Cass County Courthouse	1935	Atlantic Cass County	Courthouse	Yes
Matsell Bridge #222050	1938	Springville Linn County	Bridge	Yes
Maintenance Building; Iowa State Fair Grounds	1936	Des Moines Polk County	Building	Yes
DeWitt Post Office	1936	DeWitt Clinton County	Building	No
Swimming Pool and Bathhouse	1936	Des Moines Polk County	Recreational	No Extant?
University Theater State University of Iowa	1936	Iowa City Johnson County	Educational/ Fine Arts	No Extant?
Fine Arts Building State University of Iowa	1936	Iowa City Johnson County	Educational/ Fine Arts	No Extant?
Union Footbridge	1936	Iowa City Johnson County	Bridge	No Extant?
Jefferson School	1937	Creston Union County	School	Yes
Veterinary Clinic Building Iowa State University	1937	Ames Story County	Educational	No
Jefferson Elementary School	1937	Davenport Scott County	School	No
Jefferson Hospital	1938	Jefferson Greene County	Hospital	No
Fire Department Headquarters (900 Mulberry Street)	1938	Des Moines Polk County	Fire Department	Yes
Police Department	1938	Cedar Rapids Linn County	Police Department	No
Iowa City High School	1938	Iowa City Johnson County	School	No
Automobile Bridge over Indian Creek Channel	1938	Council Bluffs Pottawattamie County	Bridge	No

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Automobile Bridge over Indian Creek Channel	1938	Council Bluffs Pottawattamie County	Bridge	No
Union Pacific Railroad Bridge over Indian Creek Channel	1938	Council Bluffs Pottawattamie County	Bridge	No
Automobile Bridge over Indian Creek Channel	1938	Council Bluffs Pottawattamie County	Bridge	No
Automobile Bridge over Indian Creek Channel	1938	Council Bluffs Pottawattamie County	Bridge	No
Automobile Bridge over Indian Creek Channel	1938	Council Bluffs Pottawattamie County	Bridge	No
Springville Junior-Senior High	1938	Springville Linn County	Building	No
4H Club Livestock Building Iowa State Fair Grounds	1939	Des Moines Polk County	Building	Yes
Lincoln Elementary School	1940	Davenport Scott County	School	No
Monroe Elementary School	1940	Davenport Scott County	School	No
Madison Elementary School	1940	Davenport Scott County	School	No
Washington Elementary School	1940	Davenport Scott County	School	No
McKinley Elementary School	1940	Davenport Scott County	School	No

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Figure 5. Political Cartoon - Alphabet Soup - 1934



Political cartoon from 1934, FDR and the "alphabet soup" agencies.

The many abbreviations used to identify the numerous programs of the New Deal created (and continues to create) confusion. This is particularly true of the Public Works Administration (PWA) and the Works Progress Administration (WPA).

The District 6 Building

The Iowa Highway Commission, District 6 building was constructed as PWA project no. 1623. A federal-local partnership, the building was constructed for the purpose of housing the staff of the new district office, recently moved to Cedar Rapids from Waterloo. Constructed on a full block site in a developing residential area in the southwest section of the city, the building was completed and placed in service in the autumn of 1939. The building was renovated in 1979 (accounting for the replacement windows) and remained occupied by the District 6 engineers until November of 2012.

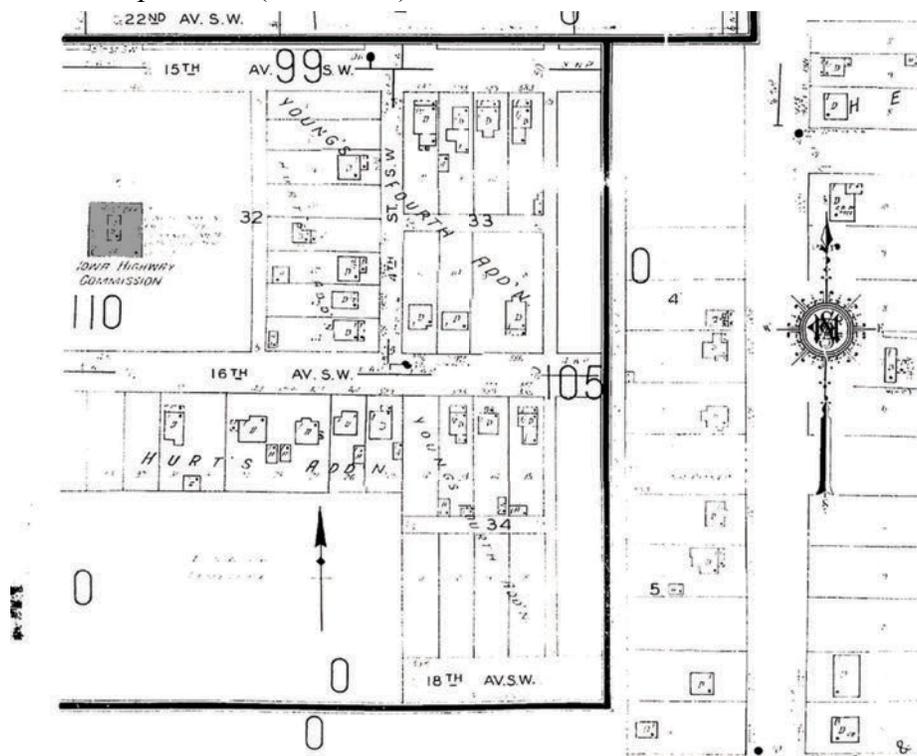
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On November 22, 1938 the contract was let for a building to house the District 6 engineering office. The 60-by 64-foot, two-story building housed the district engineer, the assistant district engineer, the district materials inspector, the division maintenance engineer, and the resident engineers, assistants and helpers, with offices on the second floor and the lower story used as a garage. With a poured concrete structural system, clay block infill, and brick facing, the building was touted as a “fireproof” construction.⁴² Although historic design plans are held in the archives of the Iowa Department of Transportation, neither the architect or builder are known.

Figure 6. Fire Insurance Map – 1949 (1913 Rev.)



(SOURCE: Sanborn Fire Insurance Map, 1949 revision)

The District 6 building was constructed at a time when the residential neighborhood surrounding it was under development. According to the Cedar Rapids assessor’s records, the majority of the homes in the immediate vicinity were constructed between c.1932 and 1945 – their visual character is indicative of that period.

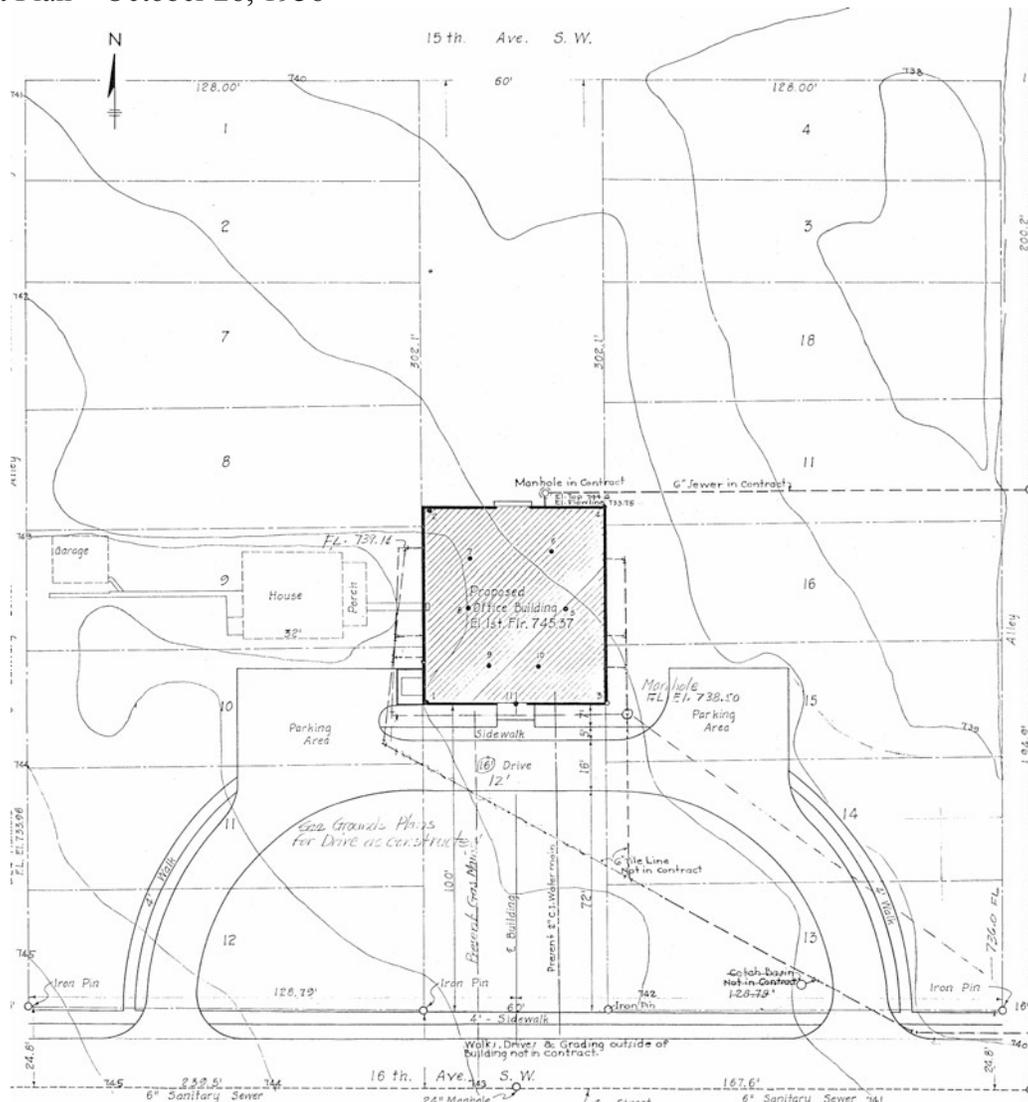
⁴² “Report of the State Highway Commission for the Period December 1, 1938 to June 30, 1939; Twenty-Seventh Annual Report Issued by the State Highway Commission, Ames, Iowa,” Published by the State of Iowa, Des Moines, 1939:17-18. Provided via email communication from Leighton Christiansen, Librarian, Iowa Department of Transportation Library, Ames, Iowa. November 18, 2015.

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Figure 7. Plot Plan – October 28, 1938



(SOURCE: Iowa Department of Transportation, Historic Archives, Ames, Iowa.)

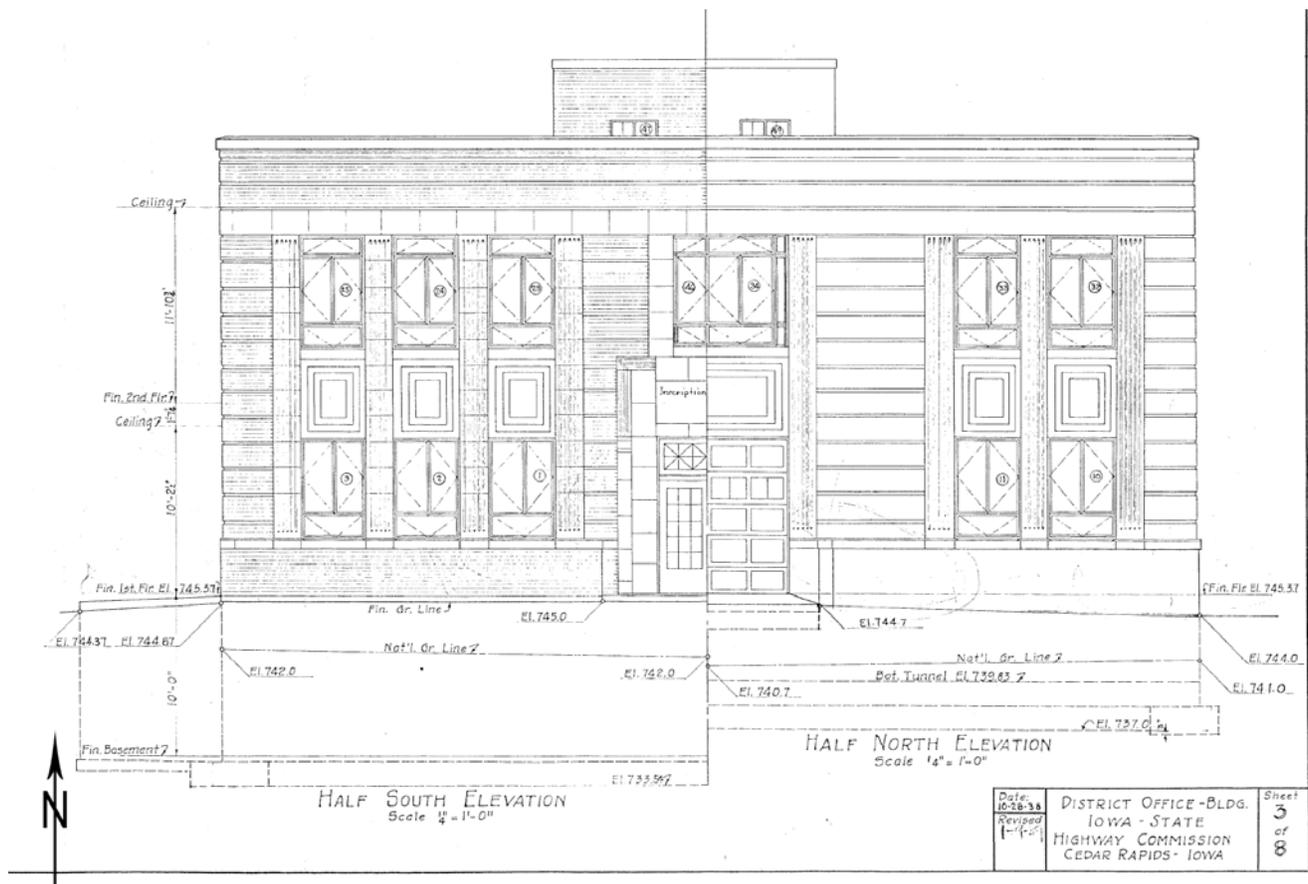
The District 6 building was constructed on a full-block site. This site plan shows the original plan for vehicular access to the site, which remains much the same today – particularly on the south.

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Figure 8. Historic Design Plan/Elevations – October 28, 1938



(Plans courtesy of the Iowa Department of Transportation, Historic Archives, Ames, Iowa)

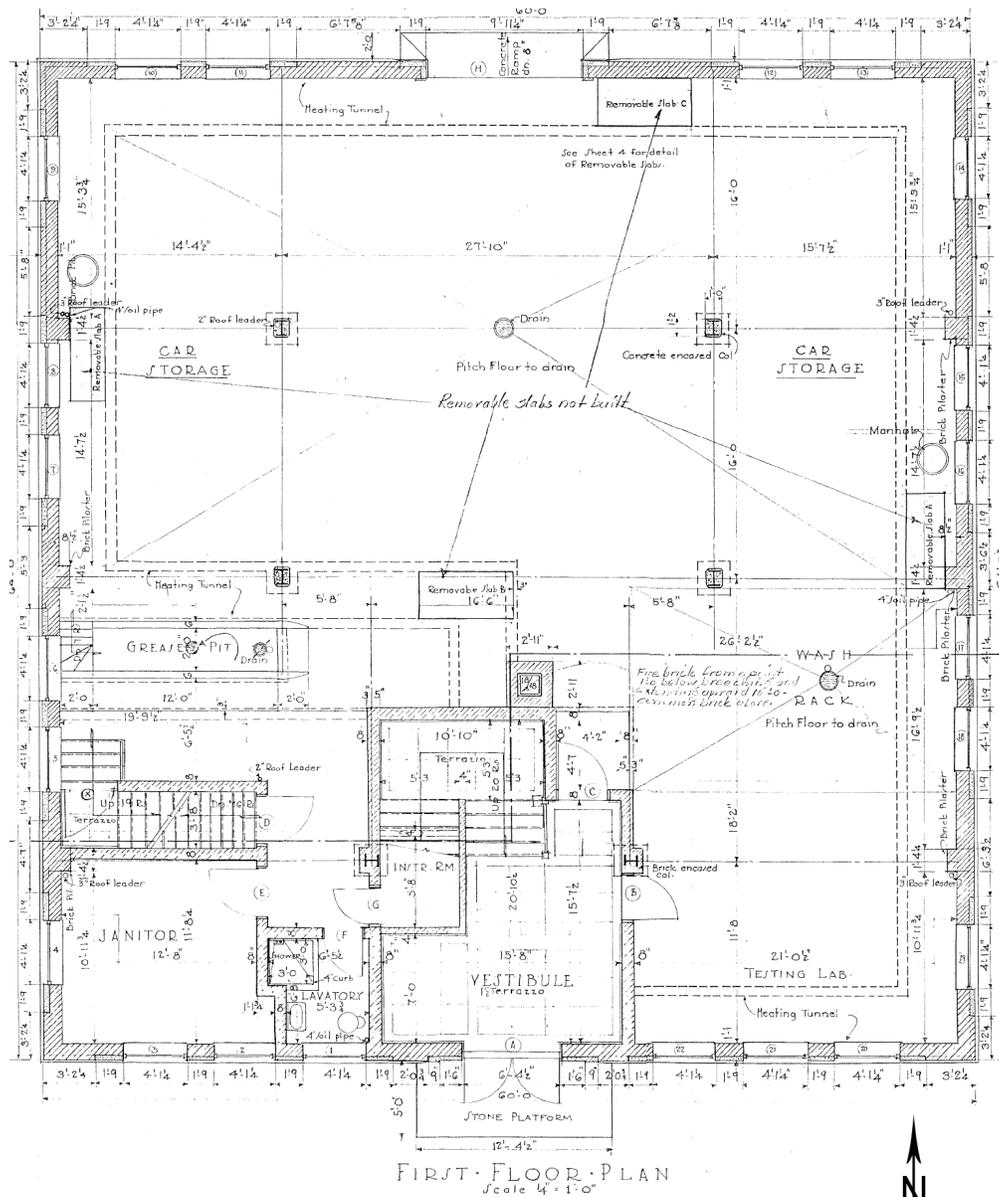
Although the historic design plans are archived at the Iowa Department of Transportation's facility in Ames, no record of the project architect or builder has been found.

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Figure 9. Historic Design Plan/First Floor Plan – October 28, 1938



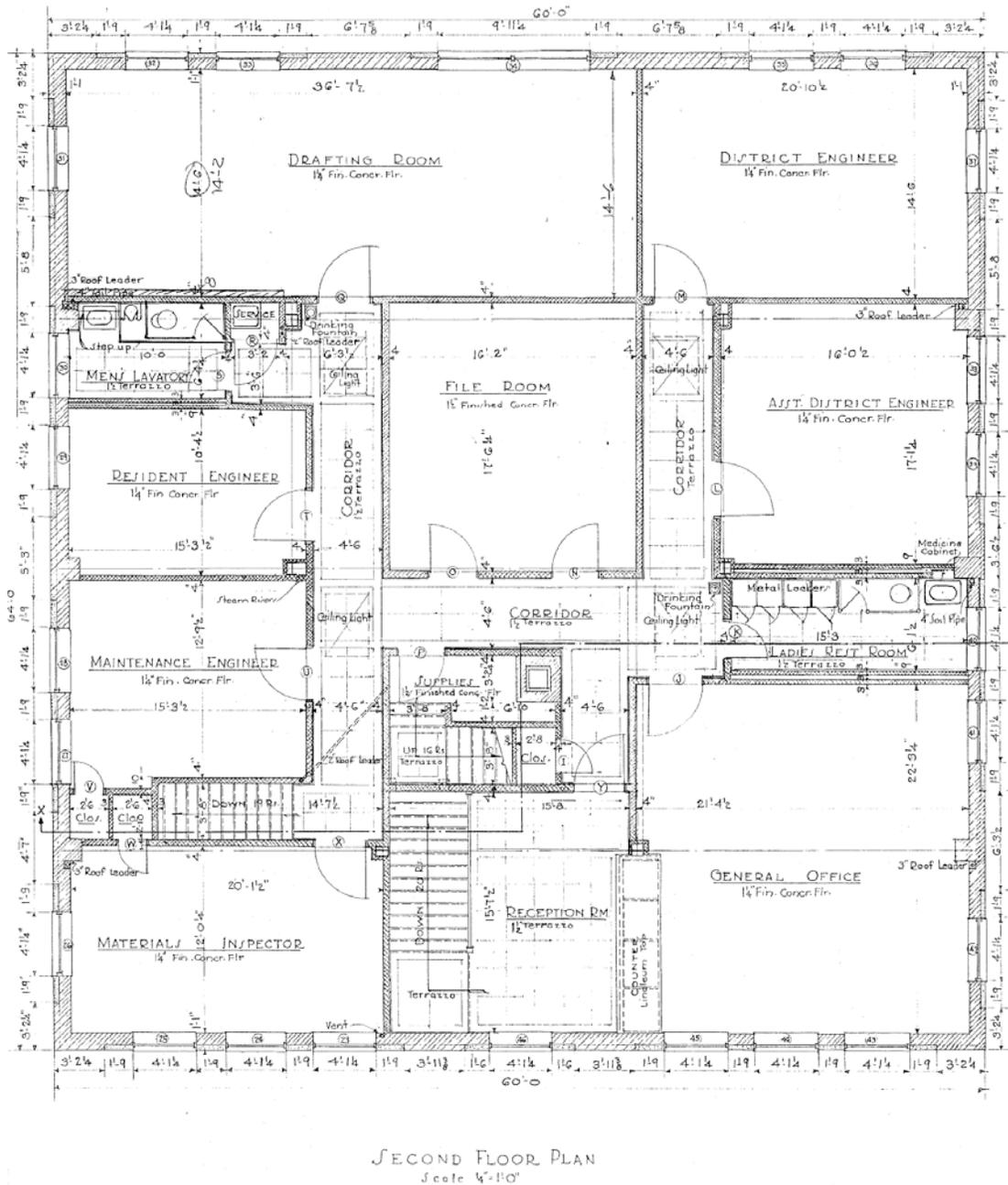
(Plans courtesy of the Iowa Department of Transportation, Historic Archives, Ames, Iowa)

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Figure 10. Historic Design Plan/Elevations – October 28, 1938



(Plans courtesy of the Iowa Department of Transportation, Historic Archives, Ames, Iowa)

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The Iowa Department of Transportation records provide the following breakdown of construction costs:

Lot (one full block) = \$8,121.96
General contract = \$46,765.00
Grading drives, etc. = \$7,791.80
Window abades = \$109.32
Light fixtures = \$301.88
Linoleum = \$589.86
Water, sewers and misc. = \$122.22
Total = \$63,802.04

To fund the project, the state received a PWA grant of \$22,500.00 leaving approximately \$41,302.04 for which the state was responsible.

Image 7. Historic Image – 1939



(Image courtesy of the Iowa Department of Transportation, Historic Archives, Ames, Iowa)

This image documents the District 6 building shortly before it was placed in service in early autumn 1939. A note on the rear of the photograph notes “construction workers planting new trees in from of the District 6 Iowa Highway Commission Building – Public Works Administration constructed.”⁴³

43 Email communication from Beth Collins, Historic Archives Committee, Iowa Department of Transportation, August 28, 2915.

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Construction on the District 6 building was underway throughout 1939, with the *Cedar Rapids Gazette* reporting on August 13, 1939 that the building was expected to be ready for occupancy by September 1. The news report indicates that the cost of construction was estimated at \$60,000.⁴⁴

Records of the Iowa Department of Transportation do not delineate the history of district offices to the degree that identifying construction dates over an extended period of time has been possible. However, of the six district offices in use today, two – District 2 in Mason City and District 5 in Fairfield – were constructed in 1954-1955. Both buildings were built from the same design plans, which were drawn by Herbert A. Arthur, consulting architect. Both are one-story, brick buildings with the simple form and clean lines indicative of mid-century modern architecture. The remaining district offices post-date those at Mason City and Fairfield.

The Iowa Highway Commission, District 6 building was renovated in 1979. Plans for that work indicate that the renovation included replacement of the windows, addition of the rear fire egress and bump-out (new vestibule), sub-division of the former garage space on the first floor into offices, relocation of one wall on the second floor (the north-south wall between the two offices), and modifications to the HVAC systems.⁴⁵

The State of Iowa sold the Iowa Department of Transportation District 6 office and land at auction on June 6, 2013. The DOT staff vacated the building the November prior, when the office moved to 5455 Kirkwood Blvd. SW in Cedar Rapids.⁴⁶

⁴⁴ *Cedar Rapids Gazette*, "Building Activity Has Been Increasing In Cedar Rapids," August 13, 1939:8.

⁴⁵ Email communication from Mike Harvey, Director, Office of Support Services, Iowa Dept. of Transportation. December 21, 2015.

⁴⁶ <http://www.thegazette.com/2013/05/14/state-to-sell-former-dot-district-office-in-cedar-rapids>. Accessed 08/29/2015.

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Relevant Cultural Resource Documents

No previous evaluation of the Iowa Highway Commission, District 6 building had been conducted prior to the present National Register nomination. However, many historical and architectural surveys have been completed in the city of Cedar Rapids, Iowa that provided a solid background for understanding the early history and subsequent growth and development of the city. Of particular relevance to that end is the 1997 Multiple Property Documentation Form, "Commercial and Industrial Development of Cedar Rapids, Iowa, c.1865-c.1945," by Marlys A. Svendsen. The 2015 "Cedar Rapids 2nd Avenue SE Automobile Row Historic District" by Alexa McDowell provided useful information regarding the changing route and local impact of the Lincoln Highway (later, I-30).

Potential for Historic Archaeology

The potential for historical archaeology was not assessed as part of the present National Register nomination. The presence of the paved roadways and paved parking areas suggests the likelihood that the ground disturbance resulting from the construction of those elements may have destroyed localized archaeological resources. However, the paving may have been laid over ground with a minimum of earth movement. In that case, archaeological resources may merely have been encapsulated. Further, the majority of the parcel upon which the building is sited remains relatively undisturbed. Any ground disturbance should be undertaken with a level of awareness of the potential for historic archaeological findings.

Research Methodology

This National Register nomination draws heavily on the historical resources of the Iowa Department of Transportation, the archive and library staff of which were very helpful in locating the records documenting construction of the District 6 office, including sharing the historic plot plan, image, and design plans. William Thompson's history of Iowa transportation was an important resource for understanding the establishment and growth of the Iowa Highway Commission.

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- Figure 4. US Highway 30 – Map of the Historic Route
- Figure 5. Political Cartoon - 1934
- Figure 6. Fire Insurance Map – 1949 (1913, Rev.)
- Figure 7. Historic Plot Plan – October 28, 1938
- Figure 8. Historic Plans – Elevation – October 28, 1938
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LIST OF PHOTOGRAPHS

Iowa Highway Commission, District 6 building
430 16th Avenue SW
Cedar Rapids, Iowa
Linn County, Iowa
Photographer: Alexa McDowell, AKAY Consulting, Minneapolis, Minnesota
August 26, 2015

CD-ROM on file with property owner, the Iowa State Historic Preservation Office, and the National Park Service

Photo Key – Exterior Views



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Photo Key – Interior – First Floor

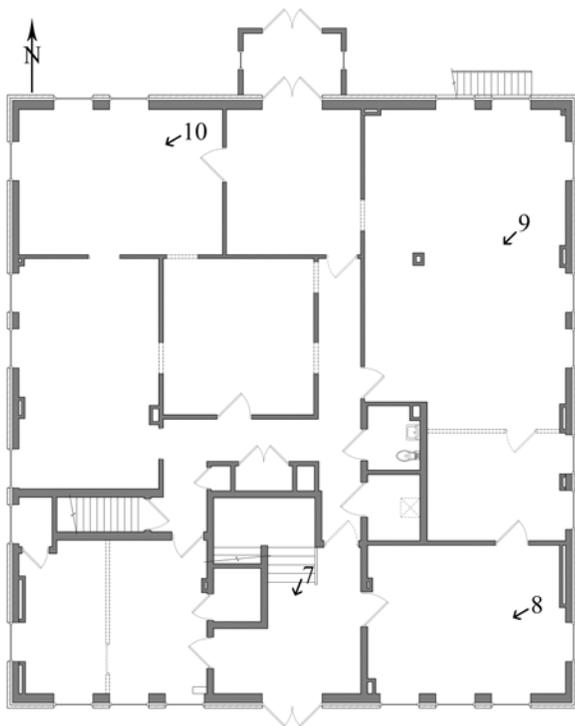


Photo Key – Interior – Second Floor

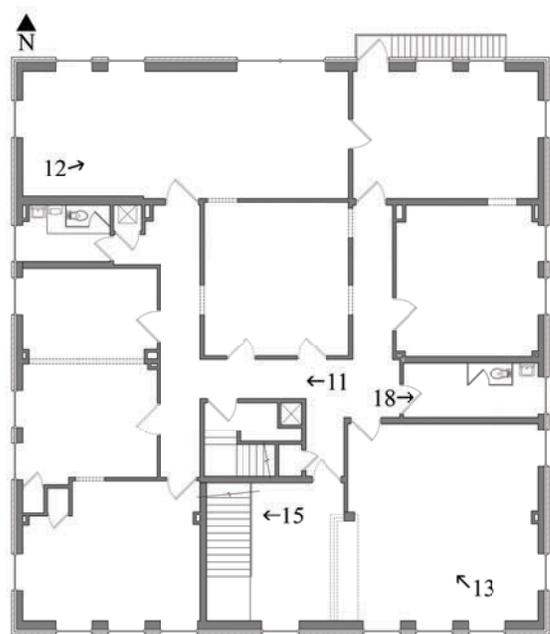
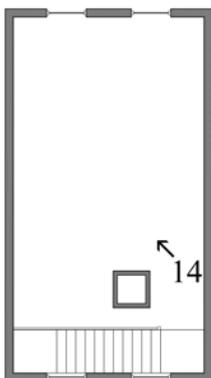


Photo Key – Interior – Penthouse



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Description of Photograph(s) and number:

- 0001. Context: View looking northeast along 16th Avenue SW
IA_LinnCounty_IowaHighwayCommissionBuilding_0001.tif
- 0002. Context: View looking west along 16th Avenue SW
IA_LinnCounty_IowaHighwayCommissionBuilding_0002.tif
- 0003. Site: View looking northeast across 16th Avenue SW
IA_LinnCounty_IowaHighwayCommissionBuilding_0003.tif
- 0004. Exterior: View of the façade (south) and east elevations, looking NW
IA_LinnCounty_IowaHighwayCommissionBuilding_0004.tif
- 0005. Exterior: View of the rear (north) and west elevations, looking SE
IA_LinnCounty_IowaHighwayCommissionBuilding_0005.tif
- 0006. Exterior: View of the west and south (façade) elevations, looking NE
IA_LinnCounty_IowaHighwayCommissionBuilding_0006.tif
- 0007. Interior: View of the first floor vestibule, looking south toward entrance
IA_LinnCounty_IowaHighwayCommissionBuilding_0007.tif
- 0008. Interior: View of first floor office space, looking SW with vestibule in view at right
IA_LinnCounty_IowaHighwayCommissionBuilding_0008.tif
- 0009. Interior: View of first floor office/garage space, looking south
IA_LinnCounty_IowaHighwayCommissionBuilding_0009.tif
- 0010. Interior: View of first floor garage space, looking west
IA_LinnCounty_IowaHighwayCommissionBuilding_0010.tif
- 0011. Interior: Second floor corridor (typical)
IA_LinnCounty_IowaHighwayCommissionBuilding_0011.tif
- 0012. Interior: Second floor office space (typical), looking SE
IA_LinnCounty_IowaHighwayCommissionBuilding_0012.tif
- 0013. Interior: Second floor reception area, looking SE
IA_LinnCounty_IowaHighwayCommissionBuilding_0013.tif

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section Photos **Page** 42 **Property name** Iowa Highway Commission, District 6 building
County and State Linn County, Iowa

0014. Interior: View of the penthouse, looking NW
IA_LinnCounty_IowaHighwayCommissionBuilding_0014.tif
0015. Interior: Detail of staircase balustrade and terrazzo floor (second floor reception)
IA_LinnCounty_IowaHighwayCommissionBuilding_0015.tif



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To: Historic Preservation Commission
From: Anne Russett and Jeff Hintz, Community Development Planners
Subject: Update to Chapter 18 – Historic Preservation of the Municipal Code
Date: August 25, 2016

Introduction

At the Commission's March 10, 2016 meeting staff provided an overview of the update to Chapter 18-Historic Preservation. Specifically, staff provided an overview of the current processes and procedures, as well as an update on stakeholder outreach and feedback. Since March staff has continued working with the HPC Chapter 18 sub-committee on the update. For reference, attached are a summary of issues discussed with the HPC Chapter 18 Sub-committee to date [Attachment 1] and a summary of stakeholder outreach [Attachment 2].

At your meeting on August 25, staff will provide another update on the progress to date and obtain feedback from the full Commission on some of the key issues related to the Chapter 18 update.

Overview of Key Issues

At the August 8 meeting of the HPC Chapter 18 sub-committee, the sub-committee recommended moving forward with a draft of changes to the ordinance, summarized at a general level in Table 1 below. A summary of the key issues, outlined in the table, focus on the Certificate of Appropriateness and the Certificate of No Material Effect processes, as well as demolition review, the topics which the subcommittee spent a significant amount of time discussing.

TABLE 1. Summary of Key Issues Related to Chapter 18 Update

	Issue	How Addressed?	Why Not Addressed?	Category
1	Issuance of COA when building permit is not required - concerns over detailing and ornamentation being lost, choice of paint methods.	Language for review of architectural detailing when a building permit is not required.		COA
2	Criteria for Determining Appropriateness during historic review.	Inclusion of general criteria for COA and CNME review. There is no change in what staff can approve administratively.		COA
3	Flexibility of guidelines and procedures to determine if work is appropriate.		Scope of this discussion is more appropriate for inclusion in guidelines where sandblasting, how to remove paint, construction methods and preferences for infill construction can be addressed. Chapter 18 is for procedures and criteria.	COA
4	Vagueness or lack of supporting materials to describe projects to the Commission.	Applications which do not have required supplemental materials will not be accepted or placed on agenda.		COA
5	Review prior to the demolition of accessory structures.	Summer kitchens, barns, and green houses built in 1943 or earlier would be reviewed by HPC. Carriage houses are defined as garages built before a certain date and would be reviewed by HPC.		Demo

	Issue	How Addressed?	Why Not Addressed?	Category
6	Review of partial demolitions.	Focusing on changes to facades. Façade structure modification is defined and review is required within historic districts and on landmarks both locally and on NRHP. Structures which commission determines to be historically significant may be photographed.		Demo
7	Demolition by Neglect provisions		1. City has adopted Housing Code (Municipal Code Chapter 29) which applies to condition of all buildings. 2. City has adopted a vacant and neglect ordinance.	Demo
8	Demolition Review Process and inclusion of an administrative review component.	No staff-level administrative reviews. All demolitions except for public safety or welfare require HPC review.		Demo

Next Steps

Over the course of the next month, staff will reach back out to stakeholders, including property owners and members of the development community to provide them with an update on some of these key issues and opportunity to comment. Staff plans to bring a draft ordinance to the Commission for review and recommendation at your second meeting in September.

Recommended Actions: None

Attachments:

1. Summary of Issues discussed with the HPC Chapter 18 Sub-Committee
2. Summary of Stakeholder Outreach through August 2016

Summary of Issues Discussed with the HPC Chapter 18 Sub-Committee

- *September 28, 2015:*
 - COAs – Issuance when a Building Permit is not Required
- *October 26, 2015:*
 - COAs – Findings for Determining Appropriateness
 - Review of Guidelines for Historic Districts
- *November 23, 2015:*
 - Demolitions – Accessory Structures
 - Partial Demolitions
- *January 4, 2016:*
 - Demolition by Neglect
 - Demolition Review Process
- *January 25, 2016:*
 - Demolition Review Process – Criteria for Historic Significance
- *February 22, 2016:*
 - Overview of stakeholder feedback
- *April 18, 2016:*
 - Overview of previous discussion topics and policy issues
- *May 16, 2016:*
 - Partial Demolitions
- *August 8, 2016:*
 - Discussion on preliminary draft ordinance

Summary of Stakeholder Outreach

<i>Date</i>	<i>Outreach Approach</i>
November	- Held focus group meetings on historic review and demolition review processes
February	- Surveyed to property owners in the local historic districts
February - April	Attended meetings of key groups: <ul style="list-style-type: none"> - Developer's Council - Economic Alliance - Czech Village/New Bohemia Main Street Design Committee - AHNI - Wellington Heights Neighborhood Association - Save Cedar Rapids Heritage
March	- Facilitated public workshop
August & September	- Presentation of key issues and changes to members of the public
	- Ongoing meetings with HPC Sub-committee
	- Ongoing coordination with various City departments and staff

Main Takeaways for Focus Group and Key Stakeholder Meetings:

- Many stakeholder expressed a need for clear and concise rules and consistency in the process
- Most groups supportive of allowing administrative review of demolitions; however, some concerns expressed, as well
- Generally okay with adding a process to review accessory structures and partial demolitions, as long as criteria are narrow and not overly burdensome
- Some concerns with requiring historic review for any modifications, but understand rationale behind expansion

Overview of Survey Results:

In early February, staff mailed a survey to all property owners in the City's local historic districts. Here is a summary of the survey results:

- Received 55 surveys back for a response rate of 15.7%
- 50.9% of respondents have gone through the historic review process. Some concerns expressed regarding this process include the time involved in the review, unfamiliarity with the process, and the need for consistency in the process. Some

positives expressed about the process include that although it was time consuming, it was not difficult and staff's helpfulness throughout the process.

- 74.6% of respondents do not support a change that requires historic review (i.e. COA / CNME processes) for any exterior modifications (i.e. modifications that do not require a building permit)
 - Survey respondents expressed concerns regarding additional requirements and regulations
 - Cost of potential historic modifications were also identified as a concern

Overview of Public Workshop:

In March staff facilitated a public workshop to provide an opportunity for members of the public to provide input on the update process. Approximately 30 individuals attended. Staff introduced the topic by providing a brief presentation and then broke the participants into groups to discuss issues related to the historic presentation, specifically the current historic review (i.e. COA / CNME processes) and demolition review processes.