

Historical and Architectural Reconnaissance Survey Report

for

Community Development Block Grant Neighborhoods in

Cedar Rapids, Iowa

Prepared for:

**The City of Cedar Rapids
Department of Planning and Redevelopment**

Prepared by:

Marlys A. Svendsen, Svendsen Tyler, Incorporated

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Table of Contents

I. Introduction	1
II. Community Development Neighborhoods.	2
A. <i>Riverside Neighborhood</i>	2
B. <i>Time Check/St. Patrick's Neighborhood</i>	7
C. <i>Young's Hill/Kingston Neighborhood</i>	14
D. <i>Oak Hill Neighborhood</i>	19
E. <i>Cedar Lake/Daniels Park Neighborhood</i>	25
F. <i>Coe/Mount Vernon Neighborhood</i>	30
III. Attachments	42
A: <i>Cedar Rapids Properties Listed in the National Register of Historic Places</i>	43
B: <i>Areas Recommended for Intensive Survey</i>	44
C: <i>Community Development Neighborhood Maps</i>	45
D: <i>Bibliography</i>	46

I. Introduction

In April, 1993 the City of Cedar Rapids through its Department of Planning and Redevelopment retained Svendsen Tyler, Inc., a historic preservation planning firm from Davenport, Iowa (now Sarona, Wisconsin), to complete historical and architectural survey work in a series of older residential neighborhoods ringing the central business district. The 20-month project was undertaken by the City to comply with regulations for the expenditure of federal funds on buildings located in potential historic districts or properties which were historically or architecturally significant in their own right. The criteria for establishing significance was that of the National Register of Historic Places.¹

The first phase for such a survey is the completion of a preliminary investigation of the geographically targeted areas known as a "reconnaissance survey." During this phase, preliminary research is completed on the overall history of the community and how that story is manifested in physical attributes of the contemporary city - street patterns and railroad routes, city parks, commercial sections, industrial corridors, and public or private institutions such as churches, schools and colleges. Once an overall sense of the community's development is understood, further research is conducted to assess settlement patterns and social qualities of neighborhoods; important events, institutions and developments which shaped these areas; and the time frames involved in their formation.

Another aspect of the reconnaissance survey involves an examination of the physical relationships and integrity of the building stock in the study areas. A visual inspection is conducted of the exteriors of buildings and streetscapes to identify architectural styles and forms, scale, material, setback and environmental context. During this phase, a "windshield survey" is conducted of each of the streets and alleys in the targeted areas and contextual photography is completed.²

The report which follows is a summary of the findings of the reconnaissance survey organized

¹The National Register of Historic Places was established by Congress as part of the National Historic Preservation Act of 1966. It serves as the country's list of buildings, structures, sites, objects and districts significant on the national, state and local level in the fields of history, architecture and archeology.

²Photography contemplated for the reconnaissance survey was deferred due to problems with foliage obstructing views of buildings. Neighborhood context photographs will be completed during the intensive survey for all neighborhoods.

according to the six neighborhood boundaries established by the City of Cedar Rapids for its Community Development Block Grant program. In several cases the historical development of a neighborhood extends across the boundaries of target areas, and these instances will be cross referenced in both areas. Recommendations appear throughout the report for conducting "intensive surveys" in certain areas where research and visual inspections indicate the presence of historic districts which are likely to meet the criteria for listing in the National Register of Historic Places. Individual intensive surveys are recommended for properties which deserve additional research and analysis in order to determine individual eligibility for the National Register. A list of current properties listed in the National Register is contained in Attachment A.

The final intensive survey report will also include a narrative background of Cedar Rapids' development from the 1840s through World War II. This background narrative will discuss broad settlement patterns, the arrival and growth of ethnic groups, the development of local commerce and industry, the growth of government, development of religious institutions, real estate development trends, and the work of local architects and builders.

II. Community Development Neighborhoods

A. Riverside Neighborhood

The *Riverside Neighborhood* comprises approximately 65 city blocks in the center of modern day Cedar Rapids. It extends along both sides of the Cedar River from 4th Avenue, SE and SW downstream to the former Chicago, Rock Island and Pacific Railroad bridge and the grounds of the Cedar Rapids Sanitary Landfill facility. Construction of Interstate 380 in the 1970s created a strong boundary on the southwest side of the neighborhood. The Interstate 380 project involved construction of an elevated 6-lane expressway and entrance/exit ramps along with the attendant acquisition of right-of-way and subsequent demolition of dozens of residences, a handful of churches, a school and several commercial buildings. The northeast boundary of the residential portion of the *Riverside Neighborhood* follows the route of the former Chicago, Rock Island and Pacific RR (CRI&P RR).

The topography of the *Riverside Neighborhood* is generally flat with the meandering course of the Cedar River and its earthen levees constructed after the turn-of-the-century forming the dominant natural feature in the area. When constructed in the 19th century, the Chicago, Milwaukee, St.

Paul and Pacific Railroad (CMStP&P RR) crossed the Cedar River at 9th Avenue and the CRI&P RR at the east end of the T. M. Sinclair Co. and Burlington Street. Wagon bridges crossed the river at 8th Avenue and at 16th Avenue, SW and 14th Avenue, SE with another highway bridge added more recently at 12th Avenue, SE.

The *Riverside Neighborhood* takes its name from the 16-acre park of the same name developed between 12th and 14th Avenues, SW and "C" Street and the Cedar River. Portions of the park were acquired by the City of Cedar Rapids through purchase and donation in 1916, 1917 and 1921. Fire Station #5 (now the Cedar Rapids Police Academy) was built at 12th Avenue, SW and C Street in 1909. Fire Station #4 serving properties on the east side of the river was located at 12th Avenue, SE and 3rd Street, SE).

The *Riverside Neighborhood* as well as portions of the *Oak Hill Neighborhood* to the northeast were home to the dominant ethnic group associated with Cedar Rapids - Bohemians or Czecho-Slovakians. The first Czechs arrived in the early 1850s in the wake of revolutionary activities in central Europe, with even greater numbers arriving after the Civil War and the end of the Prussian War in Austria in 1880. By the end of the century, Czechs were well-represented in elected positions in local government and the city's bustling economy.

Many of the oldest Czech owned businesses and social institutions in Cedar Rapids constructed buildings or operated from locations in the *Riverside Neighborhood*. Some were clustered along the east bank of the river along 12th Avenue, SE and 3rd Street, SE. At the turn-of-the-century, this area included three grocery stores, a butcher shop, a bakery, pharmacy, two shoe stores, a furniture store, print shop, two dry goods stores, a milk depot, the Czech Library, restaurants, two theaters, several saloons, a jewelry store, Fire Station #4, and Monroe School (10th Avenue and 3rd Street, SE).

Social institutions with roots on the east bank included the Ctenarsky Spolek or Bohemian Reading Society organized in 1868; the Cesko-Slovanska Podporujici Spolku or Czecho-Slovak Protective Society (1105 3rd Avenue, SE) organized in 1879; the Zapadni Cesko-Bratska Jednota or Western Bohemian Fraternal Association (3rd Street and 12th Avenue, SE) established in 1897; the Cedar Rapids Sokol Association (417 3rd Street, SE) founded in 1870 as a gymnastic organization dedicated to educating its members on physical fitness and moral conduct; the Matice Skolaska or Czech School begun in 1870 as a combined effort of various Czech groups and a building erected at the turn of the century at 2nd Street and 10th Avenue, SE, and various

Czech dramatic associations which sponsored a series of native language performances from the fraternal halls.

Several Czech newspapers with local and regional circulation were published from Cedar Rapids during the late 19th and early 20th centuries including the *Pokrok*, the first paper appearing in 1869; the *Slovan Americky*, a major Iowa Czech journal after the Civil War; and the *Cedar Rapids Listy* established in 1908. The *Listy* continued publication during World War I despite the censorship rules affecting foreign language publications.

The Czech community continued to grow and eventually both commercial and residential sections spilled over onto the west bank of the river. By 1907, just one year after the first Czech grocery store was established on the west bank, a street car route formed a loop through the westside following 2nd Street, SW to K Street and continuing on 16th Avenue, SW to C Street and then returning along 13th Avenue, SW and 2nd Street. The construction of the 16th Avenue Bridge in 1910 and the establishment of Riverside Park helped to boost the popularity of the neighborhood before and after World War I. The Riverside Park became readily identified with the celebration of Czech national holidays and special celebrations.³ Czech owned businesses grew up along 16th Avenue to provide goods and services to the newly settled nearby Czech patrons.

Several Czech churches were established nearby as well including the Bohemian Methodist Episcopal Church (now, an apartment building, 100 block of 14th Avenue, SW), the Reformed Bohemian Church (non-extant, 8th Avenue, SW and M Street, SW), and the St. Ludmila Church and School (215 21st Avenue, SW) founded in 1914. The Bohemian National Cemetery located south of the Riverside Neighborhood was another ethnic institution of southwest Cedar Rapids.

The economy of the Riverside Neighborhood was not limited to the retail businesses intended to serve the area's immediate residents, however. Two industrial corridors established along the railroad routes and the river provided employment opportunities for the whole community. The most important was the Thomas M. Sinclair Co., processors of meat products, located on the east bank of the Cedar River between the CRI&P RR route and the river. Opening for business in 1871, the company went on to become a key local employer. Other operations located along the CRI&P included the Cedar Rapids Canning Co., the Cedar Rapids Transfer Co., and the Cherry

³Another park, the ZCJB Park located along the Cedar River on the outskirts of town, was established in 1939 as a cooperative effort by the local ZCJB lodges.

Burrell Corporation. A few of the industrial concerns located along the Chicago and Northwestern Railroad corridor at the northeast edge of the *Riverside Neighborhood* were the C&NW RR Shops, the Cedar Rapids Pump Co., the Parlor Furniture Manufacturing Co., the Cedar Rapids Sand and Material Co., and the Blue Valley Creamery.

The Douglas Starch Works founded in 1903 by George B., William and Walter Douglas (later Penick and Ford) was located adjacent to Riverside Park and alongside the CMStP&P RR. Other industrial firms along this railroad corridor included the Colonial Baking Co. and the Cedar Rapids Gas Co. Proximity of the southwest residential neighborhoods saw a disproportionate number of Czechs employed in these various industrial plants during the years before and after the turn-of-the-century.

Development of the *Riverside Neighborhood* took place over a period of approximately 80 years, and as noted above, the earliest development generally took place on the east side of the river. The settlement of this older section produced a mixed land use pattern with multi-story commercial blocks or industrial buildings located adjacent to small or large scale single-family dwellings and multi-family buildings. Railroad routes and street car lines were constructed at-grade generally following street right-of-ways.

A substantial number of commercial buildings and a lesser number of residences were constructed of brick on the east side. The architectural vocabulary typical of the late 19th century is well-represented here in all types of buildings. The four blocks extending from 14th Avenue, SW to 10th Avenue, SW along 3rd Street, SE contain a number of buildings which may be eligible individually for the National Register of Historic Places due to association with the history of Cedar Rapids' Bohemian institutions and businesses or their architectural qualities.

The Czech immigrants to Cedar Rapids put great value in home ownership. This factor accounted for the substantial number of residences - many exceedingly modest in scale and detail - in the neighborhoods populated by first and subsequent generation Czech families. Two early lending institutions were established in large part for the purpose of providing mortgage loans to support homeownership for local Czech families. The Bohemian Savings and Loan established in 1892 (first floor of the Sokal Building, 417 3rd Street, SE) financed 955 during its first forty years of existence. A second Czech financial institution, the Iowa State Savings Bank, selected 3rd Street, SE for its location as well when it opened at the intersection of 12th Avenue, SE across the street from the ZCJB Hall and one block away from the CSPS Hall. By the end of World War

I with homebuilding by Czechs accelerating on the west side, a third bank, the United State Bank (originally the Citizens Savings Bank) was established at the intersection of C Street and 16th Avenue, SW. Understanding that homebuilding was an important value for Czech immigrants and descendants helps explain the large number of single family residences developed as an alternative to tenements and apartment buildings in Czech neighborhoods as well as the entire community. The housing stock found on the east side of the river is best described as vernacular rather than high style. It includes local adaptations of the Italianate, Queen Anne, Stick, Shingle, and Bungalow styles. Variations of these styles are found on a range of house forms including 1, 1½ and 2-story buildings with hipped, front gable, intersecting gable, and complex roof plans. East side building lots are generally modest. Decorative shingle cladding and stickwork is found in abundance on houses on the east bank - a practice found in other Cedar Rapids neighborhoods developed during the late 19th and early 20th century as well.

Alterations of east bank building stock include the frequent use of manufactured siding, porch trim modifications, porch removals or enclosures, building additions, and more rarely, window modifications. On scattered lots, entire houses have been removed, and the lots usually remain vacant. In those rare instances where new construction has been completed, the resulting buildings are generally incompatible in terms of design, material, and/or scale. In other cases, vacant lots have seen the construction of parking lots.

The building stock on the west bank area of the *Riverside Neighborhood* is markedly different from that of the east bank. Two primary reasons account for the difference; first, the time frame of development. Since the west bank area was developed principally between 1900 and 1930, the building designs and aesthetics vary from their earlier counterparts on the east bank. Second, the level of maintenance of west bank residences is higher (in part due to the higher proportion of owner occupied properties). The higher level of maintenance has, however, contributed to a high level of alteration with many residences modified through the use of synthetic sidings, replacement porch trim parts, window changes, and building additions - all in the name of "building improvements."

An exception to this pattern is found in a west side Czech residential area southeast of the 16th Avenue commercial area. The multi-block area extends from 18th Avenue to 20th Avenue, SW and from A Street to C Street, SW. Very small 1 and 1½-story gable and hipped cottages line the narrow streets in this area. Despite the fact that most of the residences have been altered to a minor or major extent, the area continues to evoke a sense of the modest housing occupied by

working-class Czech families before World War I. Additional research should be done to determine the historical associations of the properties in this area in order to determine its potential for listing in the National Register of Historic Places.

West bank commercial buildings are largely confined to 16th Avenue, SW and sections of 1st Street, SW with industrial buildings also located along portions of 1st Street, SW and A Avenue, SW along the Cedar River. The 16th Avenue, SW commercial neighborhood is the area most readily identified with the Czech community today. The two-block strip contains a mixture of small scale, pre-World War II commercial buildings and contemporary infill structures. Most of the storefronts have been altered with some given an artificial "Czech" appearance and others modified with false fronts, incompatible sidings, window changes, etc. The presence of Czech businesses (a Czech bakery and Czech glass specialty shop) and Czech surnames on non-ethnic retail shops and service firms, reinforces the Czech tradition of the neighborhood. Proximity to Riverside Park has provided an opportunity for hosting Czech events and celebrations as well. The substantial alterations of the building stock of the 16th Avenue, SW retail area preclude its consideration for historic district designation.

B. Time Check/St. Patrick's Neighborhood

The *Time Check/St. Patrick's Neighborhood* has a long and narrow shape with a width of ten blocks at the south end narrowing to five blocks at the north end and a length of approximately 18 blocks. The Cedar River extends along the eastern boundary of the neighborhood with 11th Street along the western boundary. Portions of 1st and 2nd Avenue, SW form the southern edge and Ellis Park is at the northern edge. Topography of the neighborhood is that of an alluvial plain - mostly flat. The edge of this plain consists of bluffs and low hills which begin north of O Avenue and west of 10th Street, NW and continue northeast to connect to Ellis Park.⁴

A portion of the *Time Check/St. Patrick's Neighborhood* was originally laid out as the town of "Kingston" in 1852 on property owned by David King. In 187, the town was annexed to Cedar Rapids and became known as "West Cedar Rapids." Kingston comprised approximately 13 full

⁴*Ellis Park consists of approximately 400 acres acquired in a series of purchases beginning with 100 acres of farm land from the Ellis family shortly after 1900. Subsequent land purchases were made in 1913, 1923, 1941, 1955 and 1970. The golf course was developed on land acquired in 1923 and the swimming pool was completed in 1940. The park features both passive and active recreation areas. Several stone structures including a gazebo are located along Ellis Boulevard and a canoe launch area is just north of Ellis Lane. Other areas of the park include baseball diamonds, picnic areas and pavilions, formal gardens and overlook areas to view the Cedar River.*

blocks and 10 half blocks, three of which fronted on the Cedar River. Kingston's contemporary boundaries extend from 1st Street, SW to Interstate 380 and from E Avenue, NW to 6th and 7th Avenues, SW. The riverfront half blocks lie between A Avenue, NW and 3rd Avenue, SW. The southern half of the original town of Kingston is contained in the *Young's Hill/Kingston Neighborhood*.

The history of the *Time Check/St. Patrick's Neighborhood* was dictated by the usual development factors. However, the most compelling factor is related to the influence of transportation - the location of railroad shops, the routes of street car lines, the location of river bridges, the location of railroad corridors, and more recently, the path of Interstate 380 through the neighborhood. What happened as a result of proximity to transportation employment centers and various transportation routes accounts in large part for the settlement pattern of this west side neighborhood.

The Burlington, Cedar Rapids and Northern RR (BCR&N), founded and headquartered in Cedar Rapids, established the BCR&N RR Machine Shops upstream of the railroad bridge on the east side of the Cedar River, west of Cedar Lake. The BCR&N Shops contained several roundhouses and extensive repair buildings. Even after the line was absorbed by the Chicago, Rock Island and Pacific Railroad at the turn-of-the-century, the shops remained and were expanded. The presence of the shops required a significant labor force. The vacant land opposite the shops provided an economical location for building housing for such a workforce and over time, the neighborhood that grew up between the river and Ellis Boulevard, NW and between the railroad bridge and O Avenue, NW became home to railroad workers. When CRI&P RR went through a period of financial distress after 1900, workers' wages came in the form of post-dated checks. This practice resulted in the name "Time Check" for this west side neighborhood.

The housing stock of the Time Check area consists of 1 to 1½-story buildings with shallow setbacks on small lots. No consistent building form typifies the area. Streets are extremely narrow with few buildings retaining their original appearances. The modest nature of the area bespeaks its working-class roots but the lack of building and contextual integrity precludes this neighborhood for consideration as a National Register eligible historic district.

Two street car routes served the north and south sections of the neighborhood by 1900. One route followed 1st Avenue, SW to 10th Street, SW and then turned from 10th Street onto B Avenue to the western city limits. First opened in 1882, this route operated when fairs or other

activities were held at the fair ground at the terminus of this route. A spur from this route followed 11th Street, SW north to the Cedar Rapids Turf Club, later Cedar Rapids Driving Park (between 10th and 13th Streets, E and I Avenues) and nearby Alamo Amusement Park (between B and E Avenues, 13th and 15th Streets, SW). The second street car route followed 3rd Street from 1st Avenue, SW to G Avenue, crossed the railroad tracks on G before turning north on 6th Street until the line ended at O Street and Ellis Boulevard.

Two clusters of churches and schools occurred along these lines, one along the south edge of the neighborhood and a second in the north central section of the neighborhood. The first cluster,⁵ located along 1st and 2nd Avenues between 2nd and 5th Streets, included Olivet Presbyterian Church in 1904 (northeast corner of 6th Street and 2nd Avenue, SW); St. Patrick's Church and School in 1892 (along 5th Street between 1st Avenue and A Avenue); United Evangelical Church (southeast corner of 1st Avenue and 3rd Street, SW); Saron (Swedish) Evangelical Lutheran Church in 1891 (northeast corner of 2nd Avenue and 3rd Street, SW); First United Presbyterian Church in 1882 (northwest corner of 3rd Avenue and 2nd Street, SW); and Madison School at 4th Street and 2nd Avenue, SW in 1877. Madison also served Kingston children and continued until 1929. Construction of such institutions was a certain sign of community building.

Today, the former street car route along 1st Avenue which gave rise to the development of this cluster of institutional buildings has developed into a commercial strip with new and older buildings intermixed along its course. The nearby residential neighborhood that grew up north of St. Patrick's Catholic Church - the second namesake of this neighborhood - is no longer intact. The housing dates largely from the 1880s to 1910 with a few older residences from the 1860s. The scale of buildings is mixed with a number of the largest houses now split into apartments. The four blocks of A and B Avenues, NW remain paved in brick with stone curbs. Due to significant problems with building integrity in this area, it does not qualify as a National Register historic district. St. Patrick's Church and one or more of the associated church buildings may meet national Register eligibility, however.

The second cluster of institutional buildings was located in the north end of the neighborhood along and near the 6th Street, NW street car route. The cluster included Betheny Congregation

⁵*This cluster of churches and schools was actually a part of the group of institutional buildings located at the north edge of the Young's Hill/Kingston Neighborhood.*

Church (northwest corner of L Avenue and 6th Street) established in 1893; a Baptist Church formed and discontinued before 1910 (non-extant; southeast corner of M Avenue and 4th Street); the Danish Lutheran Church (non-extant; northwest corner of K Avenue and 4th Street) founded in 1893; and Harrison School (1310 11th Street, NW) built in 1885 as the successor of the earlier "Time Check" or Hull School originally founded in 1876 at the same site. The terminus of this northern route also prompted development of a small commercial enclave at the intersection of O Avenue, NW and Ellis Boulevard. Though these commercial buildings lack integrity, the commercial land use prompted by the end of the line survives.

The residences along Ellis Boulevard and the blocks to the immediate east and west are of mixed scale with relatively low building integrity. An unusual bit of infill construction is found on the west side of the 1200 block of Ellis Boulevard where a cluster of concrete block "ranchettes" was constructed on the former site of Harrison School after it was destroyed by fire in 1929. Continuing to the north, the residences have shallow front yard setbacks with low roof lines. Synthetic siding is the rule rather than the exception.

Construction began on the new Harrison School immediately after the fire. The school's design is a noteworthy Tudor revival style plan. The school site was moved to 1310 11th Street, NW along the western edge of the *Time Check/St. Patrick's Neighborhood*. Its removal ¼-mile to the northwest stimulated new residential building in the area as well as serving as reflection of the growth already underway in that area at the time. As a result, housing in the vicinity of the new Harrison School dates from the 1920s to 1940s. Some of the modest 1 and 1½-story houses are typical of patternbook bungalows and period cottages popular during this era.

North of O Avenue, NW the housing becomes more recent. The hillside that forms the edge of the flood plain west of 10th Street, NW contains split-level and ranch style houses dating from the 1950s to 1960s along both sides of the street. North of Penn Avenue, NW (former "P" Street), the level lots are home to a prototypical suburban subdivision with ranch style houses dating from the 1950s.

At the north end of the *Time Check/St. Patrick's Neighborhood* between the north and south clusters of institutional buildings previously cited, two other institutional buildings were built. The first instance involved the Free Methodist Church and the second, the construction of Fillmore School. The Free Methodist Church first located at the corner of G Avenue and 8th Street, NW in 1878 and the current building was constructed before World War I. The adjacent

residential neighborhoods to the north, west and south contain a mixture 1, 1½ and 2-story frame houses built largely after 1900. Though well-kept, the residences have been altered through the application of synthetic siding, building additions, porch enclosures, and window changes. The neighboring residential district to the east along G Avenue, NW is discussed below.

The second instance came with the construction of Fillmore School at the northwest corner of C Avenue and 10th Street, SW. When it was built in 1895 to alleviate overcrowding in the west side, it was located just one block from the street car route. The residential district to the east between 10th and 8th Streets, NW and A and E Avenues, NW, included a mixture of 1, 1½ and 2-story houses of mixed integrity. Housing dates from the 1890s through the 1920s and includes Bungalows, Bungalow Cottages and Four-Squares, most originally featuring Craftsman Style details. Some examples survive with decorative shingle treatment on the second floor while others have been modified with synthetic siding, window changes, and porch enclosures. The residences located south of the school along 10th Street, NW are mostly 1½ and 2-story in size and have experienced more alterations. The land slopes upwards west of 10th Street between B Avenue, NW and 1st Avenue.

The age of building stock and delineation of transportation routes indicate that the *Time Check/St. Patrick's Neighborhood* was settled from east to west and from south to north. The riverfront blocks north of the present day Interstate 380 bridge have been used for commercial and industrial purposes since the late 19th century. Modern commercial structures and parking lots mark this area today. Further north 1st Street, NW follows the course of the Cedar River with a bicycle path along the levee and a series of residential blocks on the opposite side. Like the Time Check housing immediately to the west, these river facing blocks contain residences that are set on small lots with shallow setbacks; are small and irregular in size; and retain little original integrity. The flood plain nature of this area reinforced the need to minimize investments in these houses.

South of the Interstate 380 bridge are several blocks of commercial buildings facing the riverfront. The character of this portion of the west side's riverfront has differed from upstream and downstream sections in part due to its development as a part of Kingston. Small, commercial lots perpendicular to the river created the opportunity for a traditional business district development. Today, this stretch of 1st Street paralleling the river offers excellent vistas of downtown Cedar Rapids on the opposite bank. Included in that view is the Mays Island Historic District (National Register listed) which contains an ensemble of multi-story, stone civic buildings built between the World Wars. The island is accessed by bridges at 1st, 2nd and 3rd Avenues, SW. The district

follows the length of the island from 1st Avenue to 5th Avenue.

As noted above, one of the oldest developed areas west of the river comprised the former town of Kingston. Construction of Interstate 380, the Interstate bridge and Diagonal Avenue in the 1970s by coincidence followed the earlier boundaries of Kingston. These contemporary transportation improvements also had the effect of isolating the residences within these circumscribed blocks from the balance of the residential neighborhood located to the west and south of these blocks. The relatively small neighborhood which survives contains houses which range from 1 to 2 stories fashioned in a variety of vernacular forms common to Cedar Rapids from 1880 to 1920. Most have minor to major alterations including synthetic sidings, porch removals or modifications, window changes, additions of doors and stairs for apartment conversions, and removal of decorative trim and original doors. Few reminders of the Kingston era of this neighborhood remain. This area does not appear to have the qualities necessary for nomination to the National Register of Historic Places.

As wagon bridges were constructed over the Cedar River at 1st Avenue, 2nd Avenue and 3rd Avenue, opportunities were created for the development of west side commercial corridors. Today, these blocks are dotted with a mixture of older 1 and 2-story buildings, parking lots, and contemporary buildings. As noted above, 1st Avenue - the widest of these streets due to its former use as a street car route - is now a full-fledged commercial strip with stop lights at 1st, 3rd, 4th, 6th and 10th Streets, SW. 3rd Avenue, SW contains a relatively intact collection of early 20th century building stock - the best example of such building stock on the west side of the river. The People's Savings Bank (National Register listed) designed by Louis Sullivan and built in 1910 at 101 3rd Avenue, SW is the preeminent commercial block along the street. Several other post-1900 buildings in this small business district should be considered for individual designation.

The *Time Check/St. Patrick's Neighborhood* is traversed from southwest to northeast by the Chicago and Northwestern RR which crosses the Cedar River at J Avenue, NW opposite the CRI & P RR Shops. Since the late 1800s, one of Cedar Rapids most important industrial corridors has been defined by this route.⁶ Between 1st Avenue, SW, and H Avenue, NW, the corridor contains a series of older manufacturing buildings and warehouses. A series of small houses - some of them likely developed as housing for workers in the nearby factories - extend away from the

⁶The corridor continues to the south along the western edge of the adjacent Young's Hill/Kingston Neighborhood.

corridor. In recent decades, the land use patterns have become intermixed with parking lots and factory additions spreading into some of the housing districts.

A turn-of-the-century account of Cedar Rapids industrial assets,⁷ cites the location of ten substantial manufacturing and warehousing concerns along the right-of-way of the C&NW RR on the city's west side. They included the Cedar Rapids Pump Co. at G Ave. NW (extant) established in 1900. Its well-preserved brick buildings are now occupied by the Cedar Rapids School District as a food warehouse. A pair of firms, the Chandler Pump Co. and Dearborn Brass Co., operated from a sprawling plant located at the southeast corner of B Avenue and 8th Street, NW (extant). Other factories no longer extant included the Cedar Rapids Wood Working Co. located at 6th Street and B Avenue, NW; C.F. Rowell & Brother, wood furniture manufacturers, located at 520-524 E. Avenue, NW; and the Alton Milling Co., flour mill distributors, at 515 F Avenue, NW. Modern day additions to this corridor include the Cedar Rapids City Transit facility at 8th Street and D Avenue, NW and a yeast mill and paint factory along G. Avenue, NW.

The residential blocks west of the railroad corridor along G Avenue, NW contain some of the most visually interesting and intact residences in the *Time Check/St. Patrick's Neighborhood*. Most of these houses are large, 2-story structures with decorative shingle and Stick Style detailing. To the east of the railroad along G Avenue, the houses are less intact and consist of 1-story hipped cottages and 1½-story gable cottages - housing for workers for the nearby factories. Today, one such factory, the yeast mill, gives the neighborhood the aroma of its product. The north route of the street car line followed G Avenue, NW from 3rd to 6th Streets, NW before turning north. The blocks of G Avenue, NW on either side of railroad (400-800) deserve further investigation during the intensive survey phase to determine potential National Register eligibility.

Throughout the *Time Check/St. Patrick's Neighborhood*, several dozen scattered individual properties have qualities which make them eligible for listing in the National Register - some due to their associations with the historical trends and developments that shaped the west side and others as a result of their architecturally distinct qualities. These properties are likely to include several churches, educational buildings, industrial buildings, and a few residences. An historical context focusing on the west side's development linked to transportation patterns will provide a context for a number of individual nominations as well as historic districts.

⁷"Cedar Rapids, Iowa," *The Developer Illustrated, Kansas City, undated (c. 1905)*.

C. *Young's Hill/Kingston Neighborhood*

The *Young's Hill/Kingston Neighborhood* is a triangular shaped neighborhood comprising approximately one square mile. It is located southwest of the central business district between the block-wide Interstate 380 corridor on the east and the Chicago and Northwestern Railroad (C&NW) on the west, and 2nd Avenue, SW on the north and Wilson Avenue on the south. The Evergreen Company and Cyrovac manufacturing plants located south of Wilson Avenue provide a strong boundary on the south. Linwood Cemetery comprises a multi-block area at the southeast corner of the neighborhood with 6th Street, SW developed as a commercial strip between Wilson Avenue and 16th Avenue, SW.

Interstate 380, constructed in the 1970s, serves a similar role in providing a distinct boundary on the east side of the neighborhood. The Interstate 380 project involved construction of an elevated 6-lane expressway and entrance ramps along with right-of-way acquisition and the subsequent demolition of approximately 250 residences, a handful of churches, a school and several commercial buildings. The *Young's Hill/Kingston Neighborhood* adjoins the *Time Check/St. Patrick's Neighborhood* to the north and the *Riverside Neighborhood* to the east.

The route of the Cedar Rapids and Iowa City Railroad (CRANDIC) and the Chicago, Milwaukee, St. Paul and Pacific Railroad (CMStP&P) bisects the neighborhood at an angle extending from 15th Avenue, SW on the west to 9th Avenue, SW on the east. Shops for the CRANDIC, originally an electric interurban rail operation, were located at 15th Avenue, SW and 13th Street, SW. This transportation route shared by the CRANDIC and the CMStP&P forms a major industrial corridor through southwest Cedar Rapids continuing through the *Time Check/St. Patrick's Neighborhood* to the north. South of 19th Avenue, SW, the railroad right-of-way is overgrown forming a "green screen" buffer for the nearby residences.

The topography of the *Young's Hill/Kingston Neighborhood* is generally flat with gentle changes in grade in east and north sections with a few genuine hills southwest of 15th Avenue and 9th Street, SW. Block shapes are irregular in the north and east sections with unusually long blocks the rule in the south and west sections. North of 14th Avenue, SW and east of 6th Street, SW, houses are oriented east and west. The contrary is true in the balance of the neighborhood. Several large industrial plants occupy multi-block sites along the railroad corridor, and Linwood Cemetery comprises a 10-block site on the southeast corner of the neighborhood.

The *Young's Hill/Kingston Neighborhood* is made up of a series of smaller neighborhoods distinguished by land use, age, development factors, and character of building stock. Place names associated with portions of the neighborhood include "Kingston" and "West Cedar Rapids" for northern blocks of the neighborhood and "Alandale," the name for a "paper town" comprising the south central and south western blocks. This latter area was eventually developed with a large number of subdivisions named for James C. Young giving rise to the name "Young's Hill." Young's former residence was located at the southwest corner of 8th Street and 6th Avenue, SW.

The area settled earliest in this neighborhood is a small strip of land north of the CMStP&P and CRANDIC RR corridor opposite May's Island. It was originally platted in 1852 on property owned by David King as part of the town of Kingston which comprised approximately 13 full-blocks and 10 half-blocks, three of which fronted on the Cedar River. In 1870 the town was annexed to Cedar Rapids and was commonly referred to in subsequent years as "West Cedar Rapids." Though this Community Development Neighborhood bears the name of Kingston, technically only the half-blocks west of 3rd Street, SW between 2nd and 6th Avenues, SW were apart of the Kingston plat. This section was originally serviced by its own commercial strip along 3rd Avenue, SW and was connected to downtown Cedar Rapids by bridges at 1st, 2nd and 3rd Avenues.

Settlement extended from the central business district west and southwest of Kingston following the installation of street car lines. The first street car service west of the river occurred in 1882 and car shops were built at 3rd Avenue, SW and 3rd Street, SW the following year. The street car routes through the Kingston section included a line along 2nd Street, SW (just east of *Young's Hill/Kingston Neighborhood* boundary) with bridge crossings at 1st Avenue and 4th Avenue. Additional routes extended west along 1st Avenue, SW from the river to 13th Street, SW and south and west along 4th Avenue, SW.

Early residences in the eastern section of the *Young's Hill/Kingston Neighborhood*, including those blocks where houses were razed to allow construction of Interstate 380, were largely modest, frame buildings. The earliest residences were built closest to the central business district south of 3rd Avenue, SW. Proximity of this residential section to the central business district in turn appears to have encouraged some redevelopment by the turn-of-the-century with larger houses and some multi-family dwellings replacing the earlier residences. The block faces were densely developed with uniform setbacks for the new generation of residences. A substantial majority of the houses featured front porches with many buildings displaying decorative shingle

cladding - the signature finish of so many Cedar Rapids residential districts.

The blocks along 3rd Avenue, SW west of 6th Street, SW contain one of the neighborhood's more intact sections. The wide, one-way street contains larger houses, 2 and 2½-stories in height built between the 1880s and 1910. Several houses are examples of the use of decorative shingle treatments in the gables and may be individually eligible for National Register listing but no district is present.

A major public thoroughfare of the west side was 6th Street, SW where the 3½-block section between 2nd Avenue, SW and 6th Avenue, SW was home to four churches and an elementary school by 1915. These buildings included Olivet Presbyterian Church built in 1904 (non-extant, northeast corner of 6th Street and 2nd Avenue, SW) just outside of the neighborhood; the Second Christian Church, now Cedar Christian, built in 1915 (northeast corner of 6th Street and 3rd Avenue, SW); the German Lutheran Church in c. 1884 (non-extant, northeast corner of 6th Street and 4th Avenue, SW); the Calvary Baptist Church in 1891 (extant but altered, northeast corner of 6th Street and 5th Avenue, SW.); and Taylor School (non-extant, southwest corner of 6th Street and 4th Avenue SW). Due to building changes and demolitions to these buildings, only one building, Cedar Christian Church, may be eligible for National Register designation.

West of 6th Street, SW and south of 5th Avenue, SW, housing stock consists of modest 1, 1½ and 2-story working-class residences. The building lots are small with shallow front yard setbacks for the houses. The buildings have been substantially altered through the use of synthetic sidings, porch enclosures and changes, and window changes. The character of this section of the neighborhood is also negatively impacted by the heavy traffic on 8th Avenue, SW.

The west central portion of the neighborhood was traversed by railroad corridors (CMStP&P RR) and the electric interurban (CRANDIC), and as a result, factories and warehouses were located along these transportation routes. The 6-block site used by the City of Cedar Rapids Public Works Department, formerly occupied by Link-Belt Speeder Corporation, is an example of industrial land use extending some distance from the rail corridor and impacting the nature of the residential housing which grew up around it. Another major industrial land use in the neighborhood was the railroad repair shops located between the CMStP&P line and the C&NW RR line (the western boundary of this neighborhood) west of 12th Street, SW. By comparison with the residential section north of 10th Avenue, SW, the residential districts along these industrial/rail corridors were generally composed of smaller scale, modestly adorned residences.

Most are still occupied by working-class families and over time have been updated with porch enclosures and additions to provide added space and synthetic cladding to give "modern" appearances. Though most houses in this area are altered in varying degrees, the qualities of thrift and pride expressed in these residences reflects the value placed on homeownership in this community. This fact is especially evident in the 15-block area bounded by the Public Works site, Interstate 380, Linwood Cemetery, and a scrap yard immediately south of the CMStP&P RR. Despite the negative qualities of industrial land use, railroad traffic and highway traffic, this residential district is a neighborhood of tidy yards and residences. Building changes, however, preclude National Register eligibility.

The central and southern sections of the *Young's Hill/Kingston Neighborhood* were first connected by public transportation to the balance of Cedar Rapids in 1884 when street car service was extended to a platted public square located between 18th and 19th Avenues, SW and 9th and 8th Streets, SW in the James C. Young's Third Addition. By 1910 when Lincoln School was built at the southwest corner of 9th Street and 18th Avenue, SW at the terminus of the street car line, most of the blocks north of the school were fully developed while many of the blocks to the southeast were dotted with extremely small 1 and 1½-story houses. New Sharon United Methodist Church at the southeast corner of 9th Street and 18th Avenue, SW was not built until sometime later.

Construction of newer apartment buildings, alterations of existing buildings and the use of one-way pairs along 15th and 16th Avenues, SW have changed the original residential character of this section of the *Young's Hill/Kingston Neighborhood*. An exception, is the intact Queen Anne styled residence built by James C. Young located at 1510 9th Street, SW.

The area of small houses southeast of Lincoln School stretching between 9th Street and 6th Street, SW, contains a range of gabled, hipped, and pent-gabled-roof cottages and bungalows clad in original materials including narrow clapboards, decorative shingles, brick, perma-stone, and brick. Most houses contain small porches, many now enclosed, with shed, hipped, pent-gabled and gable roofs. 1 and 1½-story houses are common while 2-story houses are rare. The house at 632 19th Avenue, SW is a quintessential example of an unaltered small house with a combination of cladding including two sizes of clapboards on the body and decorative shingles in the gable end. Due to the large number of alterations made to residences in this section of the *Young's Hill/Kingston Neighborhood*, criteria for a historic district are not met. Instead, a historic context should be developed which focuses on the small house form with representative examples of the

various types used included in a multiple property nomination. The integrity threshold for this type of vernacular housing stock should be high due to the ubiquitous nature of these small houses.

The area known as Alandale was located in the extreme southwest corner of the *Young's Hill/Kingston Neighborhood* roughly extending from 9th Street, SW west to the railroad corridor and south from 18th Street, SW to Wilson Boulevard. In this area city blocks were long and individual lots extremely narrow. Public improvements were minimal when the area was initially developed to keep the housing affordable. Few streets were paved and installation of curb and gutter was not required. Where present today, the public sidewalks, curb, gutter and street paving are generally less than twenty years old dating from the era of the federal Community Development Block Grant program beginning in the early 1970s. Alandale Park is located midway between 12th and 13th Streets, SW on 22nd Avenue, SW on the north side of the street.

Like the neighborhood to the east of 9th Street, SW, the Alandale section contains a concentration of small houses. Many of these residences contained only three or four small rooms when originally constructed and though most have been updated with additions and synthetic cladding, a handful scattered through the neighborhood retain their original size and appearance. The practice of building small free-standing residences to provide affordable housing rather than larger multi-family apartment buildings, rowhouses or tenements represented a local preference for individual homeownership and the values associated with it. The small homes were opportunities for entry level homeownership at a minimal cost. Proximity to employment centers along Wilson Avenue (formerly 23rd Avenue, SW) and the shops of the interurban at the terminus of 13th Street, SW and 15th Avenue, SW further drew workers to this affordable, nearby residential district. These economic factors should be explored in the historic context recommended for the topic of the development of small houses in Cedar Rapids.

Several factors preclude consideration of virtually all of the *Young's Hill/Kingston Neighborhood* for designation as historic districts. They include a major contextual change - the construction of Interstate 380 and the associated right-of-way acquisitions and clearing of residential blocks and institutional buildings. The second factor is the substantial alterations of the surviving housing stock of the neighborhood. These changes include the addition of synthetic siding, enclosure of porches, modifications of window openings, removal of decorative millwork, and the construction of incompatible building additions. Less serious alterations include changes in roofing material, installation of storm doors and windows, and replacement of ancillary structures such as garages.

No assessment has been made of changes of interior floor plans or finishes. Due to these factors, intensive survey work in this neighborhood should be confined to the several dozen individually eligible buildings which maintain a high level of integrity.

D. *Oak Hill Neighborhood*

The *Oak Hill Neighborhood* lies southeast of the central business district and northeast of the *Riverside Neighborhood*. Its irregular shape has Oak Hill Cemetery, St. Johns Cemetery, and portions of Van Vechten Park as its eastern boundary and sections of Mount Vernon Road and 4th Street, SE as northern and southern boundaries. The western boundary extends along the alley west of 4th Avenue, SE and a section of 2nd Avenue, SE. The routes of the Chicago and Northwestern RR (C&NW RR) and the Chicago, Rock Island & Pacific RR (CRI&P RR) enter the neighborhood over separate railroad bridges from the southeast and converge along a shared right-of-way which follows 4th Street, SE from 9th Avenue to 5th Avenue, SE.

Topography of the *Oak Hill Neighborhood* is the most varied of any of the Cedar Rapids Community Development Neighborhoods. A section of flood plain stretches along the southern blocks of the neighborhood which connects to the Cedar River between the railroad bridges. Oak Hill Cemetery, St. Johns Cemetery, and Van Vechten Park comprise a series of rolling hills above the flood plain on the east. Mount Vernon Road makes a shallow cut through one of these hills descending from the east to west. Between 20th Street and 17th Street, SE, the road is approximately 6' to 8' below grade level. South of Mount Vernon Road and west of the Cemetery, land falls gradually to the flats of the flood plain. At the point where Mount Vernon Road turns southwest to become 8th Avenue, SE, McKinley School looks out from its hillside site overlooking the Mercy Hospital campus.

Originally the name "Oak Hill" was used to describe the entire southeastern section of Cedar Rapids. Tradition has it that the name resulted from the presence of several varieties of oak trees native to the area. Later the term was applied to only the lower-income residential portions of the neighborhood.

Over time, land use in the *Oak Hill Neighborhood* has been as varied as its topography. The location of the T.M. Sinclair Packing Company adjacent to the CRI&P RR Bridge along the Cedar River beginning in 1872 (most of the site is located in the adjacent *Riverside Neighborhood* to the south) had a profound impact on the *Oak Hill Neighborhood*. The workforce for this flag

ship Cedar Rapids meat processing plant grew to 800 by the turn-of-the-century. Many employees and their families lived in the nearby residential neighborhoods. Shops for the Chicago & Northwestern Railroad were built between the railroad bridge and Otis Road south of 18th Street, SE, and operations of both the C&NW RR and the CRI&P RR provided dozens of jobs for workers residing nearby as well.

Two areas in particular exemplify this type of "company town" feeling. The extremely modest residences located in the blocks between 17th Avenue and 16th Avenue, SE and 9th Street and 15th Street, SE are one such area. The houses are almost entirely 1-story gabled or hipped roofed cottages with decoration limited to the use of shingled siding or turned posts on porches. The small residential lots are laid out along narrow streets. Curbs and gutters and in most cases, sidewalks, are missing. Approximately 25 percent of original residences in this area have been razed leaving vacant lots which diminish the architectural character of the area. Visual and functional links to the former Sinclair plant include a substantial stone industrial building west of the intersection of 9th Street and 17th Avenue, SE. The building is 11 bays wide with original 9/9 window sash in place. The CIO Tavern across the street at 1616 9th Street, SE is located along the invisible boundary between factory and worker. This section of the *Oak Hill Neighborhood* deserves further study during the intensive survey to document linkages to the Sinclair Company, union activities, and Cedar Rapids' Czech community. A determination of overall neighborhood integrity needs to be further investigated to determine a potential district's boundaries. At this point in the survey process, it is unclear whether sufficient historic fabric survives for district designation.

The second example of a working class residential district is located along 5th Street, SE opposite St. Wenceslaus Bohemian Catholic Church and School (1224 5th Street, SE). Ten nearly identical 1½-story gabled-cottages are located on narrow lots opposite the church and school. Few alterations have been made to these buildings and no demolitions have interrupted the block face. The buildings likely date from the last quarter of the 19th century. St. Wenceslaus was founded in 1874 just two years after the Sinclair Company started operations. The parish began with just sixty members.

Cedar Rapids' Czech commercial center was located just a few blocks away along 3rd Street, SE. The Czech community grew considerably during the 1870s as a result of European wars and such growth was mirrored by the enlargement of such social centers as St. Wenceslaus. In 1904 a substantial new church was erected at the same site to serve 1,200 parishioners. Contributions

from the Sinclair family helped establish Sinclair Park just east of the church site a decade after the new church was completed. Preliminary research indicates that a small district including the church, school, park and cottages along 5th Street, SE meets the criteria necessary for National Register listing.

12th Avenue, SE - a heavily trafficked, narrow street - connects the Czech commercial district to the St. Wenceslaus complex and residential neighborhoods to the north. The street was originally lined by several factories including Star Wagon Works, another major employer in the *Oak Hill Neighborhood*. Today, 12th Avenue continues to serve as a connecting corridor with a mixture of land uses along its route.

The contemporary Metro High School building at the intersection of 12th Avenue and 7th Street, SE is on the site of the former Tyler School. A series of school buildings were erected on this site beginning in 1880. A more permanent building was built in 1886 when the school age population of the ward topped 1,500. An expansion wing was added 15 years later. Tyler School gained a reputation for having the most ethnically diverse population of any Cedar Rapids school. Families from 22 different ethnic groups resided in the area of the *Oak Hill Neighborhood* served by Tyler School. This Cedar Rapids melting pot included Bohemians, Irish, African-Americans, Greeks, Armenians, Moravians, Norwegians, Russians, Poles, Swedes, and Lebanese among others.

The social problems experienced by these new immigrants were reflected in the school population. Jane Boyd, a teacher and later a social worker at Tyler School, became the champion of Oak Hill's underprivileged. She developed English classes for the immigrant mothers, work programs for unemployed men and boys, and assisted in establishing a range of relief programs. During the 1920s a community center named for her was established just a few blocks to the north of Tyler School at 1236 10th Street, SE (non-extant). The Great Depression of the 1920s saw the hard times for Oak Hill's residents get even worse as factories closed and the neighborhood's unemployment rate rise above 22% - the rate for the balance of Cedar Rapids. These economic difficulties and the immigrant experiences of the residents of the Tyler School/*Oak Hill Neighborhood* are difficult to represent in the individual buildings or collections of structures which survive in the neighborhood today. During the intensive survey phase, attention should be given to finding suitable properties to associate with this important story.

Religious buildings in the section of the neighborhood southeast of 12th Avenue, SE included the former Sinclair Memorial Presbyterian Church (southwest corner of 10th Street and 12th Avenue,

SE) built in 1902 with a gift from the Sinclair family; St. George Orthodox Syrian Church (1202 10th Street, SE) built in 1914; and the Methodist Episcopal Church on the site now occupied by the Oak Hill Manor apartment buildings (west of 15th Street and 15th Avenue, SE. Today, newer single family houses and smaller turn-of-the-century residences make up the building stock in the blocks west of 17th Street, SE and south of 14th Avenue, SE.

The hilly land at the east end of the *Oak Hill Neighborhood* was first selected for use as a cemetery in 1854. Internments at the former village cemetery were removed to the new Oak Hill Cemetery. Since then the cemetery has become the last resting place for many of Cedar Rapids' most prominent families. The 41-acre cemetery is dotted with elaborate monuments, several mausoleums, meandering paths and drives, several outbuildings, and manicured landscaping features. Granite pillars added in 1906 mark the entrance gate and a wrought iron perimeter fence encloses the cemetery. South of Oak Hill across 12th Avenue, SW is St. John's Cemetery. The third cemetery in this area is the Catholic Bohemian Cemetery located approximately ten blocks northeast of St. Wenceslaus Church south of the ell-intersection of 19th Street, SE and 12th Avenue, SE just outside of the *Oak Hill Neighborhood*.

The green buffer created by the three cemeteries continues along 19th Street, SE south of 12th Avenue, SE in the form of Van Vechten Park. Just east of the boundary of the *Oak Hill Neighborhood*, Van Vechten Park (named for Ralph Van Vechten) was acquired in 1927. It comprises nearly 77 acres of drives, overlooks, picnic areas and woods. Together with the three cemeteries, the green buffer forms a natural boundary for the *Oak Hill Neighborhood*.

It was not until 1886 that street car service was extended to the northern section of the *Oak Hill Neighborhood*. At that time a line was built connecting the downtown to Oak Hill Cemetery. The route originated at 1st Avenue, SE and followed 5th Street, SE to 5th Avenue, SE, turned north and continued on 5th Avenue, SE to 10th Street, SE. From here the route followed 10th Street, SE passed the Mercy Hospital buildings until it connected to Mount Vernon Road and eventually terminated at Oak Hill Cemetery.⁸

When built, the Oak Hill street car route followed already well established routes between 1st

⁸The Higley family farm was strategically located north of Mount Vernon Road between 14th and 19th Streets, SE and Bever Avenue. In future years, street car service would provide an initial incentive for residential subdivision development in this area. The Higley farm site is entirely outside of the Oak Hill Neighborhood in the adjacent Coe/Mount Vernon Neighborhood.

Avenue, SE and Mount Vernon Road. The residential sections in the area between 2nd Avenue and 12/15th Avenues, SE were also under development by the 1880s. The earliest surviving residential sections in this area are south of the street car route and north of the Czech commercial district between 12th Avenue and 8th Avenue, SE. The immigrants settling in this area found work in the nearby factories along 4th Street, SE and a range of retail operations. The J.G. Cherry Company established in 1887 was one such industry with its plant located along the railroad at the intersection of 10th Avenue and 5th Street, SE. Manufacturers of farm product processing equipment, the company's sprawling site originally contained factory buildings, warehouses and a lumber shed. A portion of this site remains today but the founding company, now the Cherry-Burnell Company, has relocated to a larger site outside of the neighborhood.

The residential district to the north and east is a mixture of 1 and 1½-story gabled and hipped-cottages and a sprinkling of 2-story frame and brick houses of various vernacular forms built between the Civil War and World War I. 9th Street, SE is an intact brick-paved street with a group of small retail shops formerly located at the intersection of 10th Avenue, SE. The Hus Memorial Presbyterian Church⁹ located a few blocks away at the intersection of 7th Street and 9th Avenue, SE, was established in the 1890s to serve the Bohemian residents of the area and in 1915 the present church building was erected. Czech-speaking services were regularly held until 1959, and the congregation removed to a new facility in southwest Cedar Rapids in 1973.

The once dense fabric of this working-class neighborhood has been irrevocably changed in recent decades through the removal of deteriorated buildings and subsequent changes in land use. For example, at-grade parking lots have been introduced in vacant areas along 8th Avenue, SE, near Mercy Hospital, the Iowa Medical Center and the Job Service of Iowa office building. A similar change is seen along 9th Street, SE where nearly 30% of the lots are vacant. Another land use change is the introduction of several social service facilities in new or remodeled buildings in the area.

Integrity of the surviving housing stock is mixed. Most residences have minor to major exterior alterations - synthetic siding, porch modification, porch removal, window modifications, etc. As a result of both individual integrity and contextual integrity problems, the historic value of this area

⁹*Jan Hus, namesake of this church, was a 15th century Bohemian religious reformer executed for his beliefs which anticipated the Protestant revolution. A Jan Hus Lodge, IOOF was active from the 1880s until 1970 with regular meetings held at the Sokol Hall and CSPA Hall.*

as a late 19th-century working class neighborhood is diminished. A few isolated examples of individually significant small houses survive but the criteria necessary for a historic district is not met. Individual significance for the Hus Memorial Presbyterian Church is likely due to its architectural significance and ethnic associations.

The area extending from 8th Avenue, SE to the irregular boundary of the *Oak Hill Neighborhood* along 5th, 4th and 2nd Avenues, SE originally consisted of a mixture of residential blocks and a few institutional buildings. The area continues to include residential building stock - larger single-family houses, a few multi-family apartment buildings, and a few blocks of 1½ story cottages - scattered throughout the area; several institutional buildings - Mercy Hospital, Adams School (non-extant, northeast corner of 6th Street and 7th Avenue, SE), (Jackson School, non-extant, northwest corner of 4th Avenue and 12th Street, SE), McKinley School (620 10th Street, SE), and a church; and several blocks of commercial buildings adjacent to the central business district.

The founding and growth of the three schools which once served this area paralleled the growth of the neighborhood. Adams School was established in 1868 with a substantial new building built in 1880 to accommodate 450 children. Jackson School was added in 1883 just eight blocks away at the eastern edge of town - an indication of the direction that residential subdivision development would take in the next few decades. Construction of McKinley School as a junior high school in 1922 evidenced further growth in east side neighborhoods as well as overall educational improvements in the Cedar Rapids system.¹⁰

A series of planned and evolutionary changes in this section of the *Oak Hill Neighborhood* in recent decades has seen historic land use patterns modified. Changes have involved the removal of scattered residences and the subsequent introduction of vacant residential lots. Multi-family rental housing has been introduced in former owner-occupied single-family residences. At the western edge of the neighborhood adjacent to the downtown, the razing of several buildings has assembled large commercial redevelopment parcels, several of which serve as parking lots in the interim.

¹⁰*McKinley functioned as a combination junior and senior high school from 1935 to 1957. In the late 1960s shifts in school population and economic measures prompted the closure of Jackson and Tyler Schools, McKinley was converted to an elementary and still later to a middle school.*

Both 8th Avenue and 10th Street, SE have been developed as arterial collectors while 4th and 5th Avenues, SE and 7th and 8th Streets have been converted to one-way pairs. Further change in this section of the *Oak Hill Neighborhood* has been brought about through the construction of clustered and scattered office buildings (many for medical services along 10th Street, SE), the construction of a retail strip mall (between 4th and 5th Avenues, SE along the north side of 10th Street, SE) and the building of several large warehouses and a few factories (including a commercial bakery). Each of the new non-residential uses has generated a parking demand generally met by the creation of dedicated at-grade parking lots.

The architectural integrity of the surviving older building stock in this area has been seriously compromised through exterior changes such as synthetic siding, room additions, second entrances, porch enclosures, roof and window changes, and exterior stair cases. As a result, the character of this section of the *Oak Hill Neighborhood* bears little resemblance to its pre-World War II appearance. No portions of this section of the neighborhood meet National Register criteria for historic districts. A few scattered architecturally significant buildings survive. They include several multi-story apartment buildings along 4th Avenue, SE near the intersection of 7th Street, SE and McKinley School. The historic development of several blocks of residential subdivisions along the northern edge of the *Oak Hill Neighborhood* are more closely related to sections of the *Coe/Mount Vernon Neighborhood*. As a result, their character and significance are discussed later.

E. Cedar Lake/Daniels Park Neighborhood

The *Cedar Lake/Daniels Park Neighborhood* is an irregular triangular shaped area extending northeast from the Cedar River upstream of the downtown and the Quaker Oats site. In the 1970s Interstate 380 was cut through the center of the neighborhood on a diagonal running northwest and southeast along the eastern edge of Cedar Lake. The construction of the interstate reinforced the separation between industrial and residential land use fostered by the presence of Cedar Lake, a small body of water created by drainage from McCloud's Run, sometimes referred to as Coldstream Brook. Upstream from the lake is the Cedar Rapids waterworks which includes the Bloomquist Filtration Plant opened in 1929 on J Avenue, NE south of Shaver Road. After following Shaver Road from upstream of the waterworks to the east side of the interstate, the northern boundary of the neighborhood drops from Coldstream Avenue at right angles to J Avenue, NE.

The eastern boundary of the neighborhood follows 17th Street, NE south to F Avenue, NE and the Chicago, Milwaukee, St. Paul & Pacific RR (CMStP&P RR). The railroad forms the southeast boundary of the neighborhood. The site of the former Chicago, Rock Island and Pacific RR (CRI&P RR) Shops is located at the southern tip of the neighborhood with railroad right-of-ways extending from this site like spokes from to the west (C&NW RR), northwest (CRI&P RR), northeast (CMStP&P RR) and north (Illinois Central RR).

The topography of the *Cedar Lake/Daniels Park Neighborhood* consists of alluvial plain along the Cedar River and shallow lake bed (Cedar Lake) in the western half and a series of small level areas, hills, knolls, ravines, and valleys in the eastern half. McCloud's Run,¹¹ now largely a dry run along much of its course, originally created a ravine extending from north to south, west of the Illinois Central RR line. The original sources of water were several natural springs in the vicinity of 42nd Street, NE. The historical implications of this topographic feature are discussed in greater detail below.

Topography defined other early settlement patterns and continues to influence recent redevelopment patterns in the Cedar Lake/Daniels Neighborhood. The CMStP&P RR right-of-way follows a gently sloping corridor away from the river while the Illinois Central takes advantage of a natural valley. The relatively level sites of the CMStP&P corridor further stimulated the location of factories and warehouses which continue today. Industrial land users such as breweries required a ready supply of pure water and the availability of such water from Cedar Lake's spring fed source - McCloud's Run - resulted in the establishment of four separate breweries at the south end of the lake before the advent of state and national prohibition laws before World War I.

Recreational land use was created with the donation of Daniels Park to the City of Cedar Rapids in 1906. Located at Oakland Road and H Avenue, NE, the park comprises a long, two-block wide rectangle of nearly 24 acres extending from H Avenue to J Avenue, NE and Oakland Road to Maplewood Drive. The park is mostly naturally terraced hills with a few level sections now used for picnicking and a ball field. In a more recent redevelopment pattern, the location of Interstate 380 was dictated by the juxtaposition of the flood plain and the Cedar Lake area with

¹¹*McCloud's Run was named for John G. McCleod, an early pioneer in Linn County, who established a claim to the stream and spring which now bears his name. Through the years, an incorrect spelling of the once active stream was adopted in official records.*

the hilly areas containing residential districts east of 11th Street, NE and McCloud's Run. The narrow street right-of-ways in the neighborhood, dictated in part by the hills and ravines, contributed to the practicality of establishing one-way vehicular traffic on Oakland and Center Point Roads.

The hilly terrain of the area east of Cedar Lake also contributed to the late development of residential districts. The land was used for farming by members of a number of Cedar Rapids' pioneer founders and civic promoters including the Weares, the Daniels brothers - Lowell and Lawson, and the Greenes. Greene's property known as "Mound Farm" due to its elevation relative to the balance of Cedar Rapids and Linn County, originally comprised the property between 16th Street and 25th Street, NE extending south to 1st Avenue. After the Judge's death in 1880, his widow retained 160 acres containing the Greene mansion (non-extant). Following foreclosure in 1896, this parcel was acquired by a local real estate syndicate and an unsuccessful attempt was made to develop large residential lots on a portion of the farm. In 1906 the Sisters of Mercy relocated to the site eventually accumulating 71 acres of the original Mound Farm.

Though most of the Mound Farm was located outside of the *Cedar Lake/Daniels Park Neighborhood*, discussion of its historical development helps explain settlement patterns in adjacent areas. Efforts to see Mound Farm's sale and development encouraged the introduction of a street car line up Center Point Road to J Avenue, NE and paving of the access route to the farm. These improvements in turn made residential development of this neighborhood more practical after 1900.

The rugged terrain and relative remoteness of this northern Cedar Rapids neighborhood nevertheless slowed its development. A portion of John Weare's property east of Center Point Road north of J Avenue, NE was platted for residential development in the 1890s but little building was accomplished before World War I. Subsequently, this area redeveloped with smaller building lots in the "Oak Woods" development. Only a few surviving examples of houses from before 1900 sprinkle the *Cedar Lake/Daniels Park Neighborhood* as visual reminders of the historic rural development of this part of Cedar Rapids.

The residential districts found in the *Cedar Lake/Daniels Park Neighborhood* today were largely developed between 1900 and the 1930s with areas north of J Avenue, NE subdivided in later decades. At the southeast corner of the neighborhood, the working class housing stock along 14th Street, NE in the shadow of the National Oats Company's multi-story food processing

buildings is mostly 1-story hipped cottages and bungalows. A few well preserved bungalows are found here including an unusual house at 846 14th Street, NE. North of National Oats which was originally established as the Pawnee Cereal Mills, the hillside is divided into stepped lots along Maplewood Drive, NE opposite Daniels Park. This narrow section of street contains no curb and gutter and its lots contain 1 and 1½-story bungalows built between 1910 and the 1930s. East of Maplewood Drive and northeast of National Oats, the houses become smaller. Very modest houses are laid out on narrow stepped lots along 17th Street, NE dating from the same period. Alterations to the Maplewood Drive and 17th Street houses include synthetic siding, porch enclosures, building additions and window changes precluding consideration of this area for National Register listing.

Daniels Park serves as a physical buffer or transition between the working class neighborhood immediately adjacent to National Oats and the residences north and west of the park. Daniels Park was acquired by donation from Harriette S. Daniels as a memorial to brothers Lowell and Lawson Daniels in 1906. The park's hills are covered by tall, stately deciduous trees and a few conifers with a ball field located in the southwest corner. The major entrance for picnickers and passive park users is at J Avenue and Oakland Road, NE. The park land rises to a high point at I Avenue, NE.

West of Daniels Park, Oakland Road is a north bound one-way route connecting to Center Point Road at E Avenue, NE. Industrial land uses flank the CMStP&P RR where it intersects Oakland at the south end of the neighborhood. A mixture of older, altered buildings and contemporary buildings and parking lots typifies the area. The complicated traffic pattern resulting from the merger of one-way streets and the at-grade rail crossing dominate this section of Oakland. Immediately north of the rail crossing at the southeast corner of F Avenue and Oakland Road, NE, is an example of one of the farm houses predating the general development of the neighborhood. It is a Greek Revival Style residence on a large elevated lot. Upon further investigation, a residence such as this may meet the criteria for individual listing in the National Register of Historic Places.

North along Oakland Road, the houses are 1 and 1½-story bungalows, many with Craftsman Style features such as alternating clapboard and shingle cladding between floors, exposed rafter tails under the broad eaves, and multi-light upper sash in the double-hung windows. Continuing north of H Avenue, NE opposite Daniels Park, the houses continue to manifest the same scale, finish and detailing. By contrast, a substantial percentage of these residences retain their original

appearance. As a result, the two long blocks between H and J Avenues, NE are likely to meet the National Register criteria for designation as a historic district. Further study is necessary to determine whether the long block of Oakland Road south of H should also be included.

The section of the *Cedar Lake/Daniels Park Neighborhood* north of J Avenue, NE between Oakland Road and McCloud's Run contains housing dating from the 1920s to the 1950s. The residences are mixed in scale with most containing alterations. A modern building used by the Assembly of God Church is located at the northwest corner of J and Oakland. Houses from the 1950s and several 2 and 3-story apartment complexes dating from the 1960s are located along Oakland Road and Center Point Road north of J Avenue, NE. The undeveloped natural area extending along McCloud's Run and the Illinois Central line serves as a buffer between the interstate and the residential area.

By the 1920s, residential development had progressed in the area to support several retail shops at the intersection of J Avenue and Center Point Road, NE including buildings now occupied by a neighborhood tavern and grocery store. The character of the residential section west of this intersection has changed dramatically with the removal of a substantial number of houses during construction of the interstate corridor in the 1970s. A small park located where McCloud's Run intersects J Avenue is the only visual reminder of this once prominent waterway.

Today, J Avenue, NE is a through-route to the west connecting with Shaver Road while to the south, H Avenue, NE provides access to the interstate via an exchange. Prior to construction of Interstate 380, Shaver Road (formerly known as Wenig Road) connected to central Cedar Rapids via 12th Street. Construction of the Cedar Rapids waterworks in the 1100 block of Shaver Road in 1929 signaled improvement for this route. In the decades following World War II, the flats southwest of Shaver Road were developed with factories and warehouses - a trend reinforced by construction of Interstate 380 in the 1970s. Construction of the interstate permanently changed the character of the housing along 11th Street, NE as well. Although residences continue in this area within eye and ear-shot of the freeway, a mixture of commercial uses has been introduced, and general maintenance of residences poor.

The residential neighborhood extending south of J Avenue to the CMStP&P RR and from Daniels Street, NE west to the Illinois Central RR is a mixture of 1 and 1½-story bungalows and gabled-cottages dating from before World War I to the 1940s. Individual examples display intact Craftsman Style detailing, open porches and original cladding. Most, however, have been altered

through the addition of synthetic siding, porch enclosures and additions. The only early institutional building in this neighborhood is the unusual Craftsman Style church (originally a Presbyterian church) located in the 800 block of Center Point Road, NE.

The similar design, and in some cases, nearly identical forms for many of the houses in this section of the neighborhood indicate that development took place over a relatively short period of time. For example, the blocks of terraced lots with nearly identical 1-story, front gable cottages along 12th Street, NE south of H Avenue were likely developed simultaneously by a single real estate company. The two blocks of Daniels Street, NE between H and J Avenues, NE are the most intact section of housing in this portion of the *Cedar Lake/Daniels Park Neighborhood* with shingle cladding and original open porch design intact. National Register eligibility in this area is confined to the church noted in the previous paragraph, a handful of individual residences, and potentially these two blocks of Daniels Street, NE. The Daniels Street blocks should be evaluated for inclusion as part of a potential historic district including Oakland Road between H and J Avenues, NE. The considerable alterations made to most of the other houses in the neighborhood preclude their consideration as National Register districts.

F. Coe/Mount Vernon Neighborhood

The *Coe/Mount Vernon Neighborhood* extends from Mount Vernon Road (the former route of the Lincoln Highway or old U.S. Highway 30), on the south to 18th Street, NE on the north and from 19th Street, SE on the east to the Chicago, Milwaukee, St. Paul and Pacific RR (CMStP&P RR) on the west. The downtown's fringe and redeveloped areas near the Mercy Hospital campus included in the *Oak Hill Neighborhood* extend along the southwestern boundary (10th Street, 2nd Avenue and 12th Street, SE). The industrial corridor situated along the CMStP&P RR separates the *Coe/Mount Vernon Neighborhood* from the Cedar Lake/Daniels Neighborhood.

1st Avenue, both historically and today, is Cedar Rapids' main thoroughfare. It rises from the Cedar River valley up a steep hill nearly 13 blocks in length. Designated as U.S. Highway 151, 1st Avenue bisects the neighborhood diagonally from southwest to northeast, its five lanes of concentrated traffic dividing the *Coe/Mount Vernon Neighborhood* into distinct sections - the north half associated with Coe College and the south half consisting of a series of residential districts.

The topography of the *Coe/Mount Vernon Neighborhood* includes gentle slopes and hills in the

southeast and eastern sections; block after block of nearly level house sites in the central, northern, and western sections; and a small area of descending slopes west and south of Coe College and the St. Luke's Hospital campus, including the 1st Avenue hill. The balance of the *Coe/Mount Vernon Neighborhood* is nearly level with grade changes limited to occasional low-rise retaining walls and terraces. The impact of this terrain characteristic was to accelerate residential growth. This is evident in the steady, relatively swift development of residential blocks spreading out from 1st Avenue beginning in the 1870s north of the avenue and in the late 1890s to the south.

Before the residential development could take place, however, the 1st Avenue hill had to be conquered. Public improvements designed to alleviate the mud and standing water which plagued the hill included surfacing with wood pavers, crushed rock, and eventually brick. In the late 1880s, the portion of 1st Avenue in front of Coe College was cut nearly four feet to ease the hill's steepness. Excess dirt was used to fill in portions of Cedar Lake so that 12th Street could be extended to the northwest. Paving the avenue with cedar blocks continued until 1892. Two years later after a public debate about the merit of brick paving versus asphalt, the City began to regrade and pave 1st Avenue with vitrified bricks.

1st Avenue was one of the first routes selected for public transportation. In 1880 a horse drawn street car line was added to connect Cedar Rapids with the neighboring county seat of Linn County at the time - the city of Marion. In 1889, electric streetcars were introduced along the avenue. The presence of street car service and brick paving along 1st Avenue combined to make properties facing the avenue highly valued and attractive for development. In later years, the streetcar line was made double track south of 14th Street and an extension was added from 1st Avenue to E Avenue, NE along 14th Street, NE.

Institutional buildings abound in the portions of central Cedar Rapids which make up the *Coe/Mount Vernon Neighborhood*, their initial construction generally paralleling the growth of residential blocks. Three of the largest institutions were located along the southeast edge of the neighborhood including a portion of St. Luke's Hospital, Coe College, and, just outside of the *Coe/Mount Vernon Neighborhood*, Mercy Hospital and McKinley School. The first three were established when their location was on the outskirts of town with the last built after surrounding areas were fully developed.

Coe College, located on 1st Avenue between Coe Road (formerly 12th Street) and Center Point

Road (formerly 13th Street), was established in 1851 as the "Cedar Rapids Collegiate Institute" with an affiliation with the Presbyterian church. A substantial monetary gift for the new institution was secured from Daniel Coe of New York state and in 1867, an 80-acre tract of land was purchased with the Coe gift. Following several fits and starts and name changes, Coe Collegiate Institute was incorporated in 1872. The current name was adopted in 1881 and in 1919, Lander Clark College of Toledo, Iowa was absorbed. Subdivision of portions of the original 80-acre tract purchased with the Coe gift accounted for the "College and Greene" additions northeast of the campus.

The churches located in the *Coe/Mount Vernon Neighborhood* are all protestant and with one exception, are located in two clusters. The first cluster is found along 2nd and 3rd Avenues, SE either side of 13th Street/Bever Avenue, SE and includes the following churches: Westminster Presbyterian Church, originally established as Second Presbyterian Church, with a new building constructed in 1905 (extant, 1285 3rd Avenue, SE); St. Paul's United Methodist Church with its third building - a noteworthy design by architect Louis Sullivan - completed in 1913-14 (National Register, 1340 3rd Avenue, SE); the First Church of Christ (Scientists) - a classic form for this denomination (extant, 1241 2nd Avenue, SE); and the First Baptist Church in its third building (extant, northeast corner of 2nd Avenue and 12th Street, SE).

A second cluster is located to the northeast and includes the First Congregational Church in 1889 (non-extant; replacement church at 361 17th Street, SE); Grand Avenue Presbyterian Church (extant but no longer used for church purposes, southeast corner of Grand Avenue 16th Street, SE); and St. Joseph's Episcopal Church built (non-extant, 355 19th Street, SE).

The Central Park Presbyterian Church built in 1904 (extant, 1700 B Avenue, NE) is the only church north of 1st Avenue. It derives its name from the platted addition of the same name located between E and D Avenues, NE and 15th and 17th Streets, NE. The forerunner of Polk School at 15th Street and B Avenues, was originally named Central Park School as well. The presence of three Presbyterian churches in such a small area may be in part due to the proximity of the Presbyterian-affiliated Coe College. Links to the Scottish Dundee neighborhood should be further investigated in the intensive survey phase.

Public schools and fire stations round out the institutional buildings in the *Coe/Mount Vernon Neighborhood*. The Central Park School at B Avenue and 15th Street, NE erected in 1890 was replaced in 1896 with a larger building (Polk School) which also housed students from Conoid

Park, a suburban residential district located between Cedar Rapids and Marion. The first Johnson School was built on Washington Avenue between 17th and 18th Streets, SE and was replaced with an expanded facility in the 1960s. Other schools located outside of the *Coe/Mount Vernon Neighborhood* boundaries were also attended by some of the area's children including Jackson School (1883), Buchanan School (c.1905), McKinley Junior High School (1922), and Benjamin Franklin Junior High School (1924).

New Cedar Rapids fire stations were constructed in order to provide protection for the outlying residential districts north and south of 1st Avenue which were growing steadily after 1890. The Central Park Fire Station (extant but altered, 314 Center Point Road) was in place by the early 1890s but replaced with the brick and stucco Tudor Revival styled Fire Station #3 after World War I (extant, 1424 B Avenue, NE). South of 1st Avenue, fire protection came from the Fire Station #6 (extant, southeast corner of 4th Avenue and 17th Street, SE). Both buildings fit into their surrounding residential districts in terms of scale and setback.

Residential development in the *Coe/Mount Vernon Neighborhood* followed a logical pattern with the earliest platted and settled additions being those closest to the well established route between Cedar Rapids and Marion, 1st Avenue, SE. The character of 1st Avenue itself has changed dramatically since the turn-of-the-century. Wealth accumulated in railroading and a growing list of local industries financed construction of some of the city's finest residences along 1st, 2nd and A Avenues beginning in the 1870s. Most were replaced after World War II with office buildings, strip shopping centers, franchise restaurants, car dealerships and parking lots. A few surviving residences in the 1st Avenue corridor include the A.T. Averill House built in 1886 (National Register, 1120 2nd Avenue, SE), a pair of more modest residences built in 1868 nearby, locally known as the Calder House (National Register, 1214 and 1216 2nd Avenue, SE), and two former residences located just outside of the *Coe/Mount Vernon Neighborhood* - the George B. Douglas House built in c. 1896 (National Register, 800 2nd Avenue, SE) and Brucemore, the residence of Thomas Sinclair built in 1884-85 (National Register, 2160 Linden Drive, SE).

The older residential areas of the *Coe/Mount Vernon Neighborhood* lie north of 1st Avenue. They were developed on land originally held by Judge George Greene, one of Cedar Rapids founders and principal promoters. In 1864, Judge Greene sold a right-of-way through his Mound Farm to enable the construction of railroad access by the Dubuque Southwestern RR, later the Chicago, Milwaukee, St. Paul & Pacific RR (CMStP&P RR). This industrial corridor now forms the northwest boundary of the *Coe/Mount Vernon Neighborhood*. The first residential areas to

be developed north of 1st Avenue were a series of "College & Greene" subdivisions immediately northeast of the original Coe College square (bounded by 1st Avenue, 12th Street, 13th Street and B Avenue, NE). A portion of the neighborhood was known as "Dundee." Located between B Avenue, NE and the CMStP&P RR, Dundee's name originated with the tradition of Scottish immigrants residing in the area.

North of 1st Avenue, the new avenues were laid out in parallel, diagonal courses with their names the letters of the alphabet. E Avenue, NE was the last avenue before the CMStP&P RR corridor. Coe College occupies a single 8-block contiguous site and several additional blocks demarked by streets and avenues. Construction of Interstate 380 and delineation of one-ways along Center Point Road and Coe Road through the neighborhood have changed the original grid system along the northwest corner of the neighborhood and the flow of traffic. Car dealerships, apartment buildings (several poorly sited 2-story multi-family units adjacent to the college), franchise restaurants, and low rise office buildings with adjacent at-grade parking lots line the eight blocks of 1st Avenue through the neighborhood. The exception is the two-block green space comprising the "front yard" of Coe College. St. Luke's Hospital campus southwest of the college is a mix-match of expanded buildings, a parking ramp, pedestrian sky walks, parking lots, and newly constructed buildings.

The Coe College¹² campus has been dramatically changed since its 19th century beginnings. New buildings, athletic fields, and parking lots have spilled into the surrounding residential district. Center Point Road, once a firm boundary for the campus, has been breached for the construction of parking lots and an athletic facility (D Avenue and Center Point Road, NE) and a stadium and track to the northeast. The Home for the Friendless once located at the southwest corner of E Avenue and 14th Street, NE has been razed and replaced with a parking lot.

The CMStP&P RR corridor continues the pattern of land use established after completion of this access route during the Civil War. Low profile warehouses (cement block and metal pole buildings) face the track along E Avenue northeast of Center Point Road. The National Oats Company's factory (originally Pawnee Cereal Mills) and a semi-truck parking lot face a group of once nearly identical small houses between 15th and 16th Streets, NE. Synthetic siding and other alterations obscure the age of these structures. A small group of similar 1 and 1½-story cottages

¹²*Identification of significant buildings on the Coe College campus associated with the historical development of the college is outside of the scope of work of either the reconnaissance or intensive surveys.*

on the south side of E Avenue, northeast of the commercial buildings at the intersection of 16th Street, NE, is more intact. Neither group retains sufficient qualities for National Register listing.

The balance of the *Coe/Mount Vernon Neighborhood* north of 1st Avenue is mixed in terms of building scale, design, integrity and condition. Most of the area's houses have been modified by the addition of synthetic siding, porch removals or changes, building additions, or window modifications. However, several pockets of relatively intact houses should be studied further during the intensive survey to determine their National Register eligibility. One group is the block of pent gable and gable-roofed cottages along the south side of C Avenue, NE between 14th and 15th Streets, NE. The nine houses feature the same basic design but are differentiated by their cladding, either clapboard or stucco. Simple Craftsman Style details are present. Though the facing block is now an open green space associated with Coe College's stadium rather than the original residences, the singular form and high integrity of the C Avenue houses are likely to make this block eligible for National Register listing as a historic district.

The second potential historic district in this neighborhood includes five blocks of houses along B Avenue, NE extending from 15th Street to 20th Street, NE (two blocks are located outside of the *Coe/Mount Vernon Neighborhood*). The B Avenue houses comprise the most intact group of large houses north of 1st Avenue. The earliest designs date from the end of the Civil War (Italianate Style) with most featuring styles popular during the 1880s and 1890s (Stick and Eastlake variations of the Queen Anne Style). A number of examples of decorative shingle cladding are found here. The significance of the potential B Avenue district is heightened by the presence of the Central Park Presbyterian Church at the intersection of B Avenue and 18th Streets, NE. East of the church, the age of the housing stock is newer with construction continuing until World War I. The large site occupied by the modern Polk School at the south end of the district diminishes the district's integrity somewhat. During the intensive survey, consideration should be given to the validity of designating two B Avenue historic districts with 17th Street as the dividing point.

The third group of intact residences is found in the 1½ blocks of A Avenue, NE immediately east of 14th Street, NE. These 1 and 2-story residences built from c. 1870 to c. 1900 are interesting examples of the use of shingle cladding so well executed in Cedar Rapids' residential neighborhoods. Due to the small size of this grouping and the presence of an intrusive at-grade parking lot to the northeast, the context for a historic district may not be present. The best preserved buildings within this group should be evaluated for individual listing if district eligibility

is eliminated during the intensive survey.

Substantial portions of the area south of 1st Avenue were developed by descendants of two pioneer families - the Higleys and the Bevers. Approximately 160 acres between 14th Street and 19th Street, SE and between Mount Vernon Road and just south of Bever Avenue were once owned by Prudence Crane Higley. Her four sons, Henry, Harvey, Wellington, and Mortimer, pursued a series of business ventures including real estate developments, a stage line, a lumber yard and saw mill, and a major downtown hardware firm. Wellington Higley was the namesake for the Wellington Heights and Wellington Place Additions platted on land which formerly comprised the Higley farm. Both Wellington and Mortimer became founding stockholders in the Merchants National Bank with Mortimer serving as president between 1883 and 1899. Harvey's son, Elmer Higley, continued the family interest in residential and commercial real estate development into the next generation. Further research should be conducted during the intensive survey to determine whether Elmer's personal residence at 860 17th Street, SE retains sufficient integrity to make it eligible for National Register designation.

The combination of real estate prowess and banking acumen found in the Higley family was also seen in the Bever family. The family patriarch, Sampson Bever, and his three sons, George, John, and James, owned and developed the land abutting the Higley farm extending from south of Bever Avenue to south of Linden Drive and from the western edge of Bever Park to 3rd Avenue, SE. Subdivisions developed by various real estate companies the Bevers controlled or were partners in included the Bever Park Additions (originally named for the first "Bever Park" - current day Redmond Park), Bever Woods, Vernon Heights, Ridgewood, Grande Avenue Place, Sampson Heights and Sampson Place.

Like the Higleys, the Bevers saw the value and necessity of being affiliated with a local bank. In 1864, Sampson, George, and James formed the City National Bank. The Bevers also saw the importance in aggressively supporting public infrastructure improvements in order to promote their real estate developments as well as the community as a whole. In addition, the Bevers undertook private improvements on land they developed. An example is seen in an advertisement placed by the Park Avenue Realty Co., headed by James L. Bever, in 1909 for its Bever Park Third Addition. The ad noted the ready availability of both City water and sewer and the added asset of this addition, "shade trees in front of each lot."

When the new residential additions sponsored by the Higleys and Bevers were laid out south of

1st Avenue, city planners took advantage of the opportunity to orient extended streets and avenues to the compass. Both 2nd and 3rd Avenue, SE were continued in a diagonal fashion as far as 19th Street, SE. The new streets were generally laid out in grid form with numbered streets oriented north and south. The system of avenues (perpendicular to the Cedar River but on northeast-southwest compass axes) established in the original town plat saw 4th - 8th Avenues turn and continue with east/west orientations through this neighborhood. Seemingly prestigious names were given to the new east/west avenues beginning with Bever Avenue, one block north of 4th Avenue, and continuing with Washington, Park, Grande and Blake.

Real estate development was a boom industry in Cedar Rapids between 1900 and 1930 - the period when growth was highest in the residential sections south of 1st Avenue. Population soared 219% in three decades from 25,656 in 1900 to 32,811 in 1910 to 45,566 in 1920 and 56,097 in 1930. Real estate firms and land development companies grew in number as well increasing from 52 in 1900 to 79 in 1909 and 92 in 1915.

To accompany this population growth, the City responded by installing water and sewer service, improvements aggressively promoted and then advertised by real estate companies preceding the sale of lots. In addition to basic city services, the area saw its streets either tared and macadamized or paved with brick soon after residences appeared. The City was improving approximately five miles of streets annually before World War I. In a City Council report made in 1910, officials announced with pride that "Cedar Rapids is no longer a one-street town" and that they were prepared for "the advent of the automobile, destined to be used in a short time for every conceivable purpose..."

A major attraction for development of the area south of 1st Avenue was Bever Park located north of Bever Avenue about a quarter mile east of Forest Drive. The park was located on land acquired from the Bever family and Ely Weare. The park was named for Sampson C. Bever, the family patriarch and a prominent business leader and civic promoter. This park was actually the second to bear the family name - the first Bever Park, today's Redmond Park, was situated in the center of Bever Park Addition, the first of six additions bearing the family name situated along and north of Bever Avenue from 1st Avenue, SE to 21st Street (Bever Park Additions and Bever Woods Addition).

Other parks in the area included two small triangular properties along 3rd Avenue, SE: Redmond Park and Huston Park. Redmond Park, originally Bever Park, was acquired in 1892 and later

renamed for John Redmond, the mayor and key leader in the effort to adopt the commission form of government. The park once had an ornate horse watering fountain which was later removed to the Cedar Rapids waterworks site. Huston Park comprising only .15 acre, was deeded to the City in 1903 by the Bever Land Company - developer of nearby residential areas.

Among the other subdivisions included in this east central area were Vernon Heights, Ridgewood, Grande Avenue Place, and Sampson Place (all on former Bever family property) and Wellington Place and Wellington Heights Additions (named for Wellington W. Higley) and developed by various members of the Higley family.

During this same time period, the community's consciousness of the value of private as well as public amenities such as parks, boulevards, and well-landscaped streets was heightened. This followed completion of Charles Mulford Robinson's report on "Civic Improvement and Beautification" in 1908 and the subsequent work of E.H. Bennett in 1911 in developing a plan for development of an improved riverfront and civic center on the former May's Island.

After only a few decades of growth, the east central residential neighborhoods of Cedar Rapids exhibited a substantial degree of consistency. The city plan prepared for Cedar Rapids in 1931 acknowledged this fact when noting that "One cannot escape being impressed by the uniformity of the residential development in Cedar Rapids. While there are many elaborate homes and estates, the general run of residences are of a high type of moderate homes..."

Today, characteristics continuing to exhibit this "uniformity" include standard lot dimensions, intact block faces, uniform front yard setbacks, consistent building scale, a repetitious use of a limited number of building finishes (clapboard of varying widths, decorative shingles, occasional use of stucco, and brick or block in rare instances), and the reoccurrence of a limited number of architectural styles and vernacular house forms. Though alterations have been made to some residences the overall integrity of the area remains high. As a result, several portions of the *Coe/Mount Vernon Neighborhood* south of 1st Avenue have the qualities necessary for designation as historic districts.

As noted above, the properties facing 1st Avenue on the south side have been redeveloped with commercial uses. An exception are the blocks of pre-World War I houses between 16th and 18th Streets, SE. New office buildings are beginning to intrude in this area on consolidated corner lots. Several of the large, Colonial Revival and Craftsman Style residences which survive may be

individually eligible but the group does not constitute a historic district.

The west ends of 2nd, 3rd and 4th Avenues, SE have been redeveloped since the 1960s. The exceptions are several well-designed and preserved institutional buildings noted above and several apartment buildings. The seven-story, Neo-Classical Style brick and terra cotta apartment building at the northeast corner of 2nd Avenue and 14th Street, SE features a "U" plan and is the largest multi-family property in the neighborhood. The four-story Brown Apartments (1235 4th Avenue, SE) features an "E" plan with decorative brackets and tile roofs. Several frame buildings originally built as apartment houses are located along 2nd and 3rd Avenues nearby with most surviving single-family residences also converted to apartment use. The remainder of these blocks has been redeveloped with office buildings. This shift in land use resulted in part from the strategic location of this area midway between St. Luke's Hospital and Mercy Hospital. As a result, over the years multi-lot parcels have been assembled for the construction of medical service buildings.

The upper ends of 2nd and 3rd Avenues, SE (beginning at 15th Street, SE) contain intact blocks of large 2-story frame, brick, and stucco houses. At the southern end of the avenues, a few houses display design features held over from the late Queen Anne period. Decorative shingle detailing found in house, porch, and dormer-gables is an example of such a feature. Others houses were built in the Four-Square, Organic Cottage and Bungalow form and feature Colonial Revival, Georgian Revival, Craftsman or Tudor Revival detailing. The northern ends of the avenues were developed the latest and the residences built here contain nearly all Craftsman Style detailing. Modifications have been made to some residences including the limited use of synthetic siding and minor porch modifications.

Block after block of nearly intact housing dating from the late 1890s through the 1920s extend from 3rd Avenue to 19th Street, SE north of Bever Avenue, one of two heavily trafficked east/west routes through the neighborhood (the other being 5th Avenue, SE). Original brick paving is maintained on 16th Street between 3rd Avenue and Bever Avenue, SE and on Park Avenue between 3rd Avenue and 17th Street, SE.

The fact that these sections of the *Coe/Mount Vernon Neighborhood* were developed over just a few decades - a relatively short period of time in terms of city building - accounts for the homogeneity of the area. The houses at the west end of this area are all 2-story with a mixture of 1½ and 2-story houses in the middle and 1½ and 1-story houses approaching 19th Street, SE.

Approximately a dozen house forms with variations in dormer and window placement, porch design, window configuration, and cladding are seen in the area. Common forms include Hipped Cottages, Gabled Cottages (front and side), Organic Cottages, Bungalows, and Four-Squares. Detailing includes either Craftsman or Neo-Classical elements; the use of decorative shingle cladding in gable ends and on upper stories is the most common feature. During the intensive phase of the survey this area should be studied and an identification system established to classify building forms. The large number of surviving buildings also requires that care be given to establishing relatively high expectations for integrity.

Large 2-story residences were built along Bever Avenue and 5th Avenue, SE with duplexes and four-plexes frequently built on double corner lots. To the south, the scale and form of building stock is similar to other areas east of 3rd Avenue. As with the blocks north of Bever Avenue, larger houses were built near 14th Street, SE with a mixture of smaller scale residences constructed nearer 19th Street, SE. The area south of Bever Avenue, SE contains buildings with somewhat less integrity. Here, more single family dwellings have been converted to multi-family use and fewer are owner occupied. 14th Street, SE remains brick paved and serves as a strong western boundary for the neighborhood. The terrain shifts in the southeast blocks of the neighborhood to hills but building density does not lessen significantly. Mount Vernon Road, formerly U.S. Highway 30, serves as a major traffic artery through central Cedar Rapids. Sufficient loss of integrity for residences south of 7th Avenue, SE precludes this area from being considered a historic district. Several individual buildings in this area merit study for singular significance but no further study is required during the intensive survey.

The boundaries for historic districts in the *Coe/Mount Vernon Neighborhood* south of 1st Avenue will remain fluid until completion of the intensive survey work. Likely districts include five areas: the blocks extending along 2nd and 3rd Avenues, SE from 15th Street to 19th Street, SE; the area surrounding Redmond Park: the blocks extending along and either side of Grand Avenue, SE from 3rd Avenue to 19th Street; the blocks extending along Bever Avenue from 3rd Avenue to 19th Street, SE; and a multi-block area south of Bever Avenue between 14th Street, 6th Avenue, and 19th Street, SE.

During the intensive survey, research completed on individual buildings will determine specific construction dates, the socio-economic patterns of the areas, the real estate developers who shaped the appearances of the neighborhood, common house plans and architectural styles used, and the levels of integrity and relative rarity of building forms. This material will be used

to determine the qualities necessary to qualify an area as a historic district and to draw logical boundaries for districts, all according to National Register requirements.

Finally, the historic contexts developed for the historic districts in the *Coe/Mount Vernon Neighborhood* should pay special note to the interconnected relationship between the local population boom after the turn-of-the-century, the related housing boom, the introduction of the commission plan of government for Cedar Rapids in 1908, City Beautiful plans, transportation advancements, and changes in the local economy. The relationship of these historical developments with the city building evident in the *Coe/Mount Vernon Neighborhood* is a major theme in Cedar Rapids' history.

III. Attachments

A: Cedar Rapids Properties
Listed in the National Register of Historic Places
(Effective 1/1/93)

Robert and Esther Armstrong House, 370 34th Street
A.T. Averill House - 1120 2nd Avenue, SE
C.S.P.S Hall, 1105 3rd Avenue, SE
Calder Houses, 1214 and 1216 2nd Avenue, SE
Cedar Rapids Post Office & Public Building, 305 2nd Avenue, SE
George B. Douglas House, 800 2nd Avenue., SE
First Universalist Church of Cedar Rapids, 600 3rd Avenue, SE
Highwater Rock, Cedar River near 1st St., NE
Hotel Roosevelt, 200 1st Avenue, NE
Iowa Building, 221 4th Avenue, SE
Lattner Auditorium Building, 217 4th Avenue
May's Island Historic District
Frank Mittvalsky House, 1035 2nd Street, SE (non-extant)
Paramount Theater Building, 121 3rd Avenue, SE
People's Savings Bank, 101 3rd Avenue, SW
Security Building, 2nd Avenue and 2nd Street, SE
Seminole Valley Farm, west of Cedar Rapids
R.M. Sinclair House (Brucemore), 2160 Linden Drive
St. Paul Methodist Episcopal Church, 1340 3rd Avenue, SE
Taylor-Van Note House, 4600 Blairs Ferry Road
Philip Wolff House and Carriage House, 1420 Seminole Avenue, NW

B: Areas Recommended for Intensive Survey

Riverside Neighborhood:

West Side Czech Residential Area
East Side Czech Business Area
Scattered Individual Properties

Time Check/St. Patrick's Neighborhood:

G Avenue, NE - 400 to 800 blocks
Scattered Individual Properties

Young's Hill/Kingston:

Scattered Individual Properties

Oak Hill Neighborhood:

Sinclair Plant Residential Area - 16th and 17th Avenues, SE, 900 to 1500 blocks
St. Wenceslaus Area - 5th Street, SE, 1200 block
Scattered Individual Properties

Cedar Lake/Daniels Neighborhood

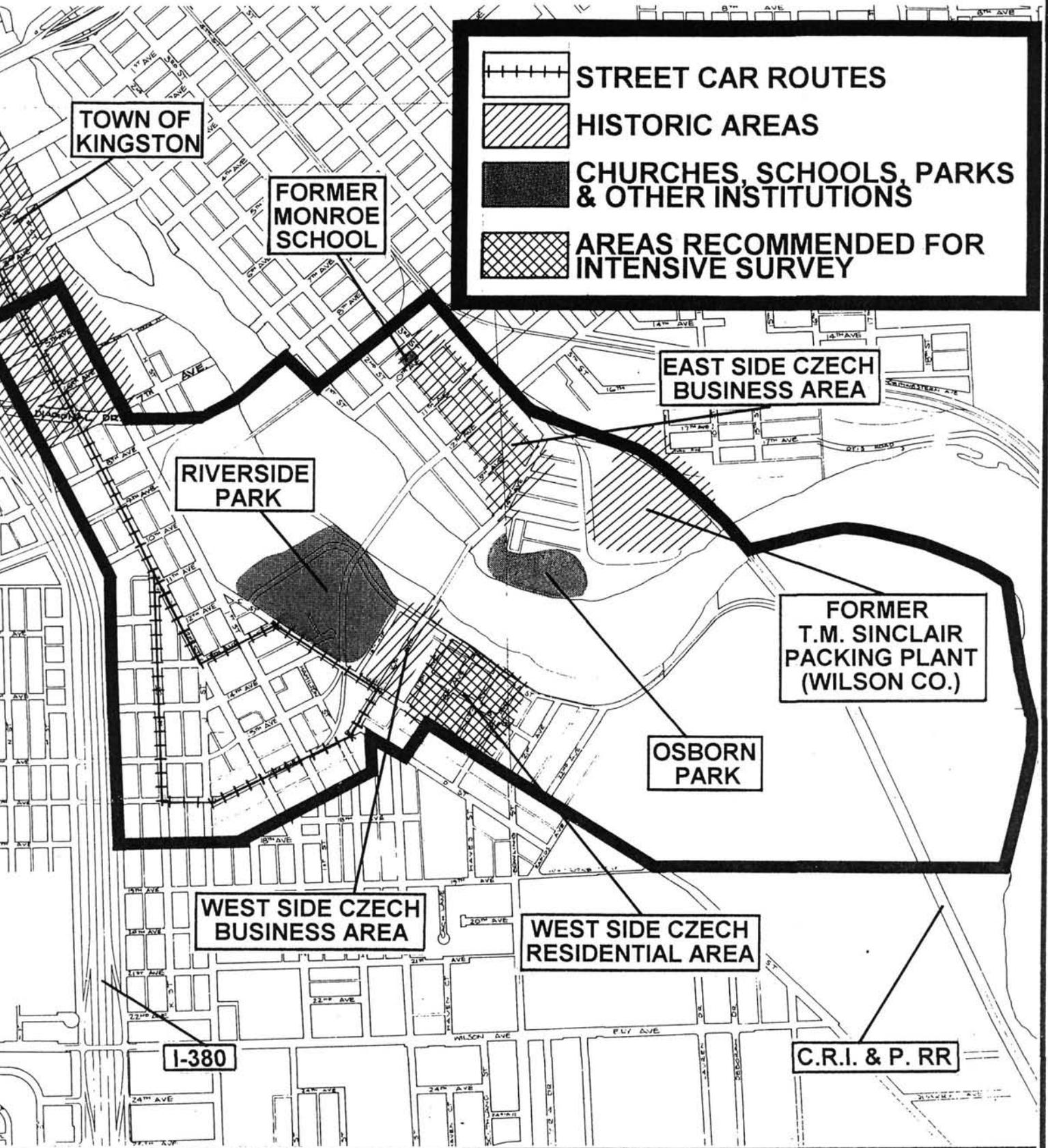
Daniels Park Residential Area
Scattered Individual Properties

Coe/Mount Vernon Neighborhood

C Avenue, NE, 1400 block
B Avenue, NE, 1500 to 1700/1900 block
A Avenue, NE, 1400 to 1500 block
2nd and 3rd Avenues, SE - 1500 to 1900 blocks
Redmond Park Area - facing blocks
Grand Avenue, SE - 3rd Avenue to 19th Street, SE
Bever Avenue - 3rd Avenue to 19th Street, SE
Wellington Addition - 4th, 5th, 6th Avenues, SE, 1400-1800 blocks
Scattered Individual Properties

C: Community Development Neighborhood Maps

The maps included in this attachment highlight historical areas and features; former streetcar line routes; the locations of churches, schools, parks and other institutional buildings; and areas recommended for further study during the intensive survey phase. At the conclusion of the intensive survey, maps will be prepared identifying specific boundaries for historic districts. For example, several individual districts will likely be identified within the *Coe/Mount Vernon Neighborhood* based on age, style, scale, and form of building stock: the level of integrity present, and historical association with individuals, social groups, real estate developers, architects, etc.

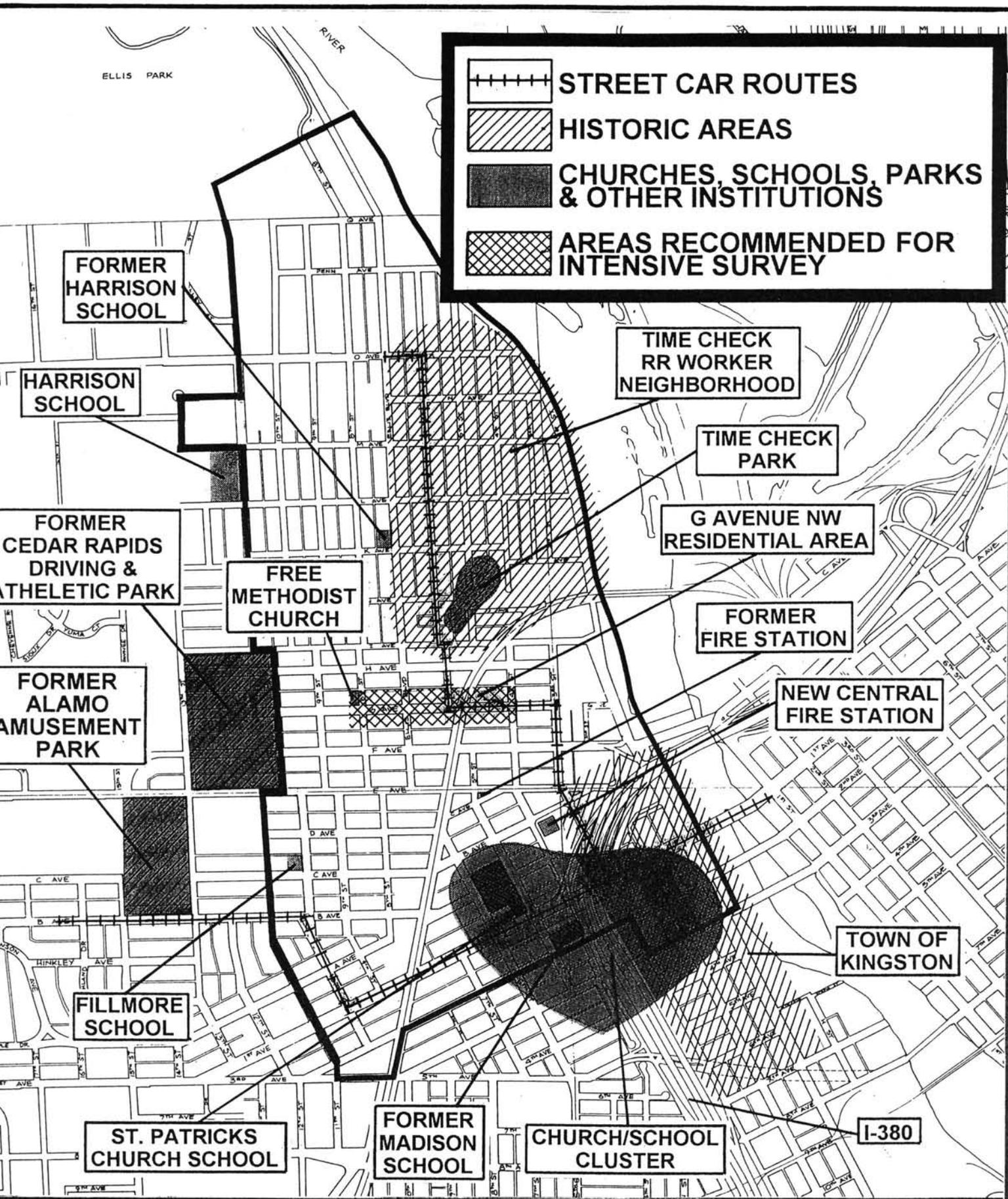


RIVERSIDE

Community Development Neighborhood

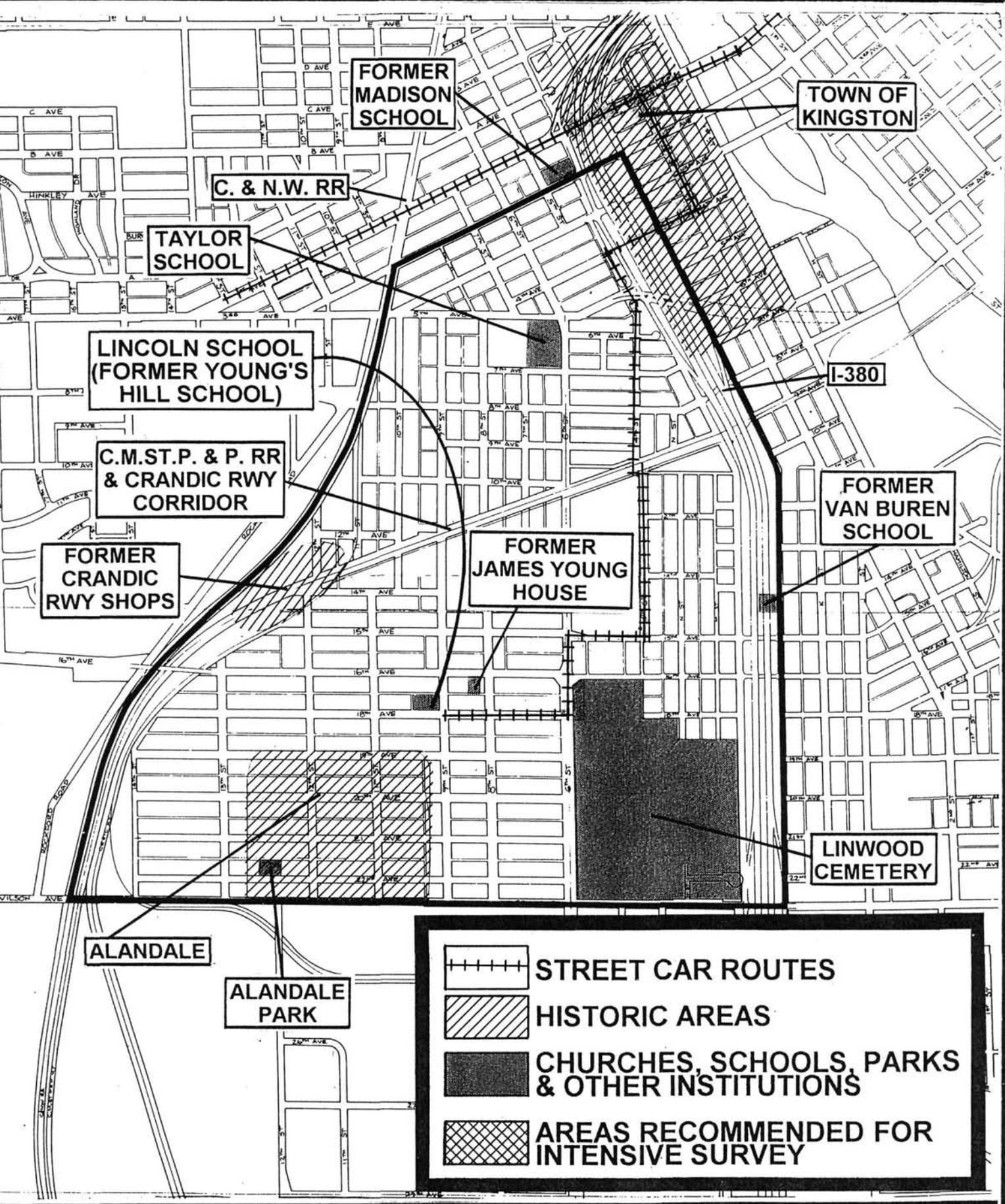


NORTH



TIMECHECK/ST PATRICKS

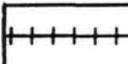
Community Development Neighborhood NORTH

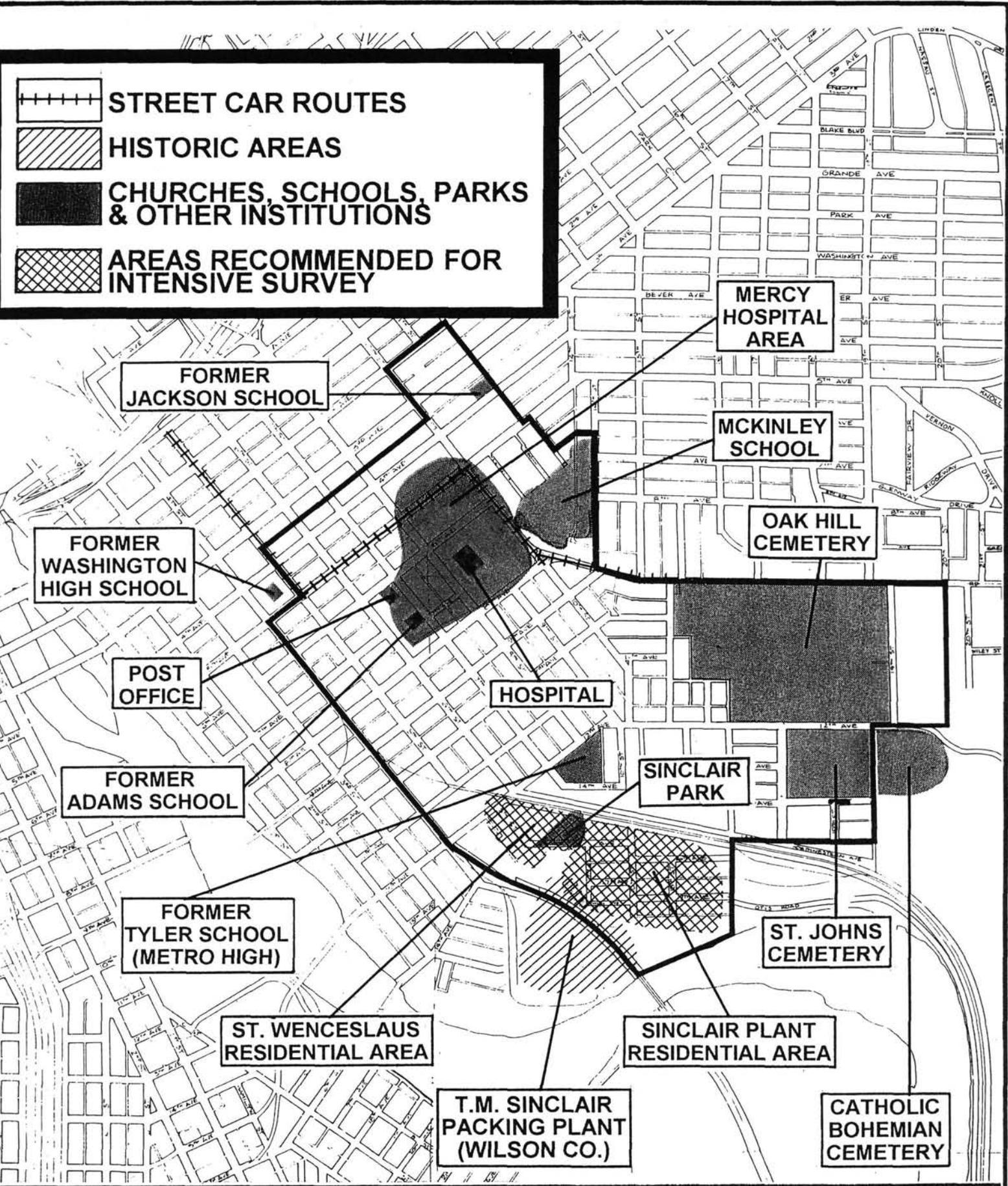


YOUNG'S HILL/KINGSTON

Community Development Neighborhood



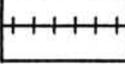
-  STREET CAR ROUTES
-  HISTORIC AREAS
-  CHURCHES, SCHOOLS, PARKS & OTHER INSTITUTIONS
-  AREAS RECOMMENDED FOR INTENSIVE SURVEY

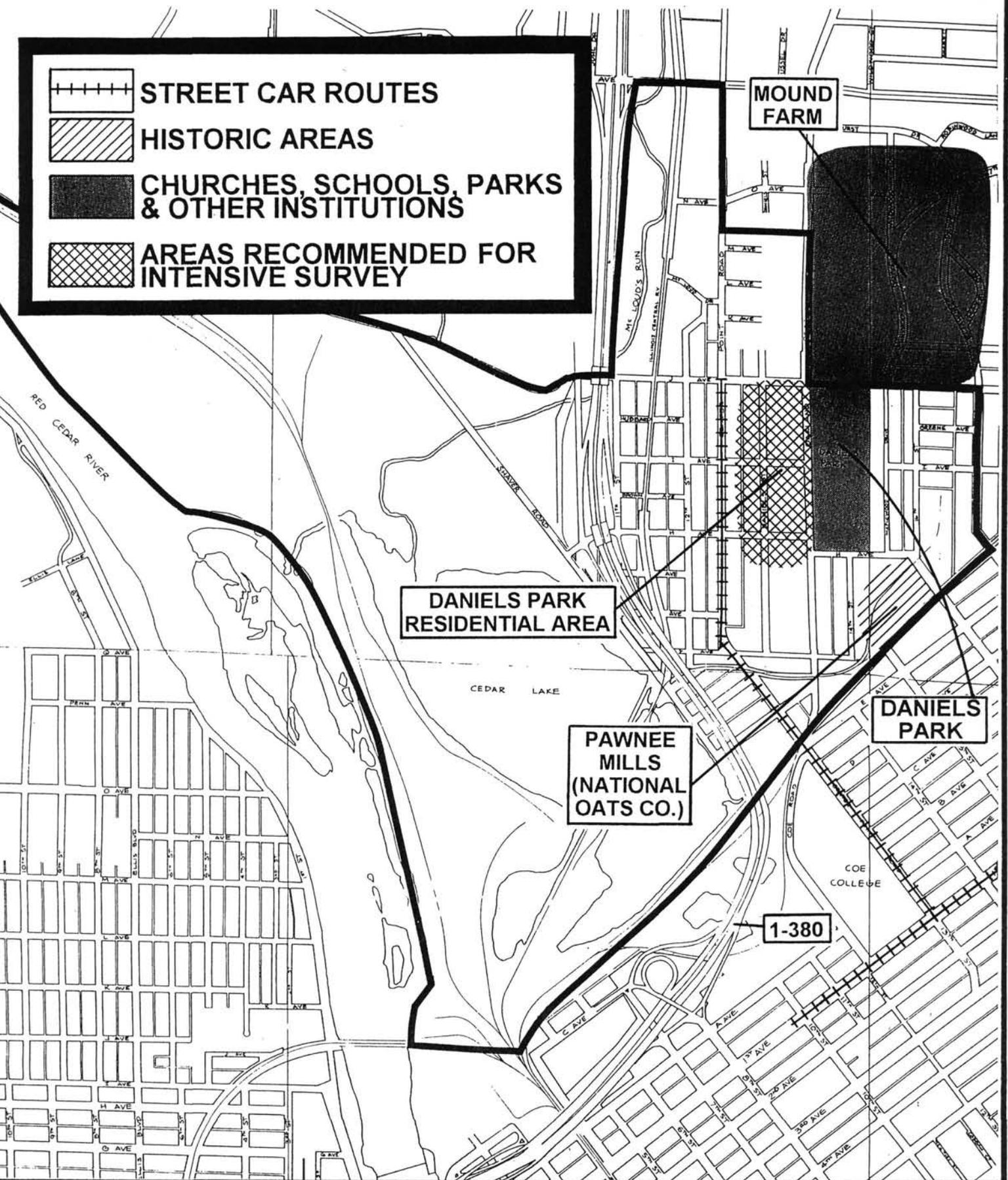


OAK HILL

Community Development Neighborhood



-  STREET CAR ROUTES
-  HISTORIC AREAS
-  CHURCHES, SCHOOLS, PARKS & OTHER INSTITUTIONS
-  AREAS RECOMMENDED FOR INTENSIVE SURVEY

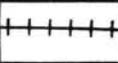
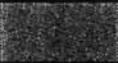


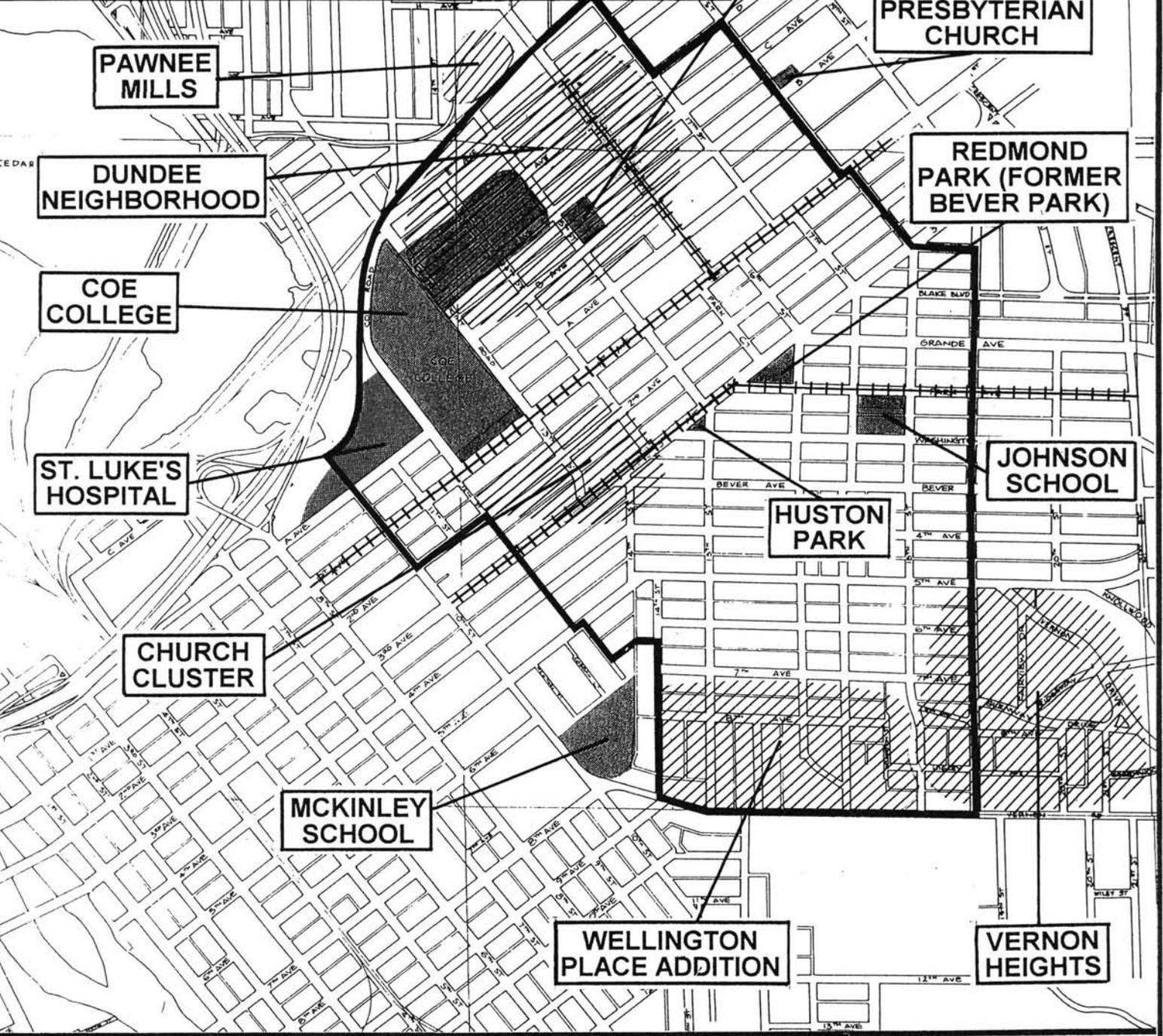
CEDAR LAKE/DANIELS

Community Development Neighborhood



NORTH

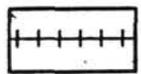
 STREET CAR ROUTES
 HISTORIC AREAS (NOT RECOMMENDED FOR INTENSIVE SURVEY)
 CHURCHES, SCHOOLS, PARKS & OTHER INSTITUTIONS
 AREAS RECOMMENDED FOR INTENSIVE SURVEY



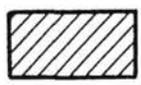
COE/MOUNT VERNON

Community Development Neighborhood





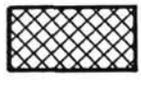
STREET CAR ROUTES



HISTORIC AREAS (NOT RECOMMENDED FOR INTENSIVE SURVEY)



CHURCHES, SCHOOLS, PARKS & OTHER INSTITUTIONS



AREAS RECOMMENDED FOR INTENSIVE SURVEY

GRANDE AVENUE PLACE RESIDENTIAL AREA

SAMPSON HEIGHTS RESIDENTIAL AREA

B AVENUE NE RESIDENTIAL AREA

C AVENUE NE RESIDENTIAL AREA

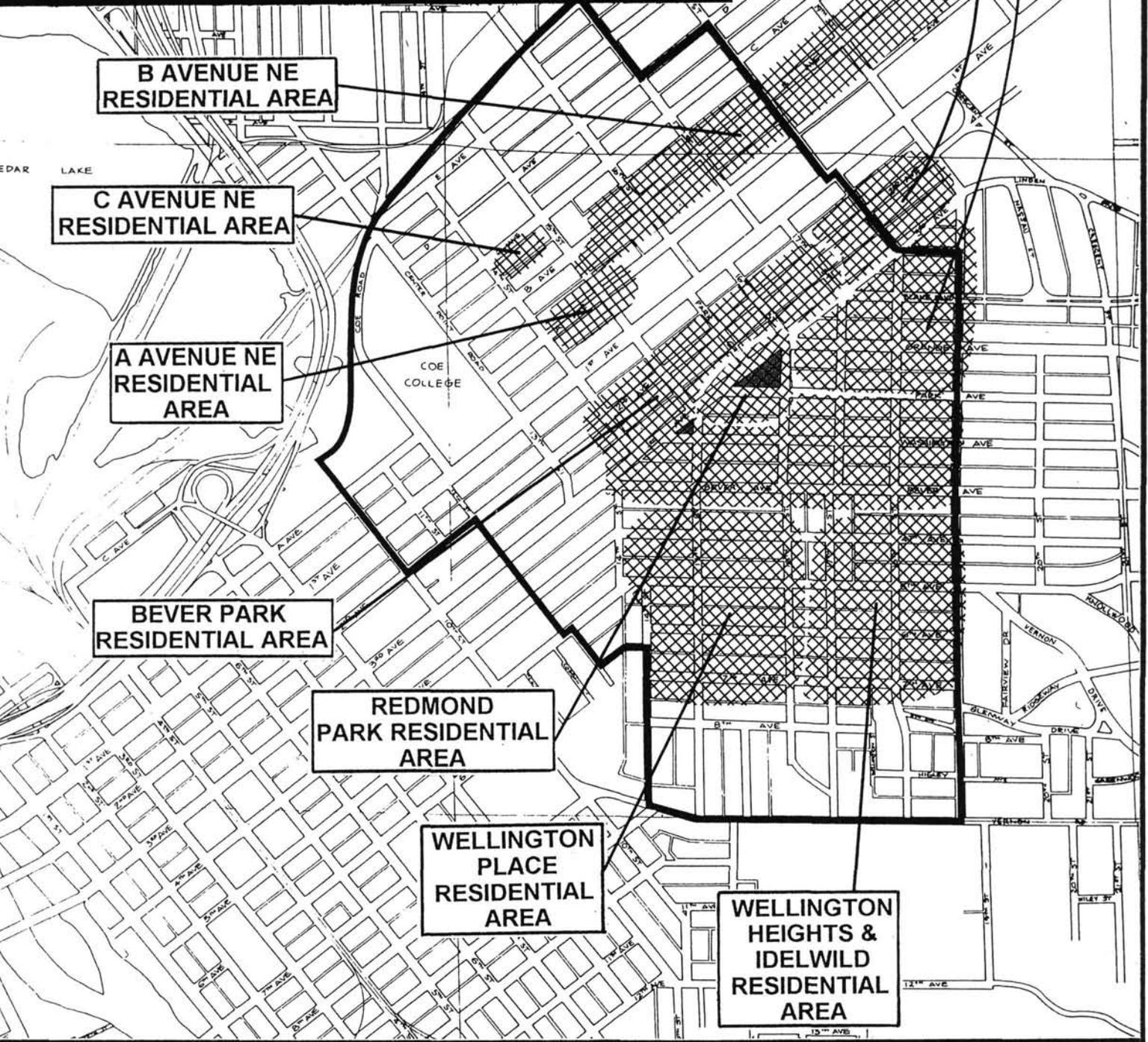
A AVENUE NE RESIDENTIAL AREA

BEVER PARK RESIDENTIAL AREA

REDMOND PARK RESIDENTIAL AREA

WELLINGTON PLACE RESIDENTIAL AREA

WELLINGTON HEIGHTS & IDELWILD RESIDENTIAL AREA



COE/MOUNT VERNON

Community Development Neighborhood



NORTH

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