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## Historic / Architectural Database Report Citation

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13-Feb-01

57-036

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Source of Study: **CLG Project**

Source Reference #:

Authors: **Svendsen, Marlys A.**

Author Role: **Consultant**

Title: **Historic Resources of Cedar Rapids, Iowa**

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Geographic

Scope: **City/Town**

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County: **Linn**

Town: **Cedar Rapids**

Township and Range:

Work Type:

**Multiple Property Documentation Form**

Keywords:

**A Avenue Historic District**

**Acme Chocolates**

**American Cereal Company**

**Architecture**

**B Avenue Historic District**

**Bever Park**

**Bohemian Immigration**

**Bohemian Reading Society**

**Buchanan, William**

**Carmody, J. T., Foundry**

**Carpenter, S. D.**

**Cedar Lake/Daniel's Park Neighborhood**

**Cedar Rapids and Burlington Railroad**

**Cedar Rapids and Iowa City Railway and Light Co.**

**Cedar Rapids and Marion Telephone Company**

**Cedar Rapids Candy Company**

**Cedar Rapids Electric Light and Power Company**

**Ace Mutual Insurance Association**

**Alamo Park**

**American Trust and Savings Bank**

**Automobile Owners Protective Association**

**Bassett-Perrin Company**

**Bever, Sampson C.**

**Bohemian Methodist Episcopal Church**

**Brown, Nicholas**

**Burlington, Cedar Rapids and Northern Railroad**

**Carnegie Library**

**Carpenter, Sarah**

**Cedar Rapids**

**Cedar Rapids and Iowa City Railway**

**Cedar Rapids and Marion Street Railway Company**

**Cedar Rapids and St. Paul Railroad**

**Cedar Rapids Cornice Company**

**Cedar Rapids Foundry**

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Cedar Rapids Gas Company  
Cedar Rapids Savings Bank  
Cedar Rapids Supply Company  
Chandler Pump Company  
Chicago, Iowa and Nebraska Railroad  
Chicago, Rock Island and Pacific Railroad  
Citizens Savings Bank  
Colonial Revival  
Craftsman Style  
Ctenarsky Spolek  
Czech School  
Daniels, Addison  
Diemann and Fiske  
Douglas and Company  
Douglas, Walter  
Dubuque and Southwestern Railroad  
Farmers Insurance Company  
First Presbyterian Church  
Fiske, Ferdinand  
Fulkerson, William  
Garlows  
Gothic Revival  
Gray, Hosea  
Greene Square  
Greene, George  
Guaranty Bank and Trust Company  
Hawkeye Lightning Rod Company  
History  
Hull, Orville N.  
Iowa Automobile Mutual Insurance  
Iowa Mutual Liability Insurance  
Iowa State Savings Bank  
Iowa Wind Mill and Pump Company  
Josselyn and Taylor  
Kenwood Park  
Killian, Edward  
Kingston/Young's Hill Neighborhood  
Linwood Cemetery  
Matice Skolaska  
Merchants National Bank  
Municipal Island  
North Star Oatmeal Company  
Oak Hill Neighborhood  
Cedar Rapids Listy  
Cedar Rapids Sokol Association  
Cesko-Slovanska Podporujici Spolku  
Cherry, J. G., Company  
Chicago, Milwaukee and St. Paul Railroad  
Churchill Drug Company  
Coe/Mount Vernon Neighborhood  
Cook, T. Z., and Laurance  
CRANDIC  
Czech Immigration  
Czecho-Slovak Protective Society  
Dearborn Brass Company  
Diemann, Charles  
Douglas, George  
Dows, W. G.  
Ellis Park  
First Christian Church  
First Trust and Savings Bank  
French Second Empire  
G Avenue NW Historic District  
Georgian Revival  
Grant Wood or C Avenue Historic District  
Greek Revival  
Greene, C. G.  
Greene, W. J.  
Haskell, W. G.  
Highwater Rock  
Hubbard ice Company  
Huston Park-Bever Avenue Historic District  
Iowa Electric Light and Power Company  
Iowa National Mutual Insurance Company  
Iowa Telephone Company  
Italianate  
Josselyn, H. S.  
Kern Baking Company  
King, David  
Lincoln Highway  
Lyman Brothers Company  
May's Island  
Mission Style  
North Central Mutual Association  
Oak Hill Cemetery  
Order of Railroad Conductors

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<b>Pattern Book Homes</b>	<b>Peoples Savings Bank</b>
<b>Perfection Manufacturing Company</b>	<b>Pokrok</b>
<b>Prairie Style</b>	<b>Quaker Oats</b>
<b>Queen Anne</b>	<b>Rapids City</b>
<b>Redmond Park-Grande Avenue Place Historic District</b>	<b>Reformed Bohemian Church</b>
<b>Residential Neighborhoods</b>	<b>Riverside Neighborhood</b>
<b>Roach, A. L.</b>	<b>Rock Island, Milwaukee and Northwestern Railroad</b>
<b>Sanford, J. E.</b>	<b>Second &amp; Third Avenue Historic District</b>
<b>Shingle Style</b>	<b>Sinclair, John</b>
<b>Sinclair, T. M., Company</b>	<b>Sinclair, Thomas M.</b>
<b>Slovan Americky</b>	<b>Smith and Fulkerson</b>
<b>St. Ludmila Church and School</b>	<b>St. Paul's Methodist Episcopal Church</b>
<b>St. Wenceslaus Bohemian Catholic Church</b>	<b>St. Wenceslaus Historic District</b>
<b>Stick Style</b>	<b>Stuart, John</b>
<b>Stuart, Robert</b>	<b>Sulzberger and Sons</b>
<b>Taylor, Eugene</b>	<b>Time Check/St. Patrick Neighborhood</b>
<b>Tyron, S. H.</b>	<b>Union Depot</b>
<b>United Fire and Casualty Company</b>	<b>United Mutual Insurance Association</b>
<b>United State Bank</b>	<b>Warfield-Howell-Watt Company</b>
<b>Warfield-Pratt-Howell Company</b>	<b>Washington Hight School</b>
<b>Washington Square</b>	<b>Waterloo, Cedar Rapids and Northern Railway</b>
<b>Weare, John</b>	<b>Wellington-Idlewild Historic District</b>
<b>Western Bohemian Fraternal Association</b>	<b>Western Fraternal Bohemian Association</b>
<b>Western Fraternal Life Association</b>	<b>Wetzel Brothers</b>
<b>Williams and Hunting Company</b>	<b>Wilson and Company</b>
<b>Young, James C.</b>	<b>YWCA</b>
<b>Zapadni Cesko-Bratrska Jednota</b>	

Sites:

Name - City - County - Site # - Listed Date - Address

**2nd and 3rd Avenue Historic District**

Cedar Rapids, Linn - (57-00090) - 08/10/2000

**Redmond Park-Grand Avenue Place Historic District**

Cedar Rapids, Linn - (57-00093)

United States Department of the Interior  
National Park Service  
National Register of Historic Places  
Multiple Property Documentation Form

**COPY**

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

New Submission       Amended Submission

**A. Name of Multiple Property Listing**

Historic Resources of Cedar Rapids, Iowa

**B. Associated Historic Contexts**

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Architectural and Historical Resources of Residential Neighborhoods, 1870 - 1940

**C. Form Prepared by**

name/title Marlys A. Svendsen

organization Svendsen Tyler, Inc.

Date March, 2000

street & number N3834 Deep Lake Road

telephone (715) 469-3300

city or town Sarona

state Wisconsin

zip code 54870

**D. Certification**

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this **documentation form meets the National Register** documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional **requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.** ( see continuation sheet for additional comment(s).)

Patricia Quirk  
Signature **STATE HISTORICAL SOCIETY OF IOWA**

7-10-00  
Date

State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper

Date of Action

# NATIONAL REGISTER OF HISTORIC PLACES

## Continuation Sheet

Section Number     E     Page     2    

Architectural and Historical Resources of Cedar Rapids Residential Neighborhoods, 1870 - 1940 Iowa  
Name of Multiple Property Listing State

### Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

	Page Numbers
<b>E. Statement of Historic Contexts</b> ..... (If more than one historic context is documented, present them in sequential order.)	3
<b>F. Associated Property Types</b> ..... (Provide description, significance, and registration requirements.)	71
<b>G. Geographical Data</b> .....	80
<b>H. Summary of Identification and Evaluation Methods</b> ..... (Discuss the methods used in developing the multiple property listing.)	81
<b>I. Major Bibliographical References</b> ..... (List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)	83

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

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

## NATIONAL REGISTER OF HISTORIC PLACES

### Continuation Sheet

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## E. Statement of Historic Contexts

### *i. Introduction*

Between 1993 and 1995, the City of Cedar Rapids completed an historical and architectural survey in a series of older residential neighborhoods ringing the central business district. The 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 that were historically or architecturally significant in their own right. The criteria for establishing significance were that of the National Register of Historic Places.

In 1996 and 1997 survey work was expanded to include a reconnaissance level historical and architectural survey of the central business district and a series of industrial corridors extending along more than 40 miles of railroad right-of-ways. The results of this survey effort were included in the Multiple Property Documentation Form (MPDF) prepared for "Commercial and Industrial Development of Cedar Rapids, Iowa, ca. 1865 - ca. 1945" (submitted and approved for National Register listing in 1997). This MPDF contained historic context sections for "Central Business District Development in Cedar Rapids, 1880 - 1945," "Industrial Corridors in Cedar Rapids, 1865 - 1945," and "Bohemian Commercial and Social Life in Cedar Rapids, 1875 - 1925." Individual commercial properties related to these historic contexts subsequently listed include the Lesinger Block, the Witwer Grocery Company Building, and the Evans Garment Manufacturing Company Building.

The current MPD builds on the findings of the residential neighborhood survey work completed between 1993 and 1995. In February, 1994, the reconnaissance survey report, *Historical and Architectural Intensive Survey Report for Community Development Block Grant Neighborhoods in Cedar Rapids, Iowa*, was published summarizing the findings of the first phase of the survey. Material was organized according to the six neighborhood boundaries established by the City of Cedar Rapids for its Community Development Block Grant (CDBG) program. Intensive survey work in these Community Development Neighborhoods was completed during the summer of 1995. Nine potential historic districts were identified as meeting National Register eligibility criteria. In addition, more than 150 individual properties were determined to meet individual eligibility criteria for the National Register.

The historic districts were located in the Coe/Mount Vernon, Oak Hill, and Time Check/St. Patrick's CDBG neighborhoods. No residential districts were identified in the Riverside, Kingston/Young's Hill, or Cedar Lake/Daniel's Park CDBG neighborhoods. Removal of buildings and alteration of surviving older building stock meant that district criteria were not met in these areas. A diverse group of individually significant houses and a handful of institutional buildings were identified as significant in each of the neighborhoods.

In the Coe/Mount Vernon neighborhood, residential districts were identified both north and south of First Avenue. To the north significant areas included largely intact late 19<sup>th</sup> century neighborhoods such as the *A Avenue Historic District* located along the 1400-mid-1500 blocks of A Avenue NE and somewhat more recently developed nearby neighborhood, the *B Avenue Historic District*, located in the 1500-1700 blocks of B Avenue NE. An intact group of smaller, early 20<sup>th</sup> century residences in the 1400 block of C Avenue NE comprise the *Grant Wood or C Avenue Historic District*.

South of First Avenue, four contiguous historic districts were identified in the area bounded by Nineteenth Street, Second Avenue, Fourteenth Street, and Seventh Avenue SE. The separate districts within this area include the *Second & Third Avenue Historic District* extending from Fourteenth and Thirteenth Streets to Nineteenth Street SE along Second and Third Avenues; the *Redmond Park-Grande Avenue Place Historic District* comprising the area from Park Avenue north and east to Nineteenth Street SE from Third Avenue; the *Huston Park-Bever Avenue Historic District* running along Bever and Washington Avenues from Third Avenue to Nineteenth Street; and the *Wellington-Idlewild Historic District including residential blocks between Fourteenth and Nineteenth Streets, SE and Fourth and Seventh Avenues, SE*.

The *St. Wenceslaus Historic District*, which includes the 1200 block of Fifth Street SE, is located in the Oak Hill neighborhood. The impressive Bohemian Catholic church bearing the district's name dominates the 1½-block long district.

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Architectural and Historical Resources of Cedar Rapids Residential Neighborhoods, 1870 - 1940  
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On the opposite side of the Cedar River, housing stock has been heavily modified through the years. The *G Avenue NW Historic District* in the Time Check/St. Patrick's neighborhood is the only area meeting National Register district criteria. As with the Oak Hill neighborhood, a number of individual buildings including many small scale, vernacular houses have been determined eligible for the National Register.

Residential areas that lay beyond the neighborhoods surveyed in 1993-1995 include a few subdivisions that were developed beginning in the 1920s but generally include areas that saw construction during the late 1930s and 1940s. These areas remain unsurveyed at this point but are likely to include additional National Register eligible historic districts and individual properties.

### *ii. Overview of Physical and Historical Development*

#### *a. Settlement*

Soon after the land of east central Iowa opened to settlers in the late 1830s, a stretch along the Cedar River in Linn County known for its swift flowing rapids was identified by a few pioneer settlers and a handful of early land speculators as a prospective town site. They were attracted by the possibility of waterpower at the site for the operation of mills. The rich land in the nearby hills and prairies promised a steady supply of agricultural produce. The most farsighted observers anticipated that a steamboat landing could be developed here where the rapids would impede further movement upstream.

Confidence in these locational attributes caused seven local men - Nicholas Brown, Addison Daniels, Hosea Gray, George Greene, A.L. Roach, J.E. Sanford, and S.H. Tyron - to form a company to plat a town at the site. The new community they platted on the east bank of the Cedar River in 1841 was known as "Rapids City." By the end of the decade in 1849, the town had grown to less than 300 persons. It was incorporated officially on January 15, 1849 and given a new name - "Cedar Rapids."

The original town was laid out with streets perpendicular and parallel to the Cedar River's northwest-southeast course. The plat had just over sixty square blocks stretching along twelve blocks of riverfront and extending approximately eight blocks back. The area contained a total of 805 lots. The names for streets paralleling the river began with Commercial Street closest to the river (First Street) and proceeded away from the river following the names of the American presidents (Second Street - "Washington," Third Street - "Adams," Fourth Street - "Jefferson," Fifth Street - "Madison," etc.). Today's numbered avenues had a variety of names beginning with First Avenue as "Iowa Avenue," and a group of streets further south named for some town founders: Fifth Avenue - "Greene Street," Sixth Avenue - "Brown Street," Seventh Avenue - "Daniels Street," and Eighth Avenue - "Sanford Street."

The normal course of city building observed in other Midwest communities was followed in Cedar Rapids with log and frame commercial establishments clustered along today's First, Second and Third Streets, SE between First and Fourth Avenues, SE. Wise planning in the original plat gave Iowa or First Avenue an extra width of 120 feet in anticipation of a bridge being built across the Cedar River at this point at some future date. A handful of residences originally intermixed with the commercial buildings were soon displaced by larger and more permanent commercial blocks of masonry materials.

But the promise of steady population growth was not so readily apparent when Cedar Rapids founders began promoting their new community to prospective settlers and investors in the 1850s. After all, the state capital had just been removed from eastern Iowa to Des Moines and Marion remained Linn County's seat of government. Other portions of the American West were opening to settlement from Missouri to Nebraska to Minnesota and the Dakota Territory before the Civil War. Cedar Rapids was certainly not uniquely situated. That Cedar Rapids could compete with other Iowa communities in attracting new settlers was evidence of the new town's tenacious entrepreneurs, creative industrialists, and aggressive homebuilders.

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CEDAR RAPIDS POPULATION		
Year	Population	Per Cent Increase (over previous decade)
1852	350	-
1854	1,122	-
1860	1,830	422.9
1870	5,940	224.6
1880	10,104	70.1
1885	15,426	-
1890	18,020	78.3
1895	21,555	-
1900	25,656	42.4
1905	28,759	-
1910	32,811	27.9
1915	40,667	-
1920	45,566	38.9
1930	52,097	14.3
1940	62,130	19.3
1950	72,296	16.4
1960	92,035	27.3
1970	110,642	20.2
1980	110,243	- .03
1990	108,751	- 1.35

On the opposite side of the river, another early land promoter, David King, owned a substantial parcel of land. In 1849, the same year Cedar Rapids was formally incorporated, King began operation of a ferry to connect his property with the growing east bank town. Several years later in 1852, he platted the area as "Kingston." Mills and factory sites were to be located along the riverfront with residential lots set away from the river. The first plat of Kingston contained 110 lots with more than 200 additional lots platted during the next several years. King continued to operate the ferry until his death in 1854 and the town bearing his name continued as a separately platted but unincorporated village. By 1858 Kingston had grown to include a total of 903 lots.

A second charter was granted the city by the General Assembly in 1856 replacing the 1849 legislative act but no boundary changes resulted. Then, in 1870, west side citizens successfully petitioned the Circuit Court to have Kingston annexed to Cedar Rapids. Thereafter, the west bank portion of Cedar Rapids was locally known as "West Cedar Rapids."

The availability of platted lots on the east bank of the river proved sufficient to handle new residents until the mid-1850s S.D. and Sarah Carpenter platted a series of additions southeast of the downtown. These additions included 385 new building lots. Population grew slowly in Cedar Rapids" first decades with the U.S. Census showing a population of only 1,830 people by 1860. This included 80 Bohemian families who had first started arriving in 1852 and would grow to become an important influence on the city by 1900.

The Civil War saw the platting of new subdivisions come to a halt and building slow dramatically. No new additions were recorded on either the east or west side of the river between 1859 and 1865. The conclusion of the Civil War and the arrival of additional railroad routes brought a marked increase with population tripling by 1870 and nearly doubling again by 1880. The apparent backlog of available lots along with several small additions served the new settlers for a time after the

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war. The decade of the 1870s saw the increase in population trigger a resumption of subdivision development. In 1874 a series of additions adjacent to the Original Town were added by court decree. This activity along with the annexation of Kingston set off a steady period of physical growth for Cedar Rapids during the 1870s. The location of the new additions by Orville N. Hull were related to the siting of industrial plants such as the meat packing plant and the railroad shops, established in 1873 and 1877 respectively. By 1880 there were 2,110 platted lots on the east side and 1,980 lots on the west side.

Growth continued unabated during the decade of the 1880s. In 1884 the irregular boundaries of Cedar Rapids were straightened with an annexation of just over 12 square miles of property. Although no new annexations would be made to Cedar Rapids for more than four decades, development would intensify within the city itself. In recounting the history of real estate development in Cedar Rapids, the decade of the 1880s was described as the "nearest approach that Cedar Rapids has ever experienced in the direction of a town lot boom." More than 3,000 new lots – mostly residential – were platted during 1882, 1883, and 1884 with most appearing on the west side of the river. They included plats near Coe College as well as a number of additions by James C. Young in southwest Cedar Rapids. Young went so far as to advertise the sale of his lots in 1883 with a brass band and free lunches – a marketing effort judged a success in its day.<sup>1</sup> Other individuals to figure prominently in the real estate boom of the 1880s included Sampson C. Bever, John Weare, William Buchanan, and Orville N. Hull.

Population stood at just over 18,000 in 1890 with a total of 8,212 lots platted including two-thirds on the west side of the river. A major annexation to Cedar Rapids occurred in 1890 that included major sections north and east of the Cedar River. This annexation would shape development during the next several decades. Important new residential neighborhoods were laid out on the east side of the river extending southeast of First Avenue (Bever Park, Idlewild, Wellington Place, and Sampson Heights) while an important industrial addition (Riverside Park) was established along the west bank of the river. In several of these residential additions special efforts were taken in advance of lot sale to carefully grade the streets, alleys and individual lots to provide for proper storm drainage. In addition, sanitary sewer and gas lines were laid and in some instances, trees were planted. A full accounting of the growth of Cedar Rapids as reflected in town lot platting appears below. Although the addition of platted lots does not reflect the rate of actual growth it can be used as a general indicator of development.

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<sup>1</sup>Greene, C.G., "Comprehensive Review of Real Estate Conditions in Cedar Rapids," *The Cedar Rapids Evening Gazette*, (January 9, 1904).

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Platted Lots Added to Cedar Rapids <sup>2</sup> 1849-1903				
Year	East Side	West side	Island	Total Per Year
1849	805	0	0	805
1850	0	0	0	0
1851	0	0	0	0
1852	0	110	0	110
1853	0	103	0	103
1854	121	106	0	227
1855	95	0	0	95
1856	155	163	0	318
1857	14	0	0	14
1858	0	36	0	36
1859-65	0	0	0	0
1866	33	0	0	33
1867	12	0	0	12
1868-69	0	0	0	0
1870	94	0	0	94
1871	223	177	0	400
1872	31	35	0	66
1873	202	132	0	334
1874	145	96	0	241
1875	34	468	0	502
1876	37	110	0	147
1877	0	335	0	335
1878	167	6	0	173
1879	18	17	0	35
1880	21	203	0	224
1881	110	18	0	128
1882	235	491	0	726
1883	73	1362	0	1435
1884	286	677	0	963
1885	112	37	0	149
1886	26	190	18	234
1887	129	70	0	199
1888	7	62	0	69
1889	34	0	0	34
1890	7	0	0	7
1891	51	195	0	246
1892	200	178	0	378
1893	93	0	0	93
1894	13	0	0	13
1895	46	33	0	79
1896	4	0	0	4
1897	44	56	0	100
1898	0	58	0	58
1899	221	46	0	267
1900	0	0	0	0
1901	123	85	44	252
1902	129	42	0	171
1903	14	0	0	14
Total	4164	5697	62	9923

Cedar Rapids added nearly 8,000 residents during the decade of the 1890s bringing the population to 25,656 in 1900.

<sup>2</sup>*ibid.*

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The next two decades saw the city nearly double in size to 45,566 in 1920 despite the displacement and loss of life resulting from World War I and the influenza outbreak of 1918.

In 1908 the people of Cedar Rapids adopted the commission form of government by popular vote. One of the first important actions by the City Council was the acquisition of May's Island. Municipal government affairs remained in a state of confusion and fiscal difficulty for a time. But by 1912, Cedar Rapids' municipal house was in order. Plans were begun for construction of a new city hall on May's Island now renamed "Municipal Island" and a new bridge across the island at Third Avenue. With the Municipal Island now in government hands, Cedar Rapids was prepared one more time to instigate a campaign to have the county seat removed from Marion to Cedar Rapids. The issue was put to a vote in the November election of 1919 and passed. Bonds were approved in 1922 for a new courthouse and jail to be constructed on the island. When the new Memorial Building and City Hall were finished a few years later, the city's plan for a civic center was completed.

In separate special elections held in 1925 and 1926, the town of Kenwood Park and additional sections along each edge were approved for annexation to Cedar Rapids by the voters. A review by the District Court and protests by several property owners in the outlying area reduced the boundaries by half in 1929. The newly configured, court-approved corporate limits gave Cedar Rapids an area of 28.11 square miles. Its eastern boundary abutted the corporate limits of Marion and its western boundary extended to the west line of Cedar Township. On the south, the limits went as far as the Chicago & Northwestern Railroad right-of-way and on the north, as far as the right-of-way of the Chicago, Milwaukee & St. Paul Railroad and a section of Blair's Ferry Road.

The difficult times experienced during the Great Depression years in other Iowa towns did not affect population growth in Cedar Rapids during the 1930s. By 1940, more than 62,000 persons called Cedar Rapids home and the local Chamber of Commerce boasted that the community had one of the highest homeownership rates in the country. Population growth continued steadily after World War II with many former soldiers finding employment in the city's burgeoning industrial base. By 1950, population stood at 72,296 and just a decade later an increase of 27% brought the population to 92,035. Cedar Rapids continued to outpace other Iowa metropolitan areas in population growth. An increase for the decade of 20.2% brought the population to 110,642 and made Cedar Rapids Iowa's second largest city by 1970, a position it still maintains in 2000.

**b. The Cedar River**

Most of the North American continent was settled by immigrants moving from east to west. This simple but important historical fact had a profound impact on the development of American cities by causing most to be positioned on the west bank of bodies of water such as lakes or rivers. The successful growth of Cedar Rapids is one of the infrequent examples of where this geographic truism falls short. This may be a result of the ready availability of a town site for purchase and platting on the east bank or the early presence of a ferry service. Or it may have resulted from the fact that travelers heading further west first headed north where fording sites kept the Cedar River from becoming a major obstruction.

The impact of the Cedar River on Cedar Rapids remained significant nonetheless. Beginning in 1842, efforts were made to construct a dam across the river to harness the power of the 14' drop in the river where the rapids were located. Later efforts were more successful and were important in attracting the first water-powered milling operations to the city for the production of flour and lumber.

The dam to survive the longest was constructed in 1870 by Nicholas Brown and was located at the foot of Hendon Street (B Ave., NE today). Brown is described as having operated the dam like a public utility, charging mill users for the waterpower it made possible for their use.<sup>3</sup> Brown's timber and rock structure was repaired in 1894 after a portion of it was carried away by high water.

<sup>3</sup>"Old Dams Were Built to Stay," *The Cedar Rapids Gazette*, (April 9, 1978).

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In 1914 a new dam was begun as part of a series of riverfront improvements designed to deepen the pool above the downtown for recreational use and the manufacturing needs of the cereal processing mills. The dam was completed in 1918 and was approximately sixty feet downstream from the Brown dam and a good deal higher. The new dam was constructed of concrete with hinged wooden flashboards along the top to raise or lower the effective height. Both the Brown dam and the 1918 dam were removed from the river bed when a new dam was installed in 1978 as part of the replacement of the B Ave., NE-F Ave., NW Bridge.

The presence of the river also brought a brief period of steamboating to the new community. In 1843 the first steamboat to arrive in Cedar Rapids was the *Maid of Iowa*. A handful of boats made irregular calls between Cedar Rapids, Burlington, Keokuk, and St. Louis over the next decade. In 1858 a local group of investors commissioned construction of the sternwheeler *Cedar Rapids*. She arrived safely to a warm reception with her 300-ton cargo. The next year, however, a navigation error by the captain of the *Cedar Rapids* brought a collision with another steamer. The local owners eventually gave up their interest in the *Cedar Rapids* to settle the loss of the other vessel.

Above the rapids, steam boating occurred on an even more sporadic basis between Waterloo, Cedar Falls, and Cedar Rapids. The 75-mile one-way trip was hampered by sand bars, low water and snags. With the arrival of the Chicago, Iowa & Nebraska Railroad in 1859, attempts at navigating the Cedar River became limited to excursion trips.

Bridging the Cedar River was first attempted in 1856-57. Located at the foot of Iowa Avenue (First Avenue, today), the poorly constructed wooden bridge was destroyed by an ice jam in the spring of 1857. A pontoon bridge was constructed in the same place the following summer but was destroyed in January 1858. In 1859 another bridge was constructed at the foot of Daniels Street (8<sup>th</sup> Avenue, today) which lasted for four years. Another bridge opened the next year connecting to Iowa Avenue and operated on a toll basis lasting until 1871.

The same year this bridge went out the Linn County commissioners installed a new bridge two blocks downstream of the toll bridge at Third Avenue. This Hammond wrought iron bridge had spans set on piers constructed of Anamosa stone.

No buildings or structures associated with this early period of steamboat operations or bridge construction survive. *Highwater Rock*,<sup>4</sup> a pear-shaped limestone boulder in the eastern half of the river just below the dam approximately 135 yards north of the center line of First Ave and 100 yards west of the center line of First Street NE, is a visible landmark linked with this period. Beginning in the 1840s *Highwater Rock* was used to gauge river depths for purposes of fording the rapids, determining weight loads on the ferry or deciding whether the water depth was sufficient in spring to take steamboats above the rapids. *Highwater Rock* remains visible most of the year unless spring floods obscure its view.

#### c. The Railroads

On the eve of the Civil War, the first of four major railroad lines to be constructed through Cedar Rapids was completed. The Chicago, Iowa and Nebraska Railroad was completed in 1859 after a land grant from the legislature was received. The line provided direct rail connections to Chicago via Clinton. Construction further west was not completed until after the Civil War when the route across Iowa was leased and later sold to the Chicago and Northwestern Railroad.

Separate rail connections to the north – the Cedar Rapids & St. Paul Railroad in 1865, and the south – the Cedar Rapids and Burlington Railroad in 1866, were begun as the Civil War concluded. Promoted largely by local Cedar Rapids' residents, this line later was proudly called the "Home Road." In 1868 a consolidation of the two was completed with the newly organized company, the Burlington, Cedar Rapids and Northern Railroad, building major repair shops, switchyards, supply facilities, and a general office building in Cedar Rapids along the Cedar River upstream of the downtown. The Burlington, Cedar Rapids and Northern Railroad was operated by the Chicago, Rock Island and Pacific Railroad as its

<sup>4</sup>Highwater Rock was listed in the National Register in 1977.

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north-south route between St. Louis and St. Paul with connections to points east and west along the main line between Davenport, Des Moines and Council Bluffs.

The third railroad line completed was the Dubuque & Southwestern Railroad which finished a branch from Marion into Cedar Rapids in 1865. This railroad was sold to the Chicago, Milwaukee & St. Paul Railroad in 1878 and was later extended from Marion to Omaha and Kansas City. The fourth major railroad to connect to Cedar Rapids was the Illinois Central Railroad with a feeder line to the main line that ran through Manchester to the north.

Railroad lines crisscrossed Cedar Rapids' west side, the downtown, and the riverfront. Their routes established extensive industrial corridors and warehouse districts and, in turn, attracted working class residential neighborhoods. After the arrival of railroads in the 1860s, virtually every new or expanding industry of importance in Cedar Rapids from meat packing to oatmeal and grain processing to metal working companies located facilities along one of the four railroad routes or on readily accessible rail spurs. The river had been the impetus for a town site for Cedar Rapids but the railroads gave physical structure to the town and the means for growth.

By 1900 Cedar Rapids claimed to be the railroad "traffic pivot of the middle west." Direct connections were available to all major cities in the region and nearly 1,750 stations in Iowa alone. More than 200 trains arrived or departed from Cedar Rapids daily. Because of the substantial passenger and freight service originating in Cedar Rapids as well as the considerable servicing facilities for the Rock Island, Milwaukee and Northwestern railroads, thousands of railroad employees found it necessary or convenient to make Cedar Rapids their home. Railroad men of all sorts including engineers, firemen, conductors, switchmen, brakemen, yardmen, mail service workers, freighter operators, station clerks, baggagemen, machinists, and dozens of other specialized workers made Cedar Rapids' neighborhoods their homes.

A well-known railroad worker neighborhood soon located on the west side of the Cedar River opposite the Cedar Rapids, Burlington and Northern RR Shops north of the downtown. Here hundreds of modest residences, rooming houses, and apartment buildings were built and occupied by railroad workers who likely commuted to work over the railroad bridge located at the foot of J Avenue NW. Once the Chicago, Rock Island & Pacific RR took over the Cedar Rapids, Burlington & Northern RR shortly after 1900, paychecks became less dependable leading to the name "time check" for the neighborhood.

Cedar Rapids also had a disproportionate number of railroad conductors scattered throughout its residential neighborhoods. This was due in large part to the location of the national headquarters for the Order of Railroad Conductors (ORC) in Cedar Rapids. The ORC, one of the major labor unions in the rail industry, had more than 45,000 members by 1906 with insurance and banking divisions as well as a department dedicated to publication of the *Railroad Conductor* magazine. Whether Cedar Rapids was selected as a national headquarters because of the large number of railroad conductors residing here or vice versa is not clear.

The presence of extensive railroad service in Cedar Rapids led to other types of rail dependent commerce and related jobs. For example, wholesale jobbers built warehouses along rail lines to enable convenient distribution of products by rail over a multi-state region. This in turn meant jobs for warehouse handlers, shipping agents, supervisors and "commercial travelers" or salesmen. Dozens of wholesale operations were thriving by 1900 with "commercial traveler" the most common employment of residents of neighborhoods northeast and southeast of the downtown. The jobs created by the Railway Mail Service were another example of rail dependent employment. Dozens of postal clerks, sorters, and handlers employed by this operation resided in eastside Cedar Rapids neighborhoods. Railroads continued as a major source of employment through the Great Depression and World War II though the periodic demise of railroad company profits resulted in employment cutbacks.

Rail employees proved to be stabilizing influences in the neighborhoods in which they lived. They consistently showed patterns of occupying the same residences for twenty or more years, all the time working in the same railroad position, transferring laterally or moving up over time. Lay-offs and less dependable paychecks proved most difficult in neighborhoods where railroad employees were the most common such as the "Time Check" neighborhood.

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Railroads also continued to be one of the principal urban geographic factors defining Cedar Rapids after 1900. The access points and approaches to Cedar Rapids remained the same. The railroad bridges continued in the same locations: at D Ave., NE & J Ave., NW; Ninth Ave. SE & Ninth Ave., SW; and downstream of the T.M. Sinclair Co. And, most important to the appearance of neighborhoods, alignment of the railroad corridors did not change. Factory sites, warehouse districts and residential neighborhoods continued along all rail corridors.

### ***d. Street Railways and Interurban***

Railroads joined Cedar Rapids to other communities but streetcar lines allowed the city to be both internally connected and linked to nearby Marion. The first street railway organized was the Cedar Rapids & Marion Street Railway Co. in 1879. The cities of Marion and Cedar Rapids were prompt in authorizing the laying of track on the "Boulevard" (First Avenue) connecting their communities. The streetcars were not entirely welcome, however, and the Linn County Board of Supervisors moved to ban their use on roads between Cedar Rapids and Marion. This move was quickly countermanded when the Iowa General Assembly approved a law allowing streetcar line to be laid on any street of 100' width or greater.

In 1880 steam powered cars carried passengers along First Avenue between Twelfth Street and Marion and in horse drawn cars below Twelfth Street to the railroad tracks on Fourth Street. The next year the line was extended to the foot of First Avenue. The balance of the decade saw lines extended in several directions from the downtown. They included routes through the business district to the Bohemian commercial area along Third Street SE in 1882; across the Third Avenue Bridge to Sixth Street SW, SE in 1882; to J.C. Young's Addition on the west side in 1884; from the business district up Fifth Avenue SE to Tenth Street and continuing to Oak Hill Cemetery in 1886; and along Sixteenth Street NE from First Avenue to E Avenue NE in 1886. The horse drawn routes in Cedar Rapids proved unprofitable after a few years operation and the west side routes were pulled up for lack of business by 1890.

Electrification was the only solution to a profitable, stable streetcar system for Cedar Rapids and the city expansion that would follow. A group of local investors acquired the Marion and Cedar Rapids Railway (steam powered line) and the Cedar Rapids Street Railway (horse drawn lines) in 1890. After considerable negotiation, several reorganizations, and a franchise buy-out, the newly capitalized company laid new track and installed its electrified system in 1891. By 1910, nearly 13 miles of track operated in Cedar Rapids on both sides of the river with an additional 2.8 miles connecting to Marion from the northern corporate limits at Kenwood Park. Streetcars operated every 15 to 20 minutes along various routes making for an efficient transit system.

A dependable public transit system brought many results. Residential districts were no longer confined to neighborhoods that surrounded factory sites or abutted manufacturing corridors. Land that was once considered too far from the city center for profitable development became suitable for residential suburbs. And in the case of the town of Kenwood Park, an entire community was built in the middle of the country along the "Boulevard." The names of earlier land developers such as Greene, May, Murray, Carpenter, Buchanan, Gainer, Brown, and Leach were replaced by names such as Hedges, Bever, Higley, Anderson, Bolton, Clark, and Ely with many of the latter group actively involved in the Marion & Cedar Rapids Street Railway Company.

The development of outlying recreational areas was another result of street railways. The pre-electrified streetcars had operated service to the fair ground on the west side in the 1880s when amusements or fairs were held. After 1900, streetcar lines brought town dwellers to Alamo Park to "Chute-the-Chutes" and Ellis Park on the city's west side. Ellis Park was a popular site above the dam for swimming along the river, regattas, baseball games, and picnics and to Bever Park on the far east side for nature walks, ball games and picnics. Good streetcar service was also available to the City's principal cemeteries – Oak Hill on the Eastside and Linwood on the west side.

Electrification was not limited to streetcar lines, however. In 1904 the first electric powered interurban between was completed by the Cedar Rapids and Iowa City Railway, commonly called the "CRANDIC." The 27-mile route was covered in 75 minutes with 13 round trips made each day in 1904. Interurban service to the north began ten years later with







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the suitability of the area for growing oats. Initially, North Star sold the oatmeal it produced to Scotland and England. Their first mill depended on waterpower but soon they added a steam engine. A short time after getting started the senior Stuart suffered an injury that removed him from the business. Local businessman George Douglas joined Robert Stuart in North Star's management. Eventually, refinements in processing produced an oatmeal product that American breakfast eaters preferred. Production jumped from 200 barrels a day to 750 barrels in 1885.

Fire destroyed the North Star mills in 1876 and again in 1887. When rebuilt in 1888, North Star was considered one of the finest milling properties in America and had become a major employer in the city. The same year, North Star joined approximately twenty mills from Ohio to Nebraska to form the American Cereal Company. They distributed their products under the trade name "Quaker."

Another tragic fire put 800 people out of work at the mill following an explosion in 1905, and local residents worried that the plant would not be reconstructed. The decision to rebuild and reorganize under the name Quaker Oats Company came later that year. The Cedar Rapids facility continued to expand in subsequent years. Additions to the rebuilt 1905 mill eventually resulted in it becoming the world's largest cereal mill. Its 22-acre site is located north of the downtown along the east side of the Cedar River.

When North Star Oatmeal joined the American Cereal Company, the Douglas family sold its holdings. A few years later, George and Walter Douglas organized the Douglas Company as a linseed oil processor. The company operated successfully for five years and in 1899 was sold to the American Linseed Company. The Douglas brothers interest in agricultural product processing then turned to another locally produced crop – corn. In 1903 the two organized Douglas and Company to produce cornstarch. Within a short time it had developed into the largest starchworks west of the Mississippi processing 6,000 bushels of corn per day. This figure grew to 20,000 bushels per day by World War I.

Douglas and Company's future looked bright at war's end. Then, tragedy struck in the spring of 1919. A sudden, horrific explosion and fire turned much of the plant to rubble killing 42 people. As a spirit of grief and economic doom settled, the question of rebuilding the plant became uppermost. By year's end, the Douglas family controlled what was left of the company and made the decision to sell the property to Penick and Ford, Ltd., Inc., a Louisiana-based firm experienced in sugar-cane syrup and molasses processing. Local investors in the new plant included former workers at Douglas and Company as well as George Douglas. The Chamber of Commerce helped in assembling additional land for the new facility. Rebuilding began in 1920 with the new \$8 million plant on line early the next year. Penick and Ford grew steadily in subsequent years as their cornstarch and sweeteners became essential ingredients in hundreds of American food products. The company had a \$1 million payroll by the late 1930s with a manufacturing capacity of 33,000 bushels per day.

Dozens of other food processing concerns located in Cedar Rapids in the years following the Civil War. Though not as large, their employee base helped to stabilize the local economy. As product lines shifted in food processing lines, these varied concerns brought some diversity to the economy. These included several breweries, new flourmills, a yeast plant, a pickle works, a canning company, and a cracker factory. Greater diversity was added by the introduction of manufacturing concerns less dependent on seasonal or annual changes in agricultural prices. Metalworking firms included J.G. Cherry Co. (est. 1880, manufacturing cream cans, dairy machinery, butter churns, and ice cream freezers); J.T. Carmody Foundry (est. 1880); Cedar Rapids Foundry (est. 1881), Iowa Wind Mill and Pump Co. (est. 1890); Cedar Rapids Cornice Co. (est. 1899); Chandler Pump Co.; and Dearborn Brass Co. Still greater diversity was added when companies such as the Williams and Hunting Co. (est. 1876) was able to expand its production of sash, doors, moldings, and store fixtures and the Hubbard Ice Co. (est. 1883) was hired by the Chicago, Rock Island & Pacific RR to supply all of their ice needs. These two companies together employed more than 200 workers by 1900.

Another sector of Cedar Rapids' economy dependent on the growth of railroading was wholesaling or jobbing. In a nation where consumers were growing further removed from manufacturers and suppliers, the role of the wholesale company became more important. Keeping a steady source of supplies in the pipeline established the need for warehousing of goods for regional distribution to a growing number of retailers spread across the American West. Cedar Rapids was well

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situated to take on this role. By the 1880s, good railroad connections were available to sources of many manufactured goods in Chicago, St. Louis, Kansas City, Omaha and Minneapolis-St. Paul. Likewise, customers were to be found in hundreds of Iowa communities along the main rail lines and branch lines reaching out of Cedar Rapids.

A wide range of noteworthy wholesale companies grew up in Cedar Rapids in the decades before 1900 and the years immediately following it. They included the Churchill Drug Co. (est. 1902, wholesale druggists); the Cedar Rapids Supply Co. (est. 1898, wholesale threshers, carriage and automobile equipment); Warfield-Pratt-Howell Co. (est. 1880 as Warfield-Howell-Watt and reorganized in 1899 to W-P-H, wholesale groceries along with woodenware, enameledware, tinware, and light hardware); T.Z. Cook & Laurance (est. 1854 and reorganized in 1878, imported china, pottery, glassware and crockery from Europe). A handful of these largely wholesale companies incorporated small scale manufacturing into their operations with value added to their product line in the process. Examples of these included the Cedar Rapids Candy Co. (est. 1893, manufacture confectionery line including "Acme Chocolates" and wholesale cigars, nuts & crackers); Lyman Brothers Company (est. 1891, millinery manufacturing, retailing and wholesale sales); Bassett-Perrin Co. (est. 1902, wholesale millinery); Wetzel Brothers (est. 1906, cigarmakers and wholesalers); Perfection Manufacturing Co. (est. 1899, manufacture and wholesaling of ladies' belts, skirts and petticoats); and Kern Baking Co. (est. 1886 and relocated to Cedar Rapids in 1896, wholesale breads).

A thriving industrial economy and brisk wholesale trade became the basis for Cedar Rapids developing as an equally prosperous regional retail center. At the end of the Civil War, the city's commercial center began to expand beyond away from the riverfront and the first few streets paralleling the river. Most business concerns located between A Avenue NE and Third Avenue SE with Iowa Avenue (First Avenue today) still the most favored location due to the wagon bridge at its foot. Fourth Street continued as the unofficial boundary between the business district and the southeast residential neighborhood with several churches and Washington School located along Fifth Street marking the transition zone between the two.

The next several decades saw the Fourth/Fifth Street corridor play host to the establishment of several institutional landmarks. Washington Square, located between Third and Fourth Avenues and Fourth and Fifth Streets,<sup>6</sup> had its level raised to that of surrounding streets and new trees planted in 1891. Washington High School was constructed the same year south of the square. Two churches built at the intersection of Fourth Avenue and Fifth Street St. Paul's Methodist Episcopal Church (1873) and the First Christian Church (1882), retained their locations until shortly before World War I. First Presbyterian (1869) located further north along Fifth Street. Churches that had the misfortune to locate houses of worship nearer the business district were forced to relocate to suburban locations sooner than those that built edifices along or east of the Fourth/Fifth Street corridor. The city's new Carnegie Library opened in 1905 at the corner of Third Avenue and Fifth Street and the YWCA took up residence a short distance away in the former parsonage of St. Paul's M.E. Church. A new headquarters was erected later at the same site.

The most public building in the corridor built before 1900 was probably Union Depot. Completed in 1897 along the railroad right-of-way opposite Washington Square newly designated as "Greene Square," the depot was a magnet for commercial development. The handful of residential lots that survived to that point in time were soon converted to commercial use of one sort or another. Churches west of the Fourth Street railroad alignment found the inconvenience of passenger trains and general congestion of the business district sufficient reasons to relocate further east.

Change in the central business district went upward as well as outward. A third generation of brick and stone buildings replaced earlier buildings that succumbed to fire, poor construction, or a brisk real estate market. Multi-story buildings were erected to house the city's growing banks, insurance companies, and real estate firms. Together, these enterprises

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<sup>6</sup>Washington Square was the city's only park until 1892 when the modern day Redmond Park was acquired.

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came to employ hundreds of workers as clerks, cashiers, stenographers, and sales agents by 1900.

A closer examination of the history of the banking industry illustrates the growth of local commerce. Cedar Rapids' first banks were organized in the 1850s based on the brisk trade in land and land warrants in the region. Without a means of shipping out early products to secure currency, the cash that immigrants brought with them for the purchase of land became the basis for the early economy. Because of this practice it was not surprising that early land agents such as John Weare, George Greene, Sampson Bever, and Seymour Carpenter would also become the city's first bankers.

Poor investment practices led to overextensions for some early banks and a generally unstable financial situation until passage of the National Bank Act of 1863. After that a national currency was traded throughout the country. Two banks chartered under this act opened in Cedar Rapids the next year, the First National Bank (1864-1886) and the City National Bank (1864-1898). Sampson Bever, real estate developer and land agent, and his family were major investors in the latter bank resulting in its being called the "Bever Bank." The next banks to organize were the Union Savings Bank (1870-1879) and the private bank of G.F. Van Vechten (1877-1887). Savings banks were generally used by wage earners as safe places to deposit their modest savings. Cedar Rapids saw formation of a series of savings banks through the years with this purpose in mind.

The 1870s also saw the formation of two building and loan associations designed to encourage building and financing homes. The Cedar Rapids Building and Loan Association formed in 1874 and the Perpetual Building and Loan Association formed the next year. Employees of the Burlington, Cedar Rapids and Northern Railroad were the founders of Perpetual.

Cedar Rapids' healthy general economy was reflected in the decade of the 1880s. Considerable change occurred in banking institutions with the closure and reorganization of several and the establishment of others. Two nationally chartered commercial banks opened, the Merchants National Bank (1881 to present day) and the Cedar Rapids National Bank (1887-1931). The latter bank was formed through a reorganization of Van Vechten's private bank while Merchants National was established by some of the leading industrial and business leaders of the day including Thomas Sinclair (T.M. Sinclair & Co.), George Douglas (North Star Oatmeal Co.), S.L. Dows (contractor), and the Higley brothers, Mortimer & Wellington (merchants and real estate). Other banks that formed during the decade included savings banks – the Cedar Rapids Savings Bank in 1883 by the Hamilton brothers and the Security Savings Bank in 1889. O.N. Hull, a real estate investor and house builder, established a private real estate bank (1884-1890) that ended shortly after his death.

During the 1890s the first banks to bear Bohemian-American names – the Bohemian-American State Bank (1892-1894) and the Bohemian-American Savings Bank (1894-1898) – were established, reorganized and absorbed into other institutions. A third organization was structured as a building and loan association in 1892 – the Bohemian Savings and Loan. In 1898, the "Bever Bank," City National, was reorganized as Citizens National Bank (1898-1908) and the American Trust and Savings Bank, another Bever initiative was formed the same year.

All of the banks established thus far were located on the Eastside. When a proposal was made in 1900 to establish a bank in the west side business district located along Third Avenue SW, it was met with favor. The Peoples Savings Bank (1900-present) organized that year and within a decade was able to retain Louis Sullivan to design a permanent bank building on Third Avenue SW and First Street SW for their operations.

More than a half dozen banks formed during the next two decades while several others reorganized leaving Cedar Rapids with more than a dozen banks throughout this period. They included two banks outside of the central business district catering to the Bohemian community – Iowa State Savings Bank established in 1906 in the Bohemian commercial district along Third Street and Twelfth Avenue SE, and the United State Bank (formerly Citizens Savings Bank) in 1922 in the west side Bohemian district on Sixteenth Avenue SW. Bohemian-American leaders provided the leadership for these institutions with names such as Mitvalsky, Hach, Hasek, Blahnik, Dvorak, and Petrovitsky involved in the Iowa State Savings Bank and Prochaska, Turechek, Vavra, Zastera, Pechacek, Kadlec, Novotny, Kucerca, and Pochobradsky involved in the United State Bank.

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The proliferation of banks paralleled Cedar Rapids' healthy economy at the beginning of the century and contributed to the development of new residential neighborhoods. Mortgage money was readily available as bank ownership was closely tied to real estate interests. The impact of banks on the appearance of neighborhoods was felt as well. A long standing Czech resident in Cedar Rapids described how a bank loan officer was willing to lend money for the development of a subdivision during the 1940s but only if there was uniformity in the neighborhood – the houses must have a certain style, use specific finishes and have certain site improvements. This was the bank's practice, the loan officer insisted, based on their experience.<sup>7</sup>

The 1930s brought an end to the proliferation of banks. When the national "Bank Holiday" came in March 1933 only six banks remained – Cedar Rapids Savings, American Trust and Savings, Iowa State Savings, United State Bank, Merchants National and Peoples Savings. Only the latter three survived intact while the others went into receivership, their deposits combined and the organizations consolidated. The Iowa State Savings Bank became the First Trust & Savings Bank and the Guaranty Bank and Trust Company formed from Cedar Rapids Savings Bank in 1934.

Business families involved in establishing Cedar Rapids' banks were frequently the same individuals to head early insurance companies and real estate firms. A handful of companies organized to provide protection for farm and residential property and later for automobiles. A lesser number formed as life insurance companies. The Farmers Insurance Company started in 1860 with Sampson Bever one of its leaders. The company focused on farms and dwellings. The sizeable company was sold in 1921. The Western Fraternal Bohemian Association organized in 1897 to serve its ethnic membership. Success in selling life insurance eventually resulted in the association focusing exclusively on this line and changing its name to Western Fraternal Life Association.

Two automobile insurance companies that eventually prospered in Cedar Rapids had their beginnings in Des Moines. The Automobile Owners Protective Association relocated to Cedar Rapids from that city in 1913. The next year it changed its name to Iowa Mutual Liability Insurance and formed a parallel company, called Iowa Automobile Mutual Insurance. The two later merged and the new company became Iowa National Mutual Insurance Company and a major local employer. A second company, the United Fire and Casualty Company, began in 1937 with the relocation of Ace Mutual Insurance Association from Des Moines to Cedar Rapids. Consolidation with North Central Mutual Association the next year saw the new company take the name United Mutual Insurance Association. In 1946 the firm organized a new casualty company as United Casualty Company later adding other insurance lines.

Thriving banking and insurance industries in downtown Cedar Rapids contributed to downtown's upward growth. Three and four-story business blocks considered aggressive building projects in the 1890s were replaced by multistory office buildings that advertised fireproof construction, elevators and electrical as well as natural lighting sufficient for every business task. Along with office buildings came new multistory hotels and theaters for local and transient entertainment. Local industry attracted business travelers to Cedar Rapids hotels. Easier transportation, first via streetcars and then, via automobiles over an improved regional highway system made the central business district attractive for both an afternoon of shopping and an evening of entertainment.

The Cedar Rapids economy played important roles in shaping the growth and physical qualities of other parts of the community as well. Early decisions about where major industrial sites would be located brought growth to nearby residential neighborhoods. Worker housing, rooming houses, and saloons were soon abundant within a few blocks of food processing concerns and manufacturing sites. The network of railroad corridors through Cedar Rapids' southwest, northwest and northeast neighborhoods served as a magnet to industrial development dependent on rail proximity. As a

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<sup>7</sup>Interview by Marlys Svendsen with Frank Kuba, April, 1994.

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result, modest, working class residential districts were dispersed along rail routes throughout the city and not clustered exclusively along the river as they were in other American communities. The location of a factory site could also serve as a reverse stimulus sometimes. Distance from the foul smelling operations of a brewery, meatpacking plant, or starchworks, for example, was considered a distinct advantage for neighborhoods that grew up north of Mount Vernon Road and east of Tenth Street SE after 1900.

The sources of livelihood of residents in various neighborhoods reflected the diversity of the local economy and some of its concentrations. Workers for the various railroads operating facilities in the city were clustered in the northwest and northeast neighborhoods – yard workers and shops' workers. Railroad workers employed in jobs requiring them to travel their lines such as conductors, engineers and trainmen lived in residences dispersed throughout the city. Hundreds of workers for the city's major employers – the Sinclair Co., the Douglas Co. starchworks, or the North Star Oatmeal Co. generally lived near their workplaces. Meanwhile, the growing ranks of salesmen employed by wholesalers and the dozens of local manufacturers that started in the years before and after 1900, populated the neighborhoods that developed during those same years. Shopkeepers and retail workers of all sorts were found in virtually every neighborhood while business leaders and professionals occupied the most favored residential neighborhoods that grew up along First, Second & Third Avenues, SE, and the streetcar lines that extended along Bever and Grande Avenues.

The Great Depression brought adversity to Cedar Rapids' economy as it did to the balance of the nation. No sector of the economy was left untouched with shift cutbacks, wage reductions, and layoffs the rule. Families in the lowest income positions were hit the hardest. When the Roosevelt administration came into power in 1932 and public jobs were established through a series of government programs, hundreds of Cedar Rapids families benefited. Though the city never was as adversely effected as other Iowa communities, hard times were felt in homes throughout the city's working class and middle class neighborhoods.

***h. Ethnic Groups***

Like most Midwest urban centers, Cedar Rapids saw much of its growth come from the settlement of members of various immigrant groups. Bohemians or Czecho-Slovaks<sup>8</sup> eventually made up the city's largest immigrant group, with smaller numbers of Germans, Irish, Scottish, Scandinavians, Greeks, Arabs, and African-Americans. Only the Bohemians were associated with distinct areas of the city. The other groups saw their social identity maintained through a handful of ethnic institutions or churches.

The first Bohemians arrived in Cedar Rapids in the early 1850s in the wake of revolutionary activities in central Europe. Even greater numbers arrived after the Civil War and the end of the Prussian War in Austria in 1880. By the end of the century, Bohemians were well-represented in elected positions in local government and the city's bustling economy. Initially they populated the city's southeast neighborhoods east of Fifth Avenue SE. Later immigrants populated the opposite side of the river on the south side. Eventually hundreds of homes were built and occupied by Bohemian families who worked in nearby factories and packing plants or the businesses that grew up along Third Street and Twelfth Avenue SE.

Homeownership was highly valued in the Bohemian-American community and as one longtime resident explained, Czechs believed in "God, motherhood and homeownership."<sup>9</sup> This often led young couples to build small houses with the

<sup>8</sup>This central European ethnic description has changed as political boundaries have changed. The first immigrants to Cedar Rapids from this part of the world referred to themselves as "Bohemian" and named their social and religious organizations in this manner. The term Bohemian fell out of popularity following World War I and the creation of the new European nation with the name "Czechoslovakia." Negative associations with the Greenwich Village lifestyle referred to as "bohemian" also discouraged use of this term.

<sup>9</sup>Interview by Marlys Svendsen with Frank Kuba, April, 1994.

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potential to expand outwards and upwards as their family grew. Outlying land was still cheap so many families maintained garden spots and orchards along today's Wilson Avenue to subsidize their livelihoods. In city residents also took great pride in well-kept properties, flower gardens, and vegetable patches.

The growth of Bohemian social institutions paralleled the growth in the residential neighborhoods of southeast Cedar Rapids. They included the Ctenarsky Spolek or Bohemian Reading Society organized in 1868; the Cesko-Slovanska Podporujici Spolku or Czecho-Slovak Protective Society (1105 Third Avenue SE) organized in 1879; the Zapadni Cesko-Bratska Jednota or Western Bohemian Fraternal Association (Third Street and Twelfth Avenue SE) established in 1897; the Cedar Rapids Sokol Association (417 Third 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 Bohemian groups and a building built at the turn of the century at Second Street and Tenth Avenue SE, and various Czech dramatic associations that sponsored a series of native language performances from the fraternal halls.

Bohemian churches were established on both sides of the river with St. Wenceslaus Bohemian Catholic Church the first and largest. St. Wenceslaus was founded in 1874 just two years after the Sinclair Company started operation a few blocks away. Without governmental support as churches had received in the old country, the parish was slow to grow at first. In three decades, however, the church's sixty families had grown to 1,200 parishioners and in 1904, a substantial new church was built. Other Bohemian sponsored churches included the Bohemian Methodist Episcopal Church (now, an apartment building, 100 block of Fourteenth Avenue SW), the Reformed Bohemian Church (non-extant, Eighth Avenue SW and M Street SW), and the St. Ludmila Church and School (215 2First Avenue SW) founded in 1914 as a mission of St. Wenceslaus.

Several Bohemian newspapers with local and regional circulation were published from Cedar Rapids during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries including *Pokrok*, the first paper appearing in 1869; the *Slovan Americky*, a major Iowa Bohemian 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 Bohemian community continued to grow and eventually both commercial and residential sections spilled over onto the west side of the river. By 1907, just one year after the first Bohemian grocery store was established on Sixteenth Avenue SW, a streetcar route formed a loop through the west side following Second Street SW to K Street and continuing on Sixteenth Avenue SW to C Street and then returning along Thirteenth Avenue SW and Second Street.

The construction of the Sixteenth 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.<sup>10</sup>

Two early lending institutions were established in large part for the purpose of providing mortgage loans to support homeownership for local Bohemian families. The Bohemian Savings and Loan that was established in 1892 (first floor of the Sokal Building, 417 Third Street SE), financed 955 during its first forty years of existence. A second Bohemian financial institution, the Iowa State Savings Bank, selected Third Street SE for its location as well when it opened at the intersection of Twelfth 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 Bohemians 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 Sixteenth Avenue SW. Understanding that homebuilding was an important value for Bohemian immigrants and their descendants, helps explain the large number of single family residences developed as an alternative to tenements and apartment buildings in Bohemian neighborhoods.

<sup>10</sup>Another 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.

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***i. Social and Cultural Life***

Through its fifteen decades of existence, Cedar Rapids' social and cultural life has been knit together by a collection of institutions and organizations supported by wide range of individuals. These churches, schools, fraternal organizations, social and humanitarian groups, and cultural institutions grew as the city grew.

Soon after the city was founded, meeting halls were constructed as part of other commercial buildings. Here singing schools, debating societies, and political rallies were held. Later opera houses such as the Greene Opera House or theaters such as the Majestic Theater were host to lecturers and performances. Later, the Paramount and Iowa Theaters became popular choices for stage productions and movies.

A closer look at two particular types of institutions – churches and schools – shows the diversity and growth of the community's social life. With Rapids City a village barely in its infancy in the 1840s, energy and effort were put into establishing several small Protestant congregations. Methodists first and then Presbyterians. Private homes and public halls were used until 1850 when a Presbyterian congregation formally organized and built a simple building on the edge of the commercial district (Second Avenue & Third Street SE). The Episcopalians followed suit a few years later erecting a building on property donated by one of the town's incorporators, George Greene (A Avenue & Sixth Street NE). The Methodists completed their church in a similar fashion on property donated by Nicholas Brown (Fourth Avenue and Third Street SE) in 1856. A second Presbyterian church formed in 1855 when differences in theology split the small congregation into two even smaller groups. The new group built at the southeast corner of Third Avenue and Third St. SE in 1858.

As the Civil War dawned, Cedar Rapids' Protestant congregations found it a constant struggle to support their churches. Money was in short demand while seeking and retaining pastors remained difficult. Nevertheless, new congregations continued to organize. The Roman Catholics met informally from the early 1850s on and in the early 1860s built a church at the northeast edge of town at Third Avenue and Seventh Street SE. Steady growth in population during the decade of the 1860s saw the city nearly triple in size giving existing churches new members, and at the same time, offering fledgling congregations the confidence to construct their own buildings. In 1868 the Lutherans constructed a building (Third Avenue and Third Street SE) and the following year the Baptists finished a church (Second Avenue and Third Street SE).

The 1870s and 1880s saw residential areas spread away from the central business district. Some churches removed to new buildings further from the city center. Other congregations saw missions or Sunday schools established in the outlying areas become full-fledged, independent churches. By 1900 many of these churches were larger than their parent congregations. The city's ethnic diversity appeared in churches of this era as well. The first African-American congregation formed in the early 1870s and built Bethel African Methodist Episcopal Church (512 Sixth Street SE) in 1874. St. Wenceslaus Bohemian Catholic Church built its first building (12<sup>th</sup> Street and Fifth Avenue SE) in 1874 and the Bohemian Presbyterian Church (later Hus Memorial Presbyterian Church) completed a church in 1889. The Swedish Evangelical (Saron) Lutheran Church organized in the 1880s and built a church on the west side in 1891.

Locations near streetcar lines or in the midst of expanding residential districts were popular for siting new churches at this time. Westminster Presbyterian (1285 Third Avenue SE) left their downtown site in 1903 relocating along the Third Avenue streetcar route. St. Paul's Methodist Episcopal (1340 Third Avenue SE) made a similar decision ten years later when they located a block away. Still another church, Grande Avenue United Presbyterian Church (340 Sixteenth Street SE), built a small church building in the 1920s at the intersection where the streetcar route turned east off Third Avenue. Other Eastside churches found good sites scattered among the new residential districts including Central Park Presbyterian Church (1700 B Avenue NE) in 1890; St. John's Episcopal Church (357 Nineteenth Street SE) in 1920; and First Congregational Church (1620 Washington Avenue SE) in 1930.

At the turn of the century churches locating on the west side followed similar patterns with sites close to streetcar routes frequently favored. One cluster of churches located along and south of the First Avenue route included Olivet Presbyterian

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Church (237 Tenth Street NW) in 1904; St. Patrick's Roman Catholic Church and School (510 First Avenue NW) in 1892; Saron (Swedish) Evangelical Lutheran Church (northeast corner of Second Avenue and Third Street SW) in 1891; and First United Presbyterian Church in 1882 (northwest corner of Third Avenue and Second Street SW).

The second cluster of churches located further to the north along and near the Sixth Street NW streetcar route. The cluster included Bethany Congregation Church (northwest corner of L Avenue and Sixth Street) established in 1893; a Baptist church formed and discontinued before 1910 (non-extant; southeast corner of M Avenue and Fourth Street); and the Danish Lutheran Church (non-extant; northwest corner of K Avenue and Fourth Street) formed in 1893.

As the decades went by churches became larger and more costly undertakings for their congregations. Church construction projects became major architectural commissions with some designs, such as that rendered for St. Paul's Methodist Episcopal Church by Louis Sullivan, of national significance. Sullivan's circular design was uncommon, however, with most designs using common church forms of the day: the Center Steeple, Steepled Ell, Side-Steeple, and Temple Front. Architectural styles ranged from Gothic Revival for St. Wenceslaus Roman Catholic to Late-Gothic Revival for Westminster Presbyterian and Romanesque Revival for St. Patrick's Roman Catholic. Various versions of the Neo-Classical Style appeared most frequently. Examples include First Church of Christian Science (1246 Second Avenue SE) in 1910; Hus Memorial Presbyterian Church (631 Ninth Avenue SE) in 1915; Second (Cedar) Christian Church (526 Third Avenue SW) in 1915; First Baptist Church (1200 Second Avenue) in 1917; and First Congregational Church in 1930. Daniels Park Presbyterian Church (860 Center Point Road, NE) completed in 1913 was a handsome example of the Craftsman Style while St. Johns Episcopal Church completed in 1920 demonstrated the effective use of the Tudor Revival Style on a small-scale building. Together, Cedar Rapids' religious architecture spanned the ecclesiastical styles and church forms of the late 19<sup>th</sup> and early 20<sup>th</sup> centuries.

Development of Cedar Rapids schools gave evidence of a similar growth in population and ethnic diversity. Until after the Civil War, the limited numbers of school age children required only six rooms in one school house, Washington School. It was built in 1855-56 and located near the center of town at Fourth Avenue and Fourth Street SE. At the war's end, the school district began renting space in other buildings until new schools were completed in 1868. Adams School opened at Seventh Avenue and Fifth Street SE (replaced in 1880) and Jefferson School at A Avenue and Eighth Street NE. Growth in the residential district southeast of the downtown saw Monroe School added in 1873 at Third Street and Tenth Avenue SE. In 1899, an addition doubled this school in size. Fully eight out of ten students were of Bohemian origin in this school by then reflecting the ethnic makeup of this area of the city.

Shortly after Cedar Rapids annexed Kingston in 1870, plans were made for consolidation of the two school systems. The same year that Monroe School opened, the west and eastside became a single district. In 1877-78 Madison School was constructed at Second Avenue and Third Street SW following a fire at the former Kingston School. West side population grew quickly after annexation and a second school opened in 1876 when the Hull School or "Time Check" school was completed at K Avenue and Sixth Street NW. In less than a decade this school was out grown and a new building, Harrison School, put in its place in 1885.

Growth in the school age population on the west side continued at a rapid pace during the last two decades of the century. A turn of the century observer described the Time Check area as a "thickly settled neighborhood where are located many of the homes of the employees of the cereal mills, the starch factory and different railroad shops."<sup>11</sup> It was not surprising that Harrison School saw an addition in 1901. Southwest sections of Cedar Rapids saw similar growth with Van Buren School at Third Street and Fourteenth Avenue SW constructed in 1884 and Taylor School at Fifth Avenue and Sixth Street SW five years later. Both schools needed expansions within 15 years, Van Buren in 1900 and Taylor in 1904, but even following Van Buren doubling in size it exceeded its capacity of 800 students. Approximately 60 percent of the students were from Bohemian families at the time.

<sup>11</sup>"Our Schools, Harrison School - Well Equipped, Well Officered, Prosperous and Progressive," *Cedar Rapids Leader*, May 27, 1905.



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### iii. Architectural and Historical Resources of Residential Neighborhoods, 1870 – 1940 Context

#### a. *Architectural Styles and Vernacular House Forms*

Prior to 1900 and in the decades leading up to World War II, the house styles and forms in Cedar Rapids' fast growing residential neighborhoods were largely the products of the domestic architectural movement that focused on vernacular house forms. This movement adopted a series of basic forms and emphasized the mass production of millwork elements, structural members and systems, cladding, and finish materials. Building parts and eventually whole designs were introduced through catalogues to prospective suppliers. Pattern books and plan books were distributed by dozens of companies including America's greatest mail order company, Sears, Roebuck and Co. Individual designs were spotlighted in magazines such as *Western Architect*, *House Beautiful*, *Good Housekeeping*, *Architectural Record*, *Better Homes and Gardens*, and *Ladies' Home Journal*. After 1900 advertisements in local newspapers highlighted the availability of plans from the Gordon-Van Tine Company of Davenport, Iowa. This company manufactured and sold pre-fabricated houses of the type commonly found in neighborhoods developed before and after World War II.

Ultimately, the role of consumers was as important as that of suppliers and national design sources to the vernacular architectural movement in cities like Cedar Rapids. It was the homeowner who often created the mix of styles and the variety of architectural elements found in a neighborhood or a single building. Even when developers or contractors limited the number of basic house forms and sizes, a homeowner was left with many choices including the type of exterior cladding; the size, number and pattern of windows or groups of windows; the style for the door and its location; the form and finish of dormers; the porch form and trim elements. Individual preference translated into a series of choices and accounted for much of the variety found in the residential building stock of Cedar Rapids.

Once a house was constructed in its original form, other factors affecting its appearance were also in the hand of a homeowner or subsequent owners. Decisions about updating its appearance were made regularly. The need to add additional living space to a house was often a function of family size. And in more recent years, the desire to minimize exterior maintenance resulted in changes. As architectural historians Virginia and Lee McAlester note, the effect of changes motivated by these reasons has been to "fundamentally alter the nature of the facade."<sup>12</sup>

Evaluations of Cedar Rapids' residential architecture in the Cedar Rapids Historical and Architectural Survey was loosely based on the system established by architectural historians Herbert Gottfried and Jan Jennings in their *American Vernacular Design, 1870 - 1940* (New York: Van Nostrand Reinhold Company, 1985). This system defines vernacular architectural forms or types based on a system using basic roof form and building shapes.

Set against this system of vernacular house forms are the commonly accepted styles observed in American architectural history from the Civil War through the Depression years. Prior to 1900 Cedar Rapids had only a handful of professional architects with local practices. Architects William Fulkerson, Charles Diemann, Ferdinand Fiske, Eugene Taylor, and H.S. Josselyn practiced under the firm names of Smith & Fulkerson, Diemann & Fiske, and Josselyn & Taylor beginning in the 1880s. They designed houses for some of Cedar Rapids' early industrialists and business leaders but most of their work involved commercial or institutional buildings.

Few examples of the Greek Revival, Italianate, Gothic Revival, or French Second Empire styles survive in Cedar Rapids. The Queen Anne Style, Stick Style, and Shingle Style are most evident in modest scale houses and the rich assortment of shingle claddings. Most surviving residences employed the Craftsman Style in one fashion or another. The Neoclassical styles including the Georgian Revival and Colonial Revival are frequently used as well. More rare are examples of the

<sup>12</sup>Virginia & Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1992), p. 18.

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Prairie Style and Mission Style.

What follows is a brief discussion of the vernacular house forms with reference to styles and approximate years for their use in Cedar Rapids. This system was the basis of architectural descriptions and significance statements prepared for more than 1,500 individual site forms prepared during the 1993-95 survey.

### 1-Story House Forms

The *1-Story Hipped Roof* house form was one of several common small house forms found in Cedar Rapids' working class neighborhoods. Examples dating from the 1880s - 1910 were typified by a square plan with a low-pitched hipped roof and a three-bay front facade with the entrance either centered between double-hung windows (earlier examples, 2/2) or set off-center. A low-pitched hipped roof porch (or stoop) extended across the front facade (or over the entrance). These houses were generally clad in beveled siding or narrow clapboards with rare examples executed in brick. (See photos, page 27)

The *1-Story Front-Gabled Roof* house form dated from the 1870s - 1910 and extant examples were especially common in ethnic neighborhoods where such housing was affordable for newly arrived Bohemian immigrants. This house form was typified by a narrow, rectangular plan with a gabled roof oriented toward the street. The front facade contained an attic window centered beneath the gable and two double-hung windows on the lower level or one double-hung window and an entrance door. In examples with two windows, the entrance was located on a side façade; simple lintels topped the openings. These houses were generally clad in beveled siding or narrow clapboards with rare examples executed in brick. These cottages were well suited for extensions and additions at the rear and to either side as the family grew and prosperity allowed. (See photo, page 28)

The *1-Story Gabled Front and Wing* house form sometimes referred to as the *Plains Cottage* was another small house form dating from the 1870's - 1910. It was typified by intersecting or perpendicular gable sections forming an ell plan with a porch usually filling the ell. Some examples of the Plains Cottage evolved from the addition of a rear wing to a 1-Story Front-Gabled Roof cottage. The front facade usually contained an attic window centered beneath the gable peak and two double-hung windows on the lower level or one double-hung window and an entrance door. The narrow width of property parcels often dictated short side wings. In examples with two windows, the entrance was located on a side facade; simple lintels topped the openings. Like Front-Gabled Roof cottages, these houses were generally clad in beveled siding or narrow clapboards with rare examples executed in brick. Changes in building details such as window arches and millwork help to distinguish which examples were built in stages over extended periods. (See photo, page 28)

The *1-Story Side-Gabled Roof* house form featured a rectangular plan with the long side facing the street. A center entrance was flanked by double-hung windows (earlier examples, 2/2). A porch or entrance hood was found infrequently due to the low height of the front wall and center gables were not commonly used. These cottages were well suited for rear additions, placed either at the center or to one side. Rear porches were often built in the resulting ells. The small size of this house form also allowed it to be relocated to make way for a larger house or to be retained on site as an outbuilding. (See photos, page 29)

### 1½ and 2-Story House Forms

The *1½ and 2-Story Gabled Front and Wing* dated from the 1880s to 1900 in Cedar Rapids' neighborhoods. It featured an intersecting or cross-gable roof configuration that created one or more ells in the floor plan, each usually containing a hipped roof porch. The house was clad in clapboard siding and/or decorative shingles with rare examples in brick. The front gable sometimes contained an open scrollwork or bargeboard trim along the eaves. If so, a similar design was sometimes employed in window hoods, canted walls, bay windows, or porch trim. Often a single 1/1 double-hung attic window was centered beneath the gable peak with taller double hung windows grouped in pairs or singly on the lower levels. The porch featured turned posts, piers, or columns with simple or elaborate balustrade designs. In Cedar Rapids'

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examples, the porch skirting usually had a vertical board design rather than a lattice or basket weave design. (See photos, page 31)

The *2-Story Organic Cottage* was one of several house forms with Queen Anne qualities. Its period of construction in Cedar Rapids paralleled that of the Gabled-Front and Wing extending from the 1880s to 1900. The Organic Cottage had a complex roof plan with a central hip predominating and intersecting hipped and gable sections. It had a combination of asymmetrical massing, projecting wings, gables, bays, balconies, porches, and verandas. A generous number of double-hung windows were included on every level and multiple entrances were located on the extensive verandas and many porches. Porch trim usually included turned posts or columns accompanied by spindled balustrades. Art glass sash appeared in cottage windows, staircase windows, and entrance doors. Exterior finishes included clapboard siding and decorative shingles, sometimes changing width or cut between levels or including an alternating band between floors. Massive chimneys projected through the center of the house and on exposed exterior walls. (See photos, page 32)

Another house type with Queen Anne influence was the *1½-Story Front-Gabled Roof* house form found in Cedar Rapids' neighborhoods dating from the 1880s to 1900. Later examples built through World War I claimed Craftsman influence. The *1½-Story Front-Gabled Roof* form had a rectangular plan with a 1½-story front facade featuring an open-gable roof of moderate pitch. Great variety was found in the detailing including decorative cornice returns, scrollwork patterns in the peak, decorative bargeboard, and simple to elaborate displays of shingle cladding (two or more rows of fish-scale, square-cut, saw-tooth, cove-cut, octagonal, or diamond-cut shingles laid in straight, staggered or wave rows). The lower level was usually clad with narrow clapboards. Gable wall or attic dormers were often found on side facades. A single window or pair of double-hung windows were symmetrically spaced beneath the gable peak on the upper floor. The lower level featured an entrance centered or to one side in combination with one or two double-hung windows (sizes may vary) or a cottage window. A hipped roof, shed or low-pitched gable roof porch extended across the front. Porch supports were columns of varied styles set on brick or stone pedestals or turned posts. Balustrades contained square, rectangular or turned balusters; occasionally, a closed rail clad in siding to match the body of the house was employed. (See photos, page 33)

The *2 or 2½-Story Front-Gabled Roof house* form was built between 1890 and 1925. It was one of the two most common house forms found in Cedar Rapids' neighborhoods (the other being the American Four-Square). A few early examples of the large scale Front-Gabled Roof house form feature Queen Anne decoration but most examples have Craftsman Style detailing. The narrow width (rarely more than 28 feet) front-gable design of this form was well suited to narrow width lots found in most of Cedar Rapids' residential neighborhoods both before and after 1900. Craftsman Style variations of this form often featured a moderately pitched roof with wide eaves and knee brace brackets. Exterior cladding could be narrow or medium width clapboards or a combination of two or three finishes varying between levels. For example, medium width siding was sometimes found on the lower level, narrow width on the upper level, and shingles in the gable peak – all separated by belt courses. (See photos, page 35)

Porches extending across all or part of the front facade were a necessity of the 2 or 2½-Story Front-Gabled Roof houses. Broad gable, hipped, or shed forms were equally acceptable. Roof supports were usually straight or battered piers set on pedestals or extending to the porch deck or ground. The balustrade and skirting panels generally consisted of square members sometimes alternating with wider boards. More than thirty separate gable peak treatments were found in the 2 or 2½-Story Front-Gabled Roof house forms in Cedar Rapids. They varied from the simple double-hung window to groupings of windows surrounded by pilasters and shed hoods with every combination of shingle, clapboard, and stickwork. Entrances were usually offset with one or more windows to either side. Use of cottage windows singly or flanked by double-hung sash was common. Foundations were stone, brick, or ashlar concrete block.

A variation on the 2 or 2½-Story Front-Gabled Roof house form was the *Suburban Cottage* built from the 1880s through World War I. It was distinguished by a closed-gable front facade and was usually somewhat wider and larger than its Front-Gabled Roof cousin. Exterior finishes and porches were similar but window treatment was generally more elaborate. Palladian windows were commonly found centered beneath the gable peak and bay fronts or bay windows were included on the upper levels. Like the Front-Gabled Roof house form, entrances were usually off-center with cottage windows or

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*1-Story Hipped Roof House: Joseph & Katherine Prochaska House, 927 5<sup>th</sup> St. SE (top);  
John & Marbaret Milbauer House, 1217 4<sup>th</sup> St. SW (bottom)*



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*1-Story Front-Gabled House: Kolar House, 907 17<sup>th</sup> Ave. SE (top);  
1-Story Gable Front & Wing House: Wencil & Mary Dvorak House, 65 19<sup>th</sup> Ave. SW (bottom)*



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*1-Story Side-Gabled House: James & Rosetta Gibbs House, 517 M Ave. NW (top);  
Albert & Marie Kuchynka House, 190 17<sup>th</sup> Ave. SW (bottom)*



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groups of double-hung windows to either side. Although the Suburban Cottage was not common in Cedar Rapids' neighborhoods, many of the surviving examples of this form are well-preserved. (See photos, page 36)

A second variation on the Front-Gabled Roof house form was the *Clipped-Gable Cottage* inspired by the Craftsman Style. Its defining characteristic was the use of a clipped or jerkin-head gable roof on the main house, porch, or entrance hood. In all other ways the Clipped-Gable Cottage was similar to Craftsman versions of the Front-Gabled Roof house form. Its popularity appears to have been brief in Cedar Rapids extending from just before World War I through the 1920s. (See photos, page 37)

The other house forms to survive in great numbers in Cedar Rapids' neighborhoods are variations of the *2-Story Hipped Roof* house form, a generic American house form built from 1870 to 1940. A handful of early examples of this form survive from the decades immediately following the Civil War had Italianate features including low-pitched hipped roofs with deep eaves supported by decorative brackets. In these examples, a hipped roof porch extended across a three-bay front facade with the entrance located off-center. Occasionally an L-plan would have a projecting hipped roof section or a more expansive veranda wrapping around the front facade.

The *American Four-Square* was the most common version of the 2-Story Hipped Roof house form. It began appearing in Cedar Rapids' neighborhoods shortly after 1900 and remained popular into the 1920s. Examples featured a large hipped roof (sometimes with flared or bell-cast lines) and nearly square floor plan. Attic dormers in various designs and sizes were used as a simple means for introducing light into the attic space or they could be richly embellished statements of other architectural styles. Porch treatments for American Four-Squares included hipped, gable, flat and shed roofs supported by columns or piers. Balustrades contained simple turned balusters, vertical board designs, or closed, clapboard clad finishes. The designs for porch skirting usually followed those of the balustrades. Examples of the American Four-Square were readily designed in the Craftsman Style, Colonial Revival Style, Mission Style, Prairie Style or a blend of more than one. Another local variation of the American Four-Square had a narrower front facade suited to those neighborhoods where lot widths were narrower or where three or four lots were further subdivided to contain an additional parcel. (See photos, pages 38 & 39)

The *2-Story Side-Gabled Roof or I-House* form was brought by pioneer settlers to Cedar Rapids in the 1850s and it continued to be built in residential neighborhoods through the 1930s. Like the 1 and 2-Story Hipped Roof house types, the 2-Story Side-Gabled Roof house was a generic American house type. The pre-1900 version of this house type takes the name "I-House" from its popularity during the 19<sup>th</sup> century in the states of Indiana, Illinois and Iowa. Its side-gabled roof featured multiple attic dormers or occasionally had a center gable wall dormer in the variation known as the *Center-Gable* house. The I-House generally had porches extending the full length of the front or centered on the middle bay section. In most instances, the Side-Gables Roof house form had a symmetrical front. After 1900, the exceptions to this practice were those cases where a 1-story sun porch or 2-story sleeping porch was attached to one of the gable ends. The 2-Story Side-Gabled Roof house and its Center-Gable variation were well suited to the Colonial Revival Style where most of the detailing appeared on the entrance and windows. A frequently used Craftsman variation placed shed dormers on the side-gabled roof, knee-brace brackets on the gable end, and exposed rafter tails or purlins along the cornice. (See photos, pages 39 & 40)

Several other house types to appear in Cedar Rapids' neighborhoods after 1900 were imported from the West Coast. The *Bungalow*, sometimes called the "California Bungalow," appeared in 1, 1½, or 2-story forms with low-profile front-gables, contiguous gables, or hipped roofs. Bungalows frequently had exposed purlins or brackets and exposed rafter ends along their wide eaves. Broad gabled front porches alternately appeared as cut-away sections or projecting wings. Balustrades contained simple turned balusters, vertical board designs, or closed, clapboard clad finishes. The designs for porch skirting usually followed those of the balustrades. Interior floor plans were extremely flexible and open, and pattern books contained hundreds of variations. Exterior finishes included clapboard, shingles, brick, stucco, or various combinations. (See photos, pages 40 & 41)

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Architectural and Historical Resources of Cedar Rapids Residential Neighborhoods, 1870 – 1940 Iowa  
Name of Multiple Property Listing State

*1½-Story Gable Front and Wing House or Plains Cottage: Santrucek-Baxa House, 1506 J St. SW (top);  
2-Story Gabled Front and Wing House: George & Martha Johnson House, 1543 B Ave. NE (bottom)*



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Architectural and Historical Resources of Cedar Rapids Residential Neighborhoods, 1870 – 1940  
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Iowa  
State

*2-Story Organic Cottage: William & Elizabeth Anderson House, 1411 A Ave. NE (top);  
Roche House, 1548 B Ave. NE (bottom)*



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Iowa  
State

*1½-Story Front-Gabled Roof House: Krofta House, 1516 L St. SW (top);  
Wencil & Kate Vostril House, 1333 4<sup>th</sup> St. NW (bottom)*



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Iowa  
State

The largest version of the Bungalow sometimes referred to as the "Bungaloid" or *Bungalow Cottage* is commonly found in Cedar Rapids' neighborhoods. They dated from the same period, 1900 to 1930, and were generally defined by their roof form – a broad, side-gable roof with an extended side forming the front porch roof. A large dormer topped by a shed or wide gable roof was centered on the front facade. The dormer usually contained multiple windows in groups or pairs. Other details and finishes were similar to Bungalows. (See photos, page 42 & 43)

Although Bungalows appeared in the Craftsman Style most often in Cedar Rapids' neighborhoods, an occasional example of an *English Bungalow* inspired by the Tudor Revival Style can be found. English Bungalows often had complex roof patterns with staggered, steep gables set against a hipped roof. Half-timbering, dormers, multi-light window groups, and elaborate entrance surrounds made English Bungalows readily identifiable. (See photos, page 41 & 42)

The *Gambrel Roofed* house form took its name from its roof design. It appeared in Cedar Rapids' neighborhoods from 1900 to the 1930s in both 1½ and 2-story variations. The gambrel end could either face street or be turned to the side with equal frequency. In either case, wide shed dormers were used in upper levels to secure extra room space and light. Most local examples contained design details from the Colonial Revival Style including multi-light windows, columned entrances, end-wall chimneys, and dentils. When the side-gable variation was used, sun porches and sleeping porches were common end wall additions. (See photo, page 43)

#### **b. Residential Neighborhoods**

Through the years Cedar Rapids developed a series of residential neighborhoods that were defined by natural features or parks, proximity to churches or schools, or by the factories and employment centers of their residents. Sometimes neighborhoods developed organically over many years with houses filling in slowly and tastes in building form, materials, and size changing from one generation to the next. These neighborhoods continue to show the greatest variety in architectural character and may span as many as six decades.

More often, Cedar Rapids' neighborhoods were developed intensely over a ten to thirty year period with a handful of real estate developers and promoters at the lead. In these neighborhoods, building form, style, and material followed certain norms of the day discussed previously. Exceptions occurred but the consistency of certain residential neighborhoods became readily visible and identifiable. The city plan prepared for Cedar Rapids in 1931 acknowledged this fact when the author wrote, "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..."

Residential real estate development saw several periods of robust growth during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries in Cedar Rapids. The first began during the early-1870s and continued through the early-1890s. The advent of this boom was triggered by several events beginning with the location of the repair shops for the Cedar Rapids, Burlington and Northern RR upstream of the downtown in 1868. Residential neighborhoods developed nearby and by 1875 Orville N. Hull was laying out new additions on the west bank of the river to house the railroad workers in what would come to be known as the "Time Check" neighborhood. This followed the successful effort of Hull several years earlier to establish additions in southeast Cedar Rapids dedicated to home building for workers employed at the nearby T.M. Sinclair Co., an important meat packing concern that had opened in 1871. The third important development during the 1870s was an upturn in the number of Bohemian immigrants into the area as a result of the Austro-Prussian War. These new arrivals frequently settled in the residential districts extending away from Third Street SE. Here new homes and commercial blocks sprang up overnight to keep pace with the influx of immigrants.

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*2 & 2½-Story Front-Gabled Roof House: Wencil & Rose Zalesky House, 1728 Bever Ave. SE (top);  
H.F. & Alice Jones House, 1630 Park Ave. SE (bottom)*



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Iowa  
State

*Suburban Cottage: Byron & Bell McKeeby House, 1828 Blake Blvd. SE (top);  
Mary Irving House, 1610 Park Ave. SE (bottom)*



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Iowa  
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*Clipped-Gable Cottage: Louis & Gertrude Rosenbaum House, 1721 Grande Ave SE (top);  
Charles & Eunice Lynch House, 1841 Bever Ave. SE (bottom)*



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Iowa  
State

*American Four-Square: Myer & Ruth Avedovech House, 1622 Bever Ave. SE (top);  
William & Elizabeth Pickett House, 1804 Bever Ave. SE (bottom)*



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Iowa  
State

*American Four-Square: Frank & Josephine Dostal House, 1714 3<sup>rd</sup> Ave. SE (top);  
2-Story Side-Gabled House: Arthur & Mary Tschirgi House, 517 19<sup>th</sup> St. SE (bottom)*



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Architectural and Historical Resources of Cedar Rapids Residential Neighborhoods, 1870 – 1940  
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Iowa  
State

*Center-Gable Cottage:* Herbert Wasson House, 1743 D Ave. NE (top);  
*Hipped Roof Bungalow:* Selden & Jessie Hoagland House, 1622 A Ave. NE (bottom)



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Iowa  
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*Contiguous Gable Bungalow: Earl & Jane Bland House, 1528 5<sup>th</sup> Ave. SE (top);  
English Bungalow: 1715 2<sup>nd</sup> Ave. SE (bottom)*



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Iowa  
State

*English Bungalow (Tudor Revival Style): Charles Harris House, 1828 5<sup>th</sup> Ave. SE (top)*  
*1½-Story Bungalow Cottage: Anton & Emma Cervenka House, 716 F Ave. NW (bottom)*



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Iowa  
State

*1½-Story Bungalow Cottage: Charles & Minnie Kohlmer House, 1730 3<sup>rd</sup> Ave. SE (top);  
Gambrel Cottage: Frank & Leigh Monahan House, 1646 3<sup>rd</sup> Ave. SE (bottom)*



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The founding and growth of dozens of industrial firms during the 1880s spawned further residential neighborhood building. These firms were located in every quadrant of the city along each of the railroad corridors entering the city. This geographic distribution of businesses enabled the population of workers to be spread throughout the city. Records of newly platted residential lots during the decade of the 1880s show new lots to be distributed on both sides of the river with more located on the west side than the east side. This difference in numbers appears to be attributed to several factors including the smaller size of lots in many of the subdivisions on the west side and therefore the greater number created per acre of land platted; the promotional prowess of land developers such as Orville N. Hull and James C. Young who were involved in west side development efforts during this decade; and the competitive pricing of west side lots. The popularity of small lots may be explained by their affordability for working class families who populated many west side residential neighborhoods near factory sites. These small lots were well-suited for the small houses often built by first-time home buyers in these neighborhoods.

As was noted earlier, the location of streetcar lines was an important factor in the success of residential neighborhoods beginning in the 1880s. For example, the streetcar line was extended into southwest Cedar Rapids only one year after James C. Young laid out his third addition in this neighborhood in 1883. Similar streetcar expansion on the east side along Third Avenue SE and Bever Avenue SE saw Bever Park Addition, Idlewild First and Second Additions, and Wellington Place First Addition platted by the Bever and Higley families during the 1890s. The annexation of 1890 further aided growth of residential neighborhoods during the following decade.

Following the turn of the century, a boom in local industry began that would continue for three decades. Population soared 119% during these thirty years 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.

During this same 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. An example from the private sector is seen in an advertisement 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."

Today, historic districts and individual historic buildings can be found in neighborhoods found in each of the geographic quadrants of the city. A summary description of the character and history of the neighborhoods found in each quadrant with special reference to potential historic districts within those quadrants follows. For purposes of this MPD, the *Northwest Quadrant* is defined as the area on the west side of the Cedar River extending from First Avenue north to Ellis Park and from the river west to Eleventh Street NW. The *Southwest Quadrant* extends from First Avenue south to Wilson Avenue SW and from the river west to the diagonal route of Chicago & Northwestern Railroad line from Tenth Street SW to Fourteenth Street SW. First Avenue divides the *Northeast Quadrant* from the *Southeast Quadrant* on the east side of the river. The *Northeast Quadrant* extends from Tenth Street NE and Interstate 380 northeast to Eighteenth Street NE and from First Avenue to the northern edge of Daniels Park. The *Southeast Quadrant* extends from Tenth Street SE to Nineteenth Street SE and from First Avenue to the Cedar River excluding certain commercial and industrial portions of the central business area.

#### Northwest Quadrant

The *Northwest Quadrant* is a mixed residential and industrial area built on the alluvial plain that extends away from the Cedar River's west bank and north of First Avenue. Bluffs and low hills lie along the western edge of this plain west of Tenth Street NW and continue northeast to connect to Ellis Park.<sup>13</sup>

<sup>13</sup>Ellis Park consists of approximately 400 acres acquired in a series of purchases beginning with 100 acres of farm land

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Although the history of the *Northwest Quadrant* was dictated by the usual development factors seen in urban centers in the Midwest, the most compelling factor was the influence of transportation – the location of railroad shops, the routes of streetcar lines, the location of river bridges, the location of railroad corridors, and more recently, the path of Interstate 380 through the neighborhood. The settlement pattern of this west side neighborhood resulted from proximity to transportation employment centers and various transportation routes.

The Burlington, Cedar Rapids and Northern RR (BCR&N), 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.

As was noted earlier, the presence of the shops required a significant labor force. The vacant land opposite the shops provided an economical location for building housing for the railroad workforce. As a result, the neighborhood's residential development paralleled the growth of the railroad shops that began full operation in the 1870s. An important real estate developer who saw the potential for housing in the Northwest Quadrant was Orville N. Hull. Hull's first residential land development took place in subdivisions laid out on the east side of the river adjacent to the Sinclair meatpacking plant. After lots in those additions were largely sold off in the mid-1870s he turned his attention to the west side platting Hull's Fifth and Sixth Additions in 1877.

During the next two decades the 335 lots in Hull's two additions became home to dozens of railroad repair shop workers and BCR&N RR linemen. When the Rock Island Railroad went through a period of financial distress after 1900, workers' wages came in the form of postdated checks. This practice resulted in the name "Time Check" for the west side 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.

Domestic building stock in this neighborhood was generally modest and unassuming. Small houses were added onto in a variety of creative manners, moved, or sometimes replaced with larger buildings. Considerable use was made of decorative shingles in gable ends and on dormers. Most buildings were 1½-story in height set on narrow lots with shallow setbacks on both the fronts and sides. Front porches were common. House forms included mostly 1½-story Front-Gabled Roof and Side-Gabled Roof houses, 2-story Gabled-Front and Wing houses and Front-Gabled houses, and 1-story Hipped Roof houses or Plains Cottages. A handful of American Four-Square houses and 1½-story Craftsman Style Bungalows made up the balance of the neighborhood. Despite the introduction of larger house forms, the modest working-class character of the neighborhood remained the same.

Two streetcar routes served the north and south sections of the neighborhood by 1900. One route followed First Avenue SW to Tenth Street SW and then turned from Tenth Street onto B Avenue to the western corporate 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 Eleventh Street SW north to the Cedar Rapids Turf Club, later Cedar Rapids Driving Park (between Tenth and Thirteenth Streets, E and I Avenues) and nearby Alamo Amusement Park (between B and E Avenues, Thirteenth and Fifteenth Streets, SW). The second streetcar route followed Third Street from First Avenue SW to G Avenue, crossed the railroad tracks on G before turning north on Sixth Street until the line ended at O Street and Ellis Boulevard.

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.

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**1993-1995 Historical and Architectural Survey Area, divided by quadrant**



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Not far from the streetcar line that ran through the center of the *Northwest Quadrant* is a collection of houses that make up the **G Avenue Historic District**. It extends along the 600 and 700 blocks with the former Cedar Rapids Pump Company (605 G Avenue NW) serving as a bookend at the east end and the former Free Methodist Church (800 G Avenue NW) at the west end. Ellis Boulevard divides the district in half with more modest scale residences to the east reflecting this block's greater proximity to the industrial railroad corridor bisecting the *Northwest Quadrant*. West of Ellis Boulevard are larger, more substantial houses with deeper front yards. Mature trees line the curbs.

Lots to the east of Ellis Boulevard were sold beginning in the 1890s. Most houses began as rental housing and were later converted to owner-occupied units. The nearby Chicago & Northwestern Railroad corridor attracted a variety of industrial users including flourmills, foundries, warehouses, and factories. Modest residential neighborhoods grew up immediately next to the industrial sites with homes providing housing for factory workers, mill hands, and railroad workers. The juxtaposition of industrial and residential land uses continues today.

The Cedar Rapids Pump Company began operations in 1881 manufacturing wood and iron pumps, wood stock tanks, soil pipe and fittings from its G Avenue NW location. The firm's wholesale business in iron pipe and plumber's supplies created demand for considerable warehouse space. By 1900, 110 people worked in their G Avenue site that included a foundry, lumber shed, pipe warehouse, and general warehouse. The principal building, a two-story block-long brick structure stretching along G Avenue, was built in ca. 1890 and was utilitarian in nature. In the tradition of 19<sup>th</sup> century factory buildings, generous natural light was provided by the use of tall double-hung windows on both levels. The company had eight traveling agents covering accounts in Iowa and adjacent states. In 1900 president James LaTourette with T.C. Munger as vice-president and W.C. LaTourette as secretary, treasurer, and general manager headed the company.

The houses of G Avenue opposite the pump factory drew the type of occupants found in similar neighborhoods – working class families who remained in the neighborhood from just a few years to a decade only to be replaced by similar families. The 600 block of G Avenue seemed especially popular for railroad workers – switchman, conductors, and shops workers. Several workers in the building trades lived here briefly and at least one pump factory worker lived here as well.

The portion of the *G Avenue Historic District* east of Ellis Boulevard did not see lots sold until after 1900 with most built for owner-occupants. Here too, railroad jobs gave employment to a large number of residents. A number worked as engineers while others worked at the railroad shops as a pipefitter, a machinist, a boilermaker, and a car inspector. Other residents in the neighborhood held jobs at other nearby factories such as the Cedar Rapids Rubber Company and the Cedar Rapids Sash and Door Company. A well-known resident of the neighborhood was John Powers who with his wife Mary occupied a large house in 1902 on a highly visible lot at the intersection of Ellis Boulevard and G Avenue. Powers worked for the Chicago, Rock Island and Pacific Railroad and was elected alderman of the Eighth Ward for two terms between 1902 and 1906.

The other large-scale building in the *G Avenue Historic District* is the Free Methodist Church built at the northwest corner of the intersection of G Avenue and Eighth Street NW in 1918. This example of a Side-Steeple church form has well-executed masonry work in its simple design. Its size makes it dominate the intersection while still fitting the scale of the balance of the neighborhood.

Along with transportation factors, the construction of churches and schools had a significant impact on the development of residential building stock in the *Northwest Quadrant*. Both schoolhouses and churches were viewed as positive additions in residential neighborhoods. In some cases their building affirmed real estate trends already in place but in other instances, residential development came in the wake of church or school building. The construction of Fillmore School at the northwest corner of C Avenue and Tenth Street SW was an example of neighborhood growth following in the construction of a school. When it was built in 1895 to alleviate overcrowding in the west side, it was located just one block from the streetcar route. The residential neighborhood that grew up to the east between Tenth and Eighth Streets, NW and A and E Avenues, NW, included a mixture of 1, 1½ and 2-story houses dating from the 1890s through the 1920s. Among the houses built here were Craftsman Style Bungalows, Bungalow Cottages and Four-Squares. A number of the

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individually significant buildings identified in the *Northwest Quadrant* come from this area.

The most common attribute of individually significant buildings in the *Northwest Quadrant* is decorative shingle treatment. Square-cut, fish-scale, cove-cut, keyhole-cut, diamond-cut, and saw tooth shingles appear in straight, staggered, or waving rows and bands. They fill gable peaks in 1, 1½ and 2-story houses and the pediments of porches, dormers, or entrance hoods. They offer surface relief and opportunities for the application of color when painted in a polychromatic fashion. They were relatively inexpensive to apply and required only an imaginative eye or the ability to copy what was being done down the street or across town. Local craftsmen were skilled in their application and local suppliers stocked many choices. Shingles could be adapted to various vernacular house forms including Front-Gabled Roof house forms, Bungalow Cottages, Bungalows, Side-Gable house forms, and Center-Gable Cottages. Its affection for shingles could have as easily made Cedar Rapids the "Cedar Shingle Capital" as the "Parlor City." Each section of the city features notable examples of the use of decorative shingles.

***Southwest Quadrant***

The *Southwest Quadrant* extends from First Avenue south to Wilson Avenue SW and from the Cedar River west to the diagonal route of Chicago & Northwestern Railroad line from Tenth Street SW to Fourteenth Street SW. 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 Fifteenth Avenue SW on the west to Ninth Avenue SW on the east. Shops for the CRANDIC, originally an electric interurban rail operation, were at Fifteenth Avenue SW and Thirteenth Street SW. This transportation route shared by the CRANDIC and the CMStP&P forms a major industrial corridor through southwest Cedar Rapids and continuing through the *Northwest Quadrant* to the north.

The topography of the *Southwest Quadrant* neighborhoods varies considerably. Portions of alluvial plain dominate the blocks along the river and extending well back with gentle changes in grade to the south. Rolling hills appear southwest of Fifteenth Avenue and Ninth 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 Fourteenth Avenue SW and east of Sixth 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 *Southwest Quadrant*.

Within the *Southwest Quadrant* there are 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 continue in use by local residents today. "Kingston" was originally platted in 1852 on property owned by David and Mary King and comprised approximately 13 full-blocks and 10 half-blocks, three of which fronted on the Cedar River. Several new additions to Kingston were made prior to the Civil War.

Although development of the *Southwest Quadrant* began with the formation Kingston, real growth did not come until after the town was annexed in 1870. West side residents successfully petitioned to have their town annexed to Cedar Rapids that year. Soon wagon bridges constructed over the Cedar River at First Avenue and Third Avenue gave west side residents ready access to employment centers and services in the downtown.

Another important realtor to impact the development of the Southwest Quadrant was James C. Young. Young platted a series of subdivisions bearing his name with Young's Third Addition alone containing 883 lots when it was laid out in 1883. Young build his residence on a prominence at the southwest corner of Eighth Street SW and Sixth Avenue SW giving rise to the name "Young's Hill" for the neighborhood.

Several other place names were associated with the *Southwest Quadrant*. Following its annexation in 1870, many local residents simply referred to Kingston as "West Cedar Rapids." "Alandale" was the name for a "paper town" north of Wilson Avenue.

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The pattern of settlement in the *Southwest Quadrant* saw the earliest development take place opposite downtown Cedar Rapids and then extend west and southwest of Kingston following the installation of streetcar lines. The first streetcar service west of the river occurred in 1882 and car shops were built for the streetcar company at Third Avenue SW and Third Street SW the following year. The streetcar routes through West Cedar Rapids included a line along Second Street SW with bridge crossings at First Avenue and Fourth Avenue. Additional routes extended west along First Avenue SW from the river to Thirteenth Street SW and south and west along Fourth Avenue SW.

The earliest residences in the *Southwest Quadrant* included modest, frame buildings closest to the west side business district south of Third Avenue SW. Proximity of this residential section to the central business district, appears to have encouraged some redevelopment by 1900 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 majority of the houses featured front porches with many displaying decorative shingle cladding – the signature finish discussed earlier for many Cedar Rapids residential districts.

A major public thoroughfare of the *Southwest Quadrant* was Sixth Street SW where the 3½-block section between Second Avenue SW and Sixth Avenue SW was home to four churches and an elementary school by 1915. West of Sixth Street SW and south of Fifth Avenue SW, housing stock consists of modest 1, 1½, and 2-story working-class homes. The corridors of the Chicago, Milwaukee, St. Paul & Pacific Railroad and the electric Cedar Rapids and Iowa City Railway (CRANDIC) traversed the west central portion of the neighborhood. As a result, factories and warehouses were located along these transportation routes. The 6-block site originally occupied by Link-Belt Speeder Corporation, is an example of industrial land use extending some distance from the rail corridor and affecting the nature of the residential housing that grew up around it.

Another major industrial land use in the neighborhood were the railroad repair shops located between the Chicago, Milwaukee, St. Paul & Pacific Railroad line and the Chicago & Northwestern Railroad (the western boundary of the *Southwest Quadrant* neighborhood) west of Twelfth Street SW. By comparison with the residential section north of Tenth Avenue SW, the residential districts along these industrial/rail corridors were generally composed of smaller scale, more modestly adorned houses. 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 Cedar Rapids.

The central and southern sections of the *Southwest Quadrant* area were first connected by public transportation to the balance of Cedar Rapids in 1884 when streetcar service was extended to a platted public square located between Eighteenth and Nineteenth Avenues, SW and Ninth and Eighth Streets, SW in the James C. Young's Third Addition. By 1910, when Lincoln School was built at the southwest corner of Ninth Street and Eighteenth Avenue SW at the terminus of the streetcar 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 Front-Gabled Roof and Hipped Roof house forms. Many of these residences contained only three or four small rooms when originally constructed. Only a handful of these small houses scattered through the neighborhood retain their original size and appearance.

The practice of building small freestanding residences to provide affordable housing rather than larger multi-family apartment buildings, row houses, 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 2Third Avenue SW) and the shops of the interurban at the terminus of Thirteenth Street SW and Fifteenth Avenue SW further drew workers to this affordable, nearby residential district.

The eastern section of the *Southwest Quadrant* extends along and several blocks away from the Cedar River. Topography of the area is generally flat with the meandering course of the Cedar River and its earthen levees constructed after 1900 forming the dominant natural feature in the area. When constructed in the 19<sup>th</sup> century, the Milwaukee Railroad route crossed the Cedar River at Ninth Avenue and the Rock Island Railroad at the east end of the T. M. Sinclair Co. and

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Burlington Street. Wagon bridges eventually were constructed at Eighth Avenue and at Sixteenth Avenue SW.

The Bohemian community on the east side of the river 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 Bohemian grocery store was established in the *Southwest Quadrant* neighborhood, a streetcar route formed a loop through the west side following Second Street SW to K Street and continuing on Sixteenth Avenue SW to C Street and then returning along Thirteenth Avenue SW and Second Street. The construction of the Sixteenth Avenue Bridge in 1910 and the establishment of a neighborhood park helped to boost the popularity of the area before and after World War I. Bohemian owned businesses grew up along Sixteenth Avenue to provide goods and services to the newly settled nearby Bohemian patrons.

Several Bohemian churches were established nearby as well including the Bohemian Methodist Episcopal Church (now, an apartment building, 100 block of Fourteenth Avenue SW), the Reformed Bohemian Church (non-extant, Eighth Avenue SW and M Street SW), and the St. Ludmila Catholic Church and School (215 2First Avenue SW) founded in 1914. The Bohemian National Cemetery located along Wilson Avenue and Bowling Street was another important ethnic institution of southwest Cedar Rapids.

The 16-acre Riverside Park was located between Twelfth and Fourteenth Avenues, SW and C Street SW 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. Riverside Park became readily identified with the celebration of Bohemian national holidays and special celebrations. Fire Station No. 5 (1115 C Street SW) was built in 1909 at the edge of this park. The National Czech and Slovak Museum and Library is now located on the edge of this park at 30-16<sup>th</sup> Avenue SW.

Upstream of Riverside Park was the site of the Douglas & Company starchworks established in 1903 just south of the Milwaukee Railroad bridge. The starchworks was a boon to employment and spurred development of dozens of houses in the immediate vicinity after 1900. Tragedy struck this neighborhood in the spring of 1919 when an explosion and fire killed 42 people. The rebuilding completed in 1921 by new owners, Penick and Ford, was welcomed following the devastation.

Residential development in the neighborhoods surrounding the starchworks contained a mixture of small and medium scale houses laid out along a system of irregular streets that resulted from the meandering course of the river and a hodgepodge of early subdivisions. More brick streets survive in this area than in other parts of the city. Individually significant properties include a mixture of 1, 1½, and 2-story houses dating from the 1890s through the 1920s. Among the most frequent house forms built here were Plains Cottages, Front-Gabled Roof house forms, and Gabled Front and Wing house forms. Both traditional Bungalows and Bungalow Cottages abound. The American Four-Square version of the Hipped Cottage is relatively rare.

Many buildings have floor plans that show a lifelong ownership pattern favored by the many Bohemian families who resided in this area – they made additions as their families grew and prosperity allowed. Like the *Northwest Quadrant*, the use of decorative shingles was common in this neighborhood. Though less common in other areas, brick was seen in a handful of residences in this area. Proximity to the former brickworks at 2First Avenue SW and C Street SW may account for this appearance.

Success of the Douglas & Company starchworks and its successor, Penick & Ford, coupled with growth in Cedar Rapids' Bohemian community in the years leading up to and following World War II. As a result, new businesses sprang up along Sixteenth Avenue SW including two new banks interested in providing mortgages for new house construction and home purchases. The Peoples Savings Bank was established in 1900 at the corner of Third Avenue SW and First Street SW to also serve residents on the west side. By the beginning of the Depression, the residential neighborhoods of the *Southwest Quadrant* were as densely developed as they would get.

#### **Northwest Quadrant**

First Avenue separates the *Northwest Quadrant* from the *Southeast Quadrant* on the east side of the river with the

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*Northeast Quadrant* extending from Tenth Street NE and Interstate 380 northeast to Eighteenth Street NE and from First Avenue to the northern edge of Daniels Park. The Chicago, Milwaukee, and St. Paul RR follows a northeast/southwest course through the area paralleling F Avenue NE and the Illinois Central Railroad follows a north/south route between Eleventh and Twelfth Streets, NE.

The topography of the *Northeast Quadrant* includes a combination of level blocks along First Avenue and gentle slopes and hills in the outer blocks. First Avenue, both historically and today, is Cedar Rapids' main thoroughfare. Designated U.S. Highway 151 today, it rises from the Cedar River valley up a steep hill nearly 13 blocks in length before following a direct course to Marion. This connection was especially important during the 19<sup>th</sup> century when Marion served as the county seat for Linn County requiring considerable legal and governmental business to take place in Cedar Rapids' neighbor.

Before the residential development could take place, however, the First Avenue hill had to be conquered. Various public improvements designed to alleviate the mud and standing water that plagued the hill included surfacing with wood pavers, crushed rock, and eventually brick. In the late 1880s, the portion of First Avenue in front of Coe College was cut nearly four feet to ease the hill's steepness. Excess dirt was used to fill portions of Cedar Lake so that Twelfth 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 First Avenue with vitrified bricks.

During the same period, a group of local entrepreneurs considered adding a streetcar line between Cedar Rapids and Marion. A horse drawn streetcar line was added in 1880 and in 1889, electric streetcars were introduced along the avenue. The presence of streetcar service and brick paving along First 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 Fourteenth Street and an extension was added from First Avenue to E Avenue NE along Fourteenth Street NE.

Coe College, located on First Avenue between Coe Road (formerly Twelfth Street) and Center Point Road (formerly Thirteenth 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.

Older residential areas of the *Northeast Quadrant* lie immediately north of First 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. The first residential areas to be developed north of First Avenue were a series of "Greene & College" subdivisions immediately northeast of the original Coe College square (bounded by First Avenue, Twelfth Street Thirteenth Street and B Avenue NE). These neighborhoods were developed in the 1870s and 80s with the new avenues laid out in parallel, diagonal courses as extensions of their below-the-hill counterparts. The new avenues were named after the letters of the alphabet and E Avenue NE was the last avenue before the Milwaukee Railroad corridor.

The Coe College<sup>14</sup> campus has been dramatically changed since its 19<sup>th</sup> century beginnings. New buildings, athletic

<sup>14</sup>Identification of significant buildings on the Coe College campus associated with the historical development of the college was outside of the scope of work of either the reconnaissance or intensive surveys.

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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.

There are three historic districts located in the neighborhoods developed north of Coe College before and after 1900. The oldest is the **A Avenue Historic District** located in the 1400 and 1500 blocks of A Avenue NE. The group of 28 buildings built from ca. 1890 to ca. 1915 includes several 1 and 1½-story houses with the balance 2-story. There are examples of the Gabled Front and Wing house form, Front-Gabled Roof house form, Gambrel Cottage, Organic Cottage, 1-story Hipped Cottage, American Four-Square, and Suburban Cottage house forms within the small district. Several unusual examples of the use of decorative shingle cladding that is commonly found in Cedar Rapids' residential neighborhoods survive here.

1Fourth Street NE forms the southwest boundary of the *A Avenue Historic District* with the northeast boundary located in the mid-1500 block at the edge of a large, at-grade parking lot on the southeast side of A Avenue NE. The integrity of houses on the opposite side of the street seriously declines after this point as well. The 1½-block long stretch retains all but one of its original buildings, a house located at 1421 A Avenue NE. Mature trees line A Avenue NE, a narrow and quiet street compared to busy First Avenue just one block away. The houses have moderate to short setbacks and narrow side yards.

The history of past residents of the *A Avenue Historic District* reads like a study of Cedar Rapids' economy. Beginning in the 1890s, the street was occupied by owners and managers of commercial and industrial concerns, commercial travelers for a wholesale grocers and drug companies, real estate agents, and insurance agents. Next to commercial travelers, railroad related jobs were the largest single group with individual occupations including engineers, conductors, freight agents, and shops workers. Employees of the Order of Railway Conductors headquartered in Cedar Rapids and the streetcar company also resided here. Despite proximity to Coe College, only a few instances of a Coe teacher residing in the neighborhood occurred before 1925.

Conversion of the large houses on A Avenue NE to apartments began before World War I and followed a pattern. A house would be built for one family, occupied by the widow for a few years after her husband's death, and then converted to duplex use, sometimes with the widow continuing in one unit. One double-house was built as such in the neighborhood at 1511-13 and subsequently converted to more apartments.

The second potential historic district in this neighborhood is the **B Avenue Historic District**. It includes five blocks of houses along B Avenue NE extending from Fifteenth Street to Eighteenth Street NE. In this district are portions of the Greene and College Addition, including the Waterhouse Replat, the Coe College Addition, and Bever's Second Addition. Lots in these additions were sold in the decades immediately preceding 1900 as residential building moved north and east of the Coe College campus at First Avenue and Twelfth Street NE.

The more than fifty houses along B Avenue and its cross streets comprise a mixture of vernacular and high style houses with the earliest designs dating from the end of the Civil War and the most recent from the years following World War I. The district includes 1½ and 2-story examples of a variety of vernacular house forms including the Gabled-El, Front-Gabled Roof house form, Gambrel Cottage, Organic Cottage, Hipped Cottage (both 1-story and 2-story American Four-Squares), Side-Gabled Roof house form, Bungalow and Suburban Cottage. The houses are generally set well back on their lots with slightly wider side yards than houses along nearby A Avenue and C Avenue. Houses on the intersecting streets have narrower side-yards and shorter setbacks.

A wide range of American residential architectural styles from the period is present in full-scale examples as well as individual components or details. Styles include the Italianate, Queen Anne, Shingle, Gothic Revival, and Craftsman. Frequent components include cut-away and wrap around porches, Palladian windows, bracketed cornices, turrets or towers, bay walls and windows, and decorative millwork. The most important detailing, however, is the varied use of shingle finishes. Square-cut, fish-scale, cove-cut, keyhole-cut, diamond-cut and saw tooth shingles appear in straight,

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staggered, or waving rows and bands. They are used in gable peaks, pediments of porches, dormers, or entrance hoods. Shingles were applied to houses beginning in the 1880s and their use extended through the 1920s. Today, in houses where other synthetic materials may have been applied, shingle treatments often survive in preserved areas.

The architectural and historical significance of the *B Avenue Historic District* is heightened by the presence of the Central Park Presbyterian Church at the intersection of B Avenue and Seventeenth Streets, NE. Constructed in 1890, this example of the Side-Steeple Church form is a well-preserved, cream colored brick and stone building with square-cut shingles in the front-gable – a trait shared with many residences in the neighborhood.

At the opposite end of the district is a large site occupied by the original Polk School built in ca. 1890 at B Avenue and Fifteenth Street NE. A larger building was constructed in 1896 in the neighborhood and a major addition was built in 1902. The contemporary Polk School replaced the earlier structure in the 1960s and 1970s and excluded from the *B Avenue Historic District*.

In describing the neighborhood surrounding Polk School shortly after 1900, a local newspaper writer wrote that the area was made up of "the well-to-do element . . . traveling men, railroad men and business men."<sup>15</sup> The accuracy of this description is born out in the record of residents of this area through the years. City directory searches completed for each building during survey work in the neighborhood identified dozens of traveling men otherwise called "commercial travelers," "traveling agents," or "salesmen" residing in the neighborhood. They worked for grocery and produce wholesalers, drygoods houses, implement companies, jewelry wholesalers, and pharmaceutical manufacturers. Their families lived in both small and large residences but usually resided for no more than five years in the neighborhood.

Railroad workers and their families, in contrast, occupied their homes for many years often maintaining the same jobs throughout their lives. They included employees of the Burlington, Cedar Rapids and Northern Railroad and its successor, the Chicago, Rock Island & Pacific Railroad, and the Chicago, Milwaukee and St. Paul Railroad. Shops for the Rock Island were located a little more than one mile away along the Cedar River and the Milwaukee line paralleled E Avenue NE just three blocks away. As a result, city directories show that the *B Avenue Historic District* was home to a variety of railroad workers including a freight auditor, several clerks, a railroad car inspector, several engineers, an auditor, a brake inspector, a trainmaster, a timekeeper, and a chief dispatcher. Related positions included workers for the Railway Mail Service and an officer of the Order of Railway Conductors that was headquartered in Cedar Rapids.

The balance of the *B Avenue Historic District* was made up of the families of businessmen and professionals. Several Coe College professors, a few dentists and physicians, and several lawyers resided on B Avenue. The ranks of businessmen included insurance agents, real estate agents (at least five during a 20-year period), and bank cashiers. The managers of several major local industrial concerns also resided here including the superintendent of Quaker Oats Co. and the managers of a foundry, implement company, and paper company. The balance of the neighborhood was home to retirees and widows.

The third historic district in the *Northeast Quadrant* is the *C Avenue Historic District*. The 13 houses in this district were built on six divided lots located in Block 18 of the Coe College Addition along the south side of C Avenue NE between Fourteenth and Fifteenth Streets, NE. The district tells the story of real estate development in one of Cedar Rapids' boom periods – the years before World War I, and the career of a prominent businessman associated with this growth industry – Michael Ford. One house in the district (318 Fourteenth Street NE) is associated with the boyhood years (1902 - c.1916) of American Regionalism artist and Cedar Rapids native, Grant Wood.

<sup>15</sup>"Our Schools, Polk, and Its Rapid Development - Its Teachers and Patrons," *Cedar Rapids Leader*, June 3, 1905.

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The history of this small neighborhood began in 1898 when Coe College began selling the lots in the area. Hattie Wood, a widow, and her children moved into the only house on the block in 1902 and her son, Grant, was enrolled at Polk Elementary School. He became known for his drawing ability and as an eighth grade student, took third place in a national art contest. He graduated from high school in 1910 and many of his subjects for drawings and paintings came from friendships and contacts made with individuals in *Northeast Quadrant* neighborhoods. Hattie Wood suffered financial difficulties and lost the Wood family home to foreclosure in 1916.

Development of the balance of the *C Avenue Historic District* began with the sale of Wood's property by the foreclosing bank to the Towne Realty Company in 1916. Towne Realty started building rental houses on Lots 1 and 2 that year. Three of the four houses they completed were rented to railroad workers. The same year that Towne Realty started building houses, Michael Ford acquired Lots 3,4,5, and 6. Michael Ford's life was a Horatio Alger success story of sorts. The son of Irish immigrants, Ford learned the trade of barbering as a young man. Upon moving to Cedar Rapids in 1884, he opened his own shop. Within a decade he formed a partnership in a contracting business doing brick paving and heavy construction work. Shortly after 1900 he took full control of the company and began expanding the business into related enterprises. He became partial owner of a company that operated five asphalt plants, and became a stockholder in the Purrington and Barr paving brick plants in Illinois. He took control of another paving brick plant in Buffalo, Kansas. In Cedar Rapids, the M.A. Ford Company was associated with countless street paving, sewer, and water main projects.

Ford was quick to construct eight houses on Lots 3,4,5 and 6 on C Avenue NE after acquiring them in 1916. Seven were completed the same year and one the next. Two simple Craftsman Style designs were used for the 1½-story houses – the Front-Gabled and Clipped-Gable Cottage forms with front porches varying between hipped, shed and gable forms. A common feature found in each house was the grouping of three windows centered beneath the front gable consisting of two 1/1 double-hung sash flanking a horizontal, fixed sash in line with the upper lights of the flanking windows. Though alterations have been made to the exterior cladding of several of these houses, their common design elements survive to tell the story of their origins. The designs of two of the Towne Realty houses matches that of the Ford houses as well resulting in a common theme and variation for ten houses in one block.

The houses of the *C Avenue Historic District* share a common history as well. All of the houses except for the Wood House on Fourteenth Street NE were originally built as rental properties. The burgeoning population of Cedar Rapids in the years preceding and following World War I created a ready market for new residential dwellers. Cedar Rapids nearly doubled in size adding 20,000 new residents between 1900 and 1920. Contractors such as Ford and real estate companies such as Towne Realty saw this growth reflected in their business and invested in rental housing as a means of participating in the robust economy.

Major employers in Cedar Rapids during this period were the four trunk line railroads that passed through the city and the two electric interurbans that had routes terminating in Cedar Rapids. The Chicago, Rock Island and Pacific Railroad and Chicago, Milwaukee and St. Paul Railroads had repair shops here. The Chicago and Northwestern Railroad had major switching yards and the Illinois Central made several connections in Cedar Rapids. The Cedar Rapids and Iowa City Railway and the Waterloo, Cedar Falls and Northern Railway operated interurbans beginning in 1904 and 1914 respectively with terminating stations in Cedar Rapids. As a result of the network of lines passing through or emanating from Cedar Rapids, it became a rail hub in eastern Iowa. And no single block in the city likely employed more railroad workers than the 1400 block of C Avenue NE in the years immediately before and after World War I. City directory records from ca. 1916 through 1930 show the houses occupied by two brakemen, an engineer, two machinists, a motorman, a chief clerk, a fireman, and several Railway Mail Service employees. Other working class residents rounded out the block.

Today the residences in the 1400 block of C Avenue face an open green space associated with Coe College. This two-block area has never been developed thereby retaining the original, historic view of the National Oats Company, now Pawnee Mills, located alongside the Chicago, Milwaukee and St. Paul Railroad right-of-way.

Besides the three historic districts, the area between First Avenue and the Chicago, Milwaukee and St. Paul Railroad route contains a number of intact, large-scale residences significant for their architectural form and style. Included in this group

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are a series of Center-Gable Cottages and Bungalow Cottages in the 1600 and 1700 blocks of D Avenue built shortly after 1900. The broad, side-gable roofs are a common feature of these houses with variations including porch treatments, use of a center-gable versus a gable dormer, window grouping patterns, and shingle finishes. Other individually significant buildings include a Tudor Revival fire station (Station #3, 1424 B Avenue), Craftsman Style Front-Gabled Roof house forms, Side-Gabled Roof house forms, Bungalows, several Plains Cottages, and both 1 and 2-story Hipped Cottages. The most elaborate architectural embellishment is found on the Napoleon and Corine Franchere House (1757 D Avenue NE) – a 2-story Suburban Cottage with decorative shingles, varied porches and balconies, a porte cochere, detailed millwork and a prominent corner location.

The balance of the *Northeast Quadrant* extending north of the right-of-way of the Chicago, Milwaukee and St. Paul Railroad consists of a series of small level areas, hills, knolls, ravines, and valleys. Topography defined early settlement patterns beginning with railroad routes. The Milwaukee Railroad route follows a gently sloping corridor away from the Cedar River. The relatively level sites of the Milwaukee corridor further stimulated the location of factories and warehouses that continue today.

Along the western edge of the *Northeast Quadrant*, the Illinois Central Railroad takes advantage of a natural valley formed by McCloud's Run.<sup>16</sup> Now largely a dry run along much of its course, this ravine extended from north to south with Cedar Lake at its southern end. The original sources of water for McCloud's Run were several natural springs in the vicinity of 4<sup>th</sup> Second Street NE. Industrial land users such as breweries required a ready supply of pure water. 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 arrival of state and national prohibition laws before World War I.

The hilly terrain of the area northeast of Cedar Lake contributed to the slower development of residential districts in this section of the *Northeast Quadrant*. 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 Greens. Judge 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 Sixteenth Street and 2<sup>nd</sup> Fifth Street NE extending south to First 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.

Efforts to see Mound Farm's sale and development encouraged the introduction of a streetcar 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 *Northeast 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 this section of the *Northeast Quadrant* as visual reminders of the historic rural development of this part of Cedar Rapids.

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<sup>16</sup>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.

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The residential districts found north of the Chicago, Milwaukee & St. Paul Railroad corridor were largely developed between 1900 and the 1930s with areas north of J Avenue NE subdivided in later decades. Working class housing stock along Fourteenth Street NE in the shadow of the National Oats Company's multistory food processing buildings is mostly 1-story Hipped Roof house forms and Bungalows. North of the National Oats Company plant, the hillside was divided into stepped lots along Maplewood Drive, NE opposite Daniels Park and along Seventeenth Street NE. Modest residences of 1 and 1½-stories were built here.

Daniels Park served as a physical buffer or transition between the working class neighborhood immediately adjacent to the National Oats Company 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 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. Tall, stately deciduous trees and a few conifers cover the park's hills 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 parkland rises to a high point at I Avenue NE.

West of Daniels Park along Oakland Road, the houses are 1 and 1½-story Craftsman Style Bungalows, Side-Gabled Roof house forms, Front-Gabled Roof house forms and Bungalow Cottages. The similar design and nearly identical forms for many of the houses in this section of the *Northeast Quadrant* indicate that development took place over a relatively short period of time beginning with World War I and continuing through the 1920s. For example, the blocks of terraced lots with nearly identical 1-story, front gable cottages along Twelfth Street NE south of H Avenue were likely developed simultaneously by a single real estate company. The only institutional building from this period found in this neighborhood was Daniels Park Presbyterian Church, an unusual Craftsman Style Side-Steeple Church (860 Center Point Road, NE) constructed in 1913. As with the city park built on donated land several blocks to the east, Daniels Park Presbyterian Church was made possible by a major gift from Harriet Daniels. This church and a handful of residences are individually significant properties in this section of the *Northeast Quadrant*.

***Southeast Quadrant***

The *Southeast Quadrant* fans out from the downtown along the Cedar River extending south and east from First Avenue to Nineteenth Street. Within this large area are three distinct neighborhoods. The first is the older east side Bohemian residential and commercial area along the river between Fifth Avenue SE and the T.M. Sinclair Company. The second is the Oak Hill neighborhood extending south of Mount Vernon Road around Oak Hill Cemetery to Fourth Street SE. And the third is composed of the various Wellington and Bever additions between First Avenue and Mount Vernon Road and between Twelfth Street and Nineteenth Street SE. The topography, ethnic composition, and socioeconomic makeup of these neighborhoods are as varied as the architectural styles found in each. A description and comparison follow.

The first Bohemians populated a neighborhood that extended along the river, an extremely flat area prone to flooding before construction of levees after 1900. It was not surprising that this same flat land would provide a level route for several railroads. The Chicago, Milwaukee & St. Paul Railroad and the Chicago, Rock Island & Pacific Railroad followed along the right-of-way of Fourth Street SE from bridges across the Cedar River. When constructed in the 19<sup>th</sup> century, the Milwaukee Railroad crossed the Cedar River at Ninth Avenue and the Rock Island at the east end of the T. M. Sinclair Co. and Burlington Street. Separate wagon bridges crossed the river at Eighth Avenue SE/8<sup>th</sup> Avenue SW and at Sixteenth Avenue SW/14<sup>th</sup> Avenue SE with another highway bridge later added at Twelfth Avenue SE.

Cedar Rapids' Bohemian commercial center was located along Third Street SE after the Civil War with a series of related institutional buildings in this corridor. At the turn of the century, this area included three grocery stores, a butcher shop, a

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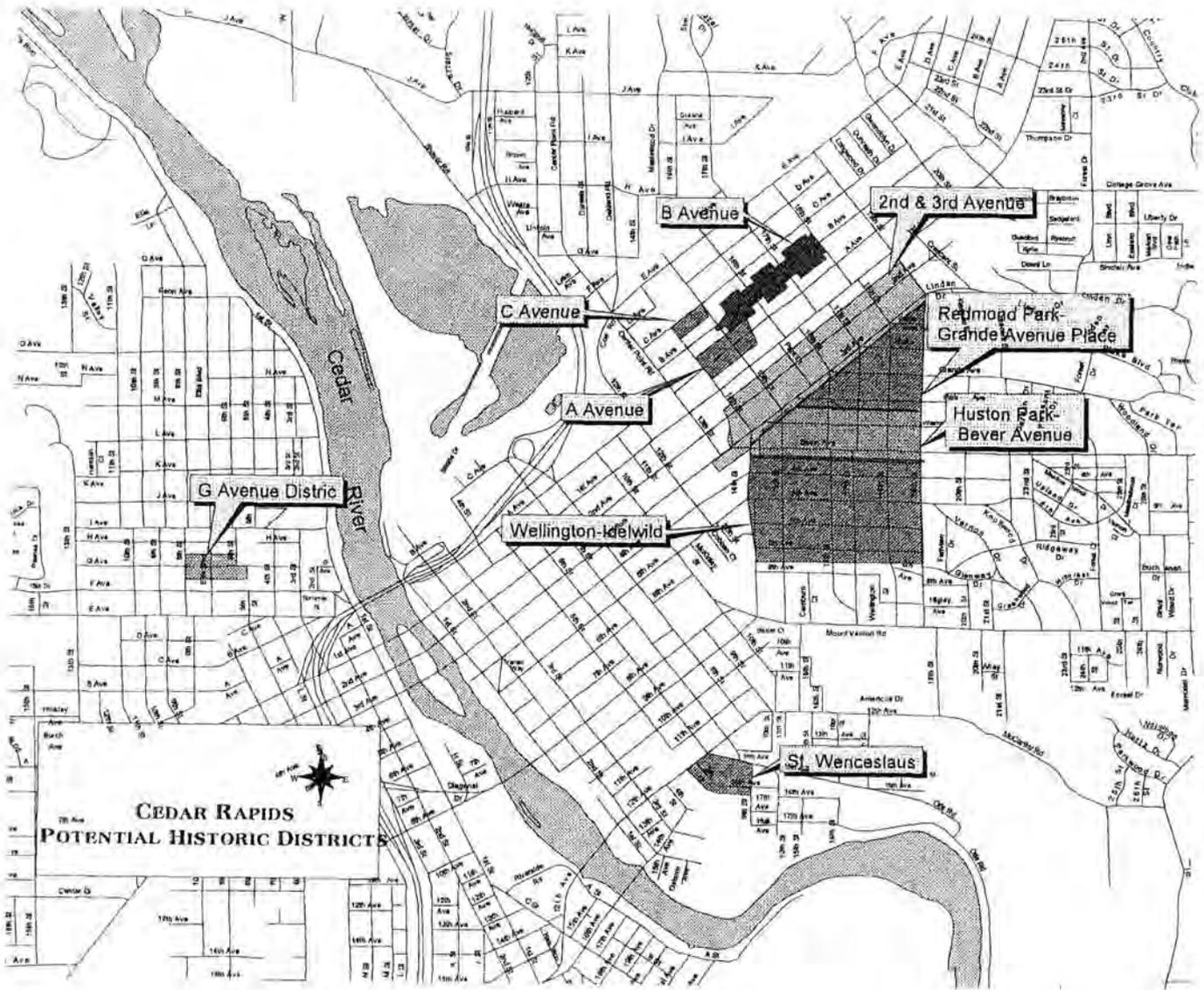
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### Potential Historic Districts in 1993-1995 Survey Area



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bakery, pharmacy, two shoe stores, a furniture store, print shop, two dry goods stores, a milk depot, the Bohemian Library, restaurants, two theaters, several saloons, a jewelry store, Monroe School that in 1905 claimed 85 per cent of its students were of Bohemian descent, and the Bohemian-American Hose Company serving properties on the east side of the river from its Eleventh Avenue SE and Third Street SE location. Most of the social institutions referred to in earlier discussions of Cedar Rapids' Bohemian community also had their roots on the Eastside in Third Street locations.<sup>17</sup>

The second neighborhood of the *Southeast Quadrant* was the Oak Hill section. It lies southeast of the central business district and north of the Bohemian neighborhood. Its irregular shape has Oak Hill Cemetery, St. John's Cemetery, and portions of Van Vechten Park as its eastern edge. The routes of the Chicago and Northwestern Railroad and the Chicago, Rock Island & Pacific Railroad enter the neighborhood over separate railroad bridges from the southeast and converge along a shared right-of-way that follows Fourth Street SE from Ninth Avenue to Fifth Avenue SE.

Topography of the Oak Hill neighborhood consists of both level sections and hills. Oak Hill Cemetery, St. John's 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 20<sup>th</sup> Street and Seventeenth Street SE, the road is approximately 6' to 8' below grade level. Sou<sup>th</sup> 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 Eighth Avenue SE, McKinley School looks out from its hillside site overlooking the Mercy Hospital campus.

The hilly land at the east end of the Oak Hill neighborhood was first selected for use as a cemetery in 1854. At that time 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 that were added in 1906 mark the entrance gate and a wrought iron perimeter fence enclose the cemetery. South of Oak Hill across Twelfth 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.

The green buffer created by the three cemeteries continues along Nineteenth Street SE south of Twelfth Avenue SE in the form of Van Vechten Park. Van Vechten Park (named for Ralph Van Vechten) was acquired in 1927 and 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.

Originally the name "Oak Hill" was used to describe the entire southeastern section of Cedar Rapids. The name first appears on the subdivision platted in 1857 by S.D. and Sarah Carpenter. 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.

It was not until 1886 that streetcar 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 First Avenue SE and followed Fifth Street SE to Fifth Avenue SE, turned north and continued on Fifth Avenue SE to Tenth Street SE. From here the route followed Tenth Street SE passed the Mercy Hospital buildings until it connected to Mount Vernon Road and eventually ended at Oak Hill Cemetery.<sup>18</sup>

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<sup>17</sup> This commercial neighborhood is discussed in greater detail in the historic context for "Bohemian Commercial and Social Life in Cedar Rapids, 1875 - 1925" included in the MPD titled "Commercial and Industrial Development of Cedar Rapids, Iowa, c. 1865 - c. 1945" (submitted and approved for National Register listing in 1997).

<sup>18</sup> The Higley family farm was strategically located north of Mount Vernon Road between Fourteenth and Nineteenth Streets, SE and Bever Avenue. In future years, streetcar 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.

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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 next to the Rock Island Railroad Bridge along the Cedar River beginning in 1872 had a profound impact on the Oak Hill neighborhood. The workforce for this flagship Cedar Rapids meat processing plant grew to 800 by 1900. Many employees and their families lived in the nearby residential neighborhoods originally platted during the 1870s by Orville N. Hull. Shops for the Chicago & Northwestern Railroad were built between the railroad bridge and Otis Road south of Eighteenth Street SE, and operations of both the Chicago & Northwestern and the Rock Island 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 Seventeenth Avenue and Sixteenth Avenue SE and Ninth Street and Fifteenth Street SE are located in one such area. The houses are almost entirely 1-story Plains 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. A handful of individually significant buildings of extremely modest scale and detail are found in this neighborhood. Visual and functional links to the former Sinclair plant include a substantial stone industrial building west of the intersection of Ninth Street and Seventeenth Avenue SE. The building is eleven bays wide with original 9/9 window sash in place. The CIO Tavern across the street at 1616 Ninth Street SE is located along the invisible boundary between factory and worker. Most of the buildings in this neighborhood are extensively altered and poorly maintained.

The second example of a working class residential area is the ***St. Wenceslaus Historic District***. Located along Fifth Street SE opposite St. Wenceslaus Bohemian Catholic Church and School (1224 Fifth Street SE), the district contains eleven houses of which eight are nearly identical 1½-story Plains Cottages located on narrow lots opposite the church and school. This house type dates from the 1880's to 1910 in Cedar Rapids. Extant examples are especially common in ethnic neighborhoods where such housing was affordable as rental housing or for purchase to newly arriving immigrants. This house form is typified by a narrow, rectangular plan with a front-gable roof. The front porch has either a hipped or low gable roof. Two double-hung windows appear on the lower level with the entrance to one side and no openings above the porch.

This block of houses was originally constructed by the Sinclair Company to provide rental housing for its workers. Through the years the houses have been occupied mostly by factory workers employed at the Sinclair Company's meatpacking plant or at other nearby industrial sites including the Star Wagon Co., the Cedar Rapids Canning Co., and the Iowa Steel and Iron works.

The principal landmark of the ***St. Wenceslaus Historic District*** is St. Wenceslaus Bohemian Catholic Church. The church was founded in 1874 just two years after the Sinclair Company started operations. The parish began with just sixty members. The Bohemian community grew considerably during the 1870s as a result of European wars and recruitment to work in Sinclair's meatpacking plant. The enlargement of social centers such as St. Wenceslaus mirrored this growth. In 1904 a substantial new church was built 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.

The center of the Oak Hill neighborhood, in many respects, was Tyler School (non-extant) located at the intersection of Twelfth Avenue and Seventh Street SE. 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 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

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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 Tenth Street SE (non-extant). The Great Depression of the 1930s saw the hard times for Oak Hill's residents worsen as factories closed and the neighborhood's unemployment rate rose above 22% – the rate for the balance of Cedar Rapids.

Religious buildings in the Oak Hill neighborhood included the former Sinclair Memorial Presbyterian Church (southwest corner of Tenth Street and Twelfth Avenue SE) built in 1902 with a gift from the Sinclair family and St. George Orthodox Syrian Church (1202 Tenth Street SE) built in 1914. The Hus Memorial Presbyterian Church was at the intersection of Seventh Street and Ninth Avenue SE, was established in the 1890s to serve the Bohemian residents of the area and in 1915 the present church building was erected.<sup>19</sup>

The third neighborhood to be developed within the *Southeast Quadrant* consisted of a series of progressive residential subdivisions developed between the 1890s and 1920s by descendants of two early families – the Bevers and the Higleys. This area is situated between First Avenue and the Oak Hill neighborhood, and its subdivisions had various names, some memorializing their relationship to the families responsible for their development.

The southern half of this area was associated with the Higley family. Prudence Crane Higley once owned approximately 160 acres between Fourteenth Street and Nineteenth Street SE and between Mount Vernon Road and just south of Bever Avenue. 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 that formerly comprised the Higley farm. Several other subdivisions platted by the Higleys bore the name "Idlewild." Both Wellington and Mortimer became founding stockholders in the Merchants National Bank with Mortimer serving as president between 1883 and 1899. The two brothers died in 1900 just as the subdivisions they were responsible for were thriving. Harvey's son, Elmer Higley, continued the family interest in residential and commercial real estate development into the next generation.

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 several pieces of land north of the downtown beginning with Bever's First Addition in 1874. Subsequent Bever additions extended north and east in the 1880s. Then in 1891 with Sampson Bever in retirement, the brothers formed the Bever Land Company to continue development efforts. The land the company focused on abutted the Higley farm extending from Bever Avenue north to near Linden Drive and from Second Avenue SE east to the western edge of today's Bever Park. Additions in this area 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. They were involved in efforts to extend streetcar lines, city water and sewer lines, and to build parks. In addition, the Bevers undertook private improvements on land they developed. That their work was held in high regard by their contemporaries is evident in the following description of the first Bever Park Addition platted in 1892.

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<sup>19</sup> Jan Hus, namesake of the church, was a Fifteenth century Bohemian religious reformer who was 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.

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Probably the most notable addition to Cedar Rapids which was laid out between 1880 and 1900 was Bever Park addition, platted in 1892... It lies on the southeast side of First Avenue and extends from Fourteenth street to Seventeenth street. It is bounded on the south by Bever avenue, which separates it from the subsequently platted Wellington Place and Idlewild additions. The plat contains 167 lots. The lots are 60 feet in width and 140 feet in depth with a 20 foot alley at the rear. Before any of the lots in this addition were sold or offered for sale the streets and alleys were brought to grade, the lots also graded as to take off all storm water and make the whole plat uniform; and sewerage and gas were put in. These preparations relieved buyers from much inconvenience. Prior to the platting of Bever Park addition no such pains had been taken by those who laid out additions to put them into attractive shape. The splendid results which followed the methods pursued by the Bever Land Company attest to the wisdom of such a course. The lots in their addition were not handled for speculation, but were sold directly to parties desiring permanent homes. Nearly all of the lots have been sold and there are now about as many attractive homes in the addition as there were originally vacant lots for a few of the lots have been divided into forty foot lots. The prices realized from lots have varied according to the location and time of sale, the minimum figure being about \$500 and the maximum figure being about \$1,300. Bever Park addition is one of the many monuments of the energy, enterprise, discernment and taste of George W. Bever.<sup>20</sup>

The Bevers used these progressive development measures for a marketing advantage. 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."<sup>21</sup>

Another event to impact the development of the *Southeast Quadrant* followed the death of Sampson Bever in 1892. For the next four years, Bever's five children contested Sampson's will because it transferred a disproportionate amount of real estate assets to brothers James and George. The case was litigated all the way through the Iowa Supreme Court with the controversy taking front page headlines for four years. Dozens of news accounts were written describing the positions of Bever's daughters Jane Spangler and Ellen Blake and their three brothers. In January 1896 the estate was settled with assets divided equally among the five heirs. Though difficult to measure, the impact of the will controversy appears to have been to delay further platting activity by the Bever Land Company or members of the Bever family until after its resolution.

When the new residential additions sponsored by the Higleys and Bevers were laid out south of First Avenue city planners took advantage of the opportunity to orient extended streets and avenues to the compass. Both Second and Third Avenue SE were continued in a diagonal fashion as far as Nineteenth 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 Fourth through Eighth 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 Fourth Avenue, and continuing with Washington, Park, Grande, Blake and Ridgewood.

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 First Avenue. Population soared 119% in three decades from 25,656 in 1900, 32,811 in 1910, 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. Firms controlled by Malcolm Bolton, George and Horace Hedges, Henry Ely, J.S. Anderson and others joined the ranks of the Bevers and Higleys in promoting residential subdivisions as the city grew. The early real estate community formed the Cedar Rapids Real Estate Board with 58 members in 1917. Adoption of a zoning law and expansion of the city's park system were early efforts of the board.

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<sup>20</sup> Greene, C.G., "Comprehensive Review of Real Estate Conditions in Cedar Rapids," *The Cedar Rapids Evening Gazette*, (January 9, 1904).

<sup>21</sup> Cedar Rapids City Directory, 1909, p. 339.

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To accompany Cedar Rapids' 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 tarred, 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 First 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 the Bever Park Addition, the first of six additions bearing the family name situated along and north of Bever Avenue from First Avenue SE to Twenty-first Street (Bever Park Additions and Bever Woods Addition).

Other parks in the area included two small triangular properties along Third Avenue SE: Redmond Park and Huston Park. Redmond Park, originally named "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 that was removed to the Cedar Rapids waterworks site for a time and reinstalled in 1995. Huston Park comprising only .05 acres, was deeded to the City in 1903 by the Bever Land Company – developer of nearby residential areas.

Among the other subdivisions included in this *Southeast Quadrant* neighborhood were Vernon Heights (by J.S. Anderson and Son); Ridgewood, Grande Avenue Place, and Sampson Place (all on former Bever family property); and Wellington Place and Wellington Heights Additions (developed by various members of the Higley family).

After only a few decades of growth, residential neighborhoods in the *Southeast Quadrant* 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 and decorative shingles), 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 remarkably high. As a result, extensive portions of the Bever and Wellington additions south of First Avenue qualify as a series of individual though contiguous historic districts. Four such districts are described below.

The ***Second and Third Avenue Historic District*** extends along both avenues from Fourteenth Street to Nineteenth Street SE. Several large-scale multi-family residential buildings mark the southwest end of the district. The Commonwealth Apartments (1400 Second Avenue SE) is a seven-story, Neoclassical Style brick and terra cotta building with a colonnade entrance in the center of its U-shaped floor plan. Built in 1925, it is the largest multi-family property in the neighborhood. Diagonally across the intersection is Windemere (205 Fourteenth Street SE), a 3-story Side-Gabled Roof brick apartment building in the Tudor Revival Style constructed in ca. 1935. A third apartment building, the Mead Flats (1407 Third Avenue SE) is located just a block away along Third Avenue. It was built in sections before and after World War I with an irregular floor plan designed to fit the unusual 45° shape of the intersection of Third Avenue and Bever Avenue SE. When the first section of the Mead Flats opened in 1914 the *Cedar Rapids Evening Gazette* noted that every apartment would be occupied when the \$25,000 building was completed. The apartments rented for \$40 to \$45 a month with each unit including a gas range, refrigerator and stationary vacuum cleaner.<sup>22</sup>

<sup>22</sup>"The New Mead Flats," (captioned photograph) *Cedar Rapids Evening Gazette*, January 1, 1914.

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Two large-scale churches are also situated at the southwest end of the district. They include Westminster Presbyterian Church (1285 Third Avenue SE) constructed in 1905 and St. Paul's Methodist Episcopal Church (*National Register of Historic Places*, 1340 Third Avenue SE) completed in 1913-14. The designs of the two churches show significant contrast with Westminster's Late Gothic Revival design rendered in gray stone and St. Paul's acclaimed design by architect Louis Sullivan constructed of brown brick. Both churches selected suburban residential neighborhoods when they outgrew downtown sites. The new locations were along the route of the streetcar line that connected the new Bever and Wellington additions to the downtown via a line along Third Avenue and Bever Avenue.

The balance of the *Second and Third Avenues Historic District* contains a series of intact residential blocks facing onto wide, tree-lined avenues. Residences date from the early 1890s through the early 1930s. Large 2-story frame, brick, and stucco houses are set well back on deep lots. At the southern end of the avenues, a few houses display design features held over from the late Queen Anne period. Decorative shingle detailing used in house, porch, and dormer-gables is an example of such a feature. Others houses were built in the American Four-Square, Organic Cottage, Front-Gabled Roof, and Side-Gabled Roof house forms. Design features and detailing from the Colonial Revival, Georgian Revival, Craftsman, and the Tudor Revival Styles are found on these houses. The northern ends of the avenues were developed the latest and the residences built here are influenced mostly by the Craftsman Style.

Middle and upper income households originally occupied the Second and Third Avenue Historic District. They included many railroad workers (clerks, conductors, engineers, and machinists), traveling agents or commercial travelers, downtown business owners and managers, industrial owners and plant managers, lawyers, doctors (physicians, osteopaths, and dentists), bank officers and cashiers, real estate agents, and teachers. Among the district's more prominent business families were the following:

**Second Avenue SE**

Franklin & Mary Kilborn, photographer & inventor - 1344 Second Ave. SE  
John & Clara Limback, Limback & Jeffrey Lumber Co. - 1544 Second Ave. SE  
Edward & Edna Greedy, general manager, LeFabure Ledger Co. - 1614 Second Ave. SE  
Ferdinand & Katherine Fiske, architect, Dieman & Fiske - 1620 Second Ave. SE  
Clement & Charlotte King, president, King-Wilder Grain Co. - 1632 Second Ave. SE  
Alfred & Lillian Newman, president, National Yeast Co. - 1700 Second Ave. SE  
Joseph & Mary Cockfield, president, Cedar Rapids Foundry & Machine - 1720 Second Ave. SE  
Ambrose & Ella Jeffry, president, Cedar Rapids Sas & Door Co. - 1724 Second Ave. SE  
Charles & Frances Denecke, C. Denecke, Inc., retail drygoods - 1744 Second Ave. SE  
Charles & Mabel Dieman, architect & sculptor, Dieman & Fiske - 1800 Second Ave. SE (second house)  
Malcolm & Louise Bolton, M.V. Bolton & Co., real estate - 1820 Second Ave. SE  
George & Georgia Ludy, president, Ludy & Taylor, jewelers - 1845 Second Ave. SE  
Herbert B. & Lenore Hunting, treasurer, Williams & Hunting Co., planning mill - 1857 Second Ave. SE

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Enlow & Alberta McCartney, secretary/treasurer, Iowa Wind Mill & Pump Co. - 1432 Third Ave. SE  
Ezra & Emma VanMetre, president, American-Canadian Land Co. - 1513 Third Ave. SE  
Austin & Marie Garretson, president, Order of Railway Conductors - 1534 Third Ave. SE  
Everett & Aileen Seely, secretary/treasurer, Dearborn Brass Co. - 1544 Third Ave. SE  
Charles & Mabel Dieman, architect, Dieman & Fiske - 1560 Third Ave. SE (first house)  
Howard & Neva Cherry, secretary, J.G. Cherry Co. - 1564 Third Ave. SE  
O.W. Lyman, Lyman Brothers, millinery - 1580 Third Ave. SE  
Dr. Richard & Jessie Lord, LeFebure Ledger Co., Acme Fire Insurance, & other - 1580 Third Ave. SE  
Frank & Josephine Dostal, Dostal's Saloon - 1714 Third Ave. SE  
George & Bessie Steffy, manager, Upton & Co., agricultural implements - 1744 Third Ave. SE  
Charles & Edna Barnes, vice-president/secretary, E.E. Pinney Coal Co. - 1896 Third Ave. SE  
Martin & Ina Kehoe secretary/treasurer, Hall Manufacturing Co. - 1896 Third Ave. SE  
Elmer & Jennie Runkle, secretary, Williams & Hunting Co., planning mill - 216 Fifteenth St., SE  
Alfred & Edith Hammond, president, Aston-Seaton Implement Co. - 213 Sixteenth St., SE

Many of these houses were occupied by the same family for many years with unmarried adult children continuing to reside at home. The pattern of extended families often included an elderly parent, usually a mother, residing with her children or living in an adjacent home. Many houses continued to be occupied by widows who often survived their husbands for several decades. Working women made up a small minority in the neighborhood with their employment limited to teaching, nursing, or working in some capacity in a downtown shop or office.

East of the *Second and Third Avenue Historic District*, the housing subdivisions were developed over just a few decades – a relatively short period of time in terms of city building. The largest, most substantial houses appeared on east-west avenues with somewhat lesser residences constructed on the north-south streets. This was due in part to the fact that the side street houses were built on rear portions of corner lots that had their principal orientation toward the avenues. Real estate advertisements promoted this feature as an asset by saying that buyers had the "privilege of two houses" on corner lots.<sup>23</sup>

Approximately a dozen house forms with variations in dormer and window placement, porch design, window pattern, and cladding are seen in the area. Common forms include American Four-Squares, Front-Gabled Roof and Side-Gabled Roof, Organic Cottages, Bungalow Cottages and Bungalows, Suburban Cottages and Gabled-Front and Wing house forms. Detailing includes either Craftsman or Neoclassical elements.

Three separate historic districts adjoin the *Second and Third Avenue Historic District* to the east. The northernmost historic district, the **Redmond Park-Grande Avenue Place Historic District**, is east of the *Second and Third Avenue Historic District* to the east and north of the *Huston Park-Bever Avenue Historic District*. As the name suggests, this district includes Redmond Park at its west end. This triangular parcel containing 1.22 acres is located between Third Avenue, Park Avenue and Sixteenth Street SE. Redmond Park was originally named "Bever Park" and as such was the namesake for the nearby Bever Park additions. It was acquired in May 1892 and later renamed for John Redmond, the mayor and key leader in the effort to adopt the commission form of government.

The balance of the *Redmond Park - Grande Avenue Place Historic District* is contained within a triangle of blocks extending from Third Avenue to Nineteenth Street along Park Avenue, Grande Avenue, Blake Boulevard, and Ridgewood Terrace. The district includes portions of Grande Avenue Place Addition and Bever Park Third Addition first developed by

<sup>23</sup>Advertisement for "Vernon Heights," November 9, 1907, unidentified Cedar Rapids newspaper.

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members of the Bever family. The western boundary of the district follows the rear property lines of Third Avenue houses with Nineteenth Street, a busy collector street, serving as the northeast boundary. The alley south of Park Avenue forms the southern boundary. Most of the district is flat with topographic changes accommodated by the occasional terraced or sloping front yard.

The 9½ blocks that makeup the *Redmond Park-Grande Avenue Place Historic District* contain a series of moderate width lots with nominally spaced 1½, 2 and 2½-story houses. The avenues are wider and more dominant than the streets but both have tree-lined edges. Grande Avenue is at the heart of the historic district with its wide public right-of-way forming a grand west entrance route to Bever Park, a 70-acre park located two miles east of Third Avenue and north of Bever Avenue. Houses along Grande Avenue are some of the largest in the district with an average of eight or nine houses per facing block compared to ten or twelve along Bever or Park Avenues.

A substantial majority of the houses are of frame construction with a handful of brick or stucco finish. The district's houses were predominantly built in several variations of the Four Square, Front-Gabled Roof house form, Suburban Cottage, and Side-Gable forms with a few examples of the Gambrel Cottage, Bungalow Cottage, and Bungalow.

The Craftsman Style dominates the designs of a large majority of the houses in this district. This resulted from the fact that the era of the style's popularity roughly paralleled the development years for Grande Avenue Place between ca. 1900 and 1925. The Craftsman Style is seen in such features as overall form, porch detailing, eave treatment, window configuration and grouping, and cladding. The form most frequently used included the American Four-Square with its low-hipped roof and attic dormers in the full cube shape or narrower version suited for smaller lots. The second common form was the Front-Gable with its low-pitched front-gable roof and rectangular floor plan. The closed-gable version known as the Suburban Cottage is a variation of this form. The Side-Gabled Roof 2-story with its rectangular plan and long side toward the street was also popular.

Each of these forms was well suited for the Craftsman Style. Contrasting finishes for each level were common and porches usually extended across the full front with either a shed, hipped or low-gable roof. Simple straight or battered piers with narrow or wide board balusters in the balustrades and porch skirting finished out the porch detailing. Square-cut shingles, sometimes laid in alternating thin and wide bands, were placed in gable ends, on dormers, on upper levels of the houses or all three locations. The integrity of the houses of this district is higher than would ordinarily be expected.

Two churches were located in the *Redmond Park-Grande Avenue Place Historic District* during the 1920s. Grande Avenue United Presbyterian Church (extant but no longer used for church purposes, 340 Sixteenth Street SE) was the third Presbyterian church to be located within a one square-mile area. The church has since been abandoned and converted to an apartment building. The second church was St. John's Episcopal (355 Nineteenth Street SE) originally established in 1910 as an outpost of Grace Episcopal Church to serve residents of the city's growing southeast neighborhoods. James Bever, the senior warden at Grace Episcopal Church and a promoter of nearby housing subdivisions, gave property for the construction of a church at Park and Nineteenth Street. In 1920, the Tudor Revival Style building was erected.

Streetcar lines along Bever Avenue, Third Avenue and First Avenue offered convenient connections to employment centers and shopping in the downtown. Real estate promoters such as James L. Bever eagerly sought brick street paving. Several streets retain brick pavers today including Sixteenth Street between Third Avenue and Bever Avenue SE and on Park Avenue between Third Avenue and Seventeenth Street SE. This includes the blocks facing Redmond Park.

The *Redmond Park-Grande Avenue Place Historic District* was originally occupied by a mixture of socioeconomic groups including a number of economically and socially mobile, second-generation Bohemian households. The families were a mix of middle and upper-income households. Fewer railroad workers occupied this neighborhood than in the neighboring districts to the south. A sampling of households from several blocks along Park Avenue, Grande Avenue, Blake Boulevard, and Ridgewood Terrace during the period between 1900 and 1930 follows:

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State

Name of Multiple Property Listing

Dr. Byron & Bell McKeeby, dentist - 1828 Blake Boulevard SE  
Daniel & Margaret McGinn, yardmaster, Rock Island RR - 1829 Blake Boulevard SE  
Frank & Nettie Anderson, contractor - 1838 Blake Boulevard SE

#### Ridgewood Terrace SE

Joseph & Christina Svoboda, commercial traveler - 1800 Ridgewood Terrace SE  
Anthony Tschirgi, president & general manager, Russell's Railway Guide Co. - 1803 Ridgewood Terrace SE  
Rev. J.R. McCullough - 1809 Ridgewood Terrace SE  
Glenn & Mable McCollister, switchman, Rock Island RR - 1815 Ridgewood Terrace SE  
Orrin & Lottie Dickeson, insurance agent - 1821 Ridgewood Terrace SE  
Cornelius & Ella Crowley, contractor - 1825 Ridgewood Terrace SE  
Charles & Nettie Preussner, patrolman - 1828 Ridgewood Terrace SE  
George & Esther Johnson, credit manager, Chandler Pump Co. - 1829 Ridgewood Terrace SE

Immediately south of the *Redmond Park-Grande Avenue Place Historic District* is the ***Huston Park-Bever Avenue Historic District*** where large 2-story residences were built along Bever Avenue SE and Fifth Avenue SE. The *Huston Park-Bever Avenue Historic District* includes portions of Bever Park First, Second, and Third Additions. The boundaries of this district are a combination of rear property lines and alleys on the west, north, and south with Nineteenth Street, a busy collector street, serving as the east boundary. These boundaries generally included all properties facing Bever Avenue and Washington Avenue. To the west is the *Second and Third Avenue Historic District* and to the north is the *Redmond Park-Grande Avenue Place Historic District*.

The 9½ blocks that makeup the *Huston Park-Bever Avenue Historic District* contain a series of narrow lots with closely spaced 1½, 2, and 2½-story houses. Huston Park is a small triangular shaped parcel left over when the newly platted east-west avenues and north-south streets met Third Avenue's diagonal course. Developer of the Bever Park additions, the Bever Land Company, deeded the property to the City for park use on December 30, 1903. Charles D. Huston, namesake of the park, was mayor at the time. The houses facing Huston Park on the south and east sides appeared within a few years.

Both Bever Avenue and Washington Avenue have tree-lined edges with topographic changes along their course accommodated by terraced or sloping lots. Bever Avenue once contained a streetcar route that connected to the downtown along Third Avenue SE. A substantial majority of the houses are of frame construction, and most have shallow to moderate setbacks. Washington Avenue is distinguished from Bever by its narrower width and the presence of two institutional buildings - First Congregational Church (1620 Washington Avenue) and Johnson School (north side between Seventeenth and Eighteenth Streets, SE) built in 1969.

The approximately 230 houses in the *Huston Park-Bever Avenue Historic District* were predominantly built in the American Four-Square, Front-Gabled Roof, and Side-Gabled Roof forms with a few examples of the Organic Cottage, Bungalow Cottage, and Suburban Cottage house form. As in other *Southeast Quadrant* historic districts, the influence of the Craftsman Style predominates and is clearly evident in the form and finish of dozens of houses. The effect of a less common architectural style, the Colonial Revival, is also seen here in a handful of residences and the district's only church. Colonial Revival Style residences include the George & Nellie Peasley House (1427 Bever Avenue SE) and Charles & Grace Ward House, both well-preserved examples of a Center-Gable house form with Colonial Revival detailing, and the Alonzo & Rose Van Alst House (1552 Washington Ave. SE), a symmetrical Side-Gabled Roof house form with Colonial Revival proportions and openings. The district's Colonial Revival Style church, First Congregational Church (1620 Washington Ave. SE), was built in 1930 at the end of the development period for the *Huston Park-Bever Avenue Historic District*. The church's Gable End form features a four-level steeple with an eight-sided spire that dominates the nearby residential blocks.

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Like the *Wellington-Idlewild Historic District* to its south, the *Huston Park-Bever Avenue Historic District* was home to a mixture of socioeconomic groups drawn to the area by convenient streetcar access along Bever Avenue, proximity to parks (Huston Park, Redmond Park and Bever Park), and the nearness of several protestant churches along Third Avenue, Grande Avenue, Park Avenue, Washington Avenue, and Nineteenth Street. A mixture of homeowners and tenants populated the district with the latter residing in mid-block and corner double-houses and several multi-family apartment buildings. The corner double-houses were frequently a composite of two hipped house forms with half-size entrance porches oriented toward both the avenue and street. Examples in the district included buildings at 1419, 1520 and 1521 Washington Avenue SE and 1814 Bever Avenue SE.

As with the historic districts to the north and south, the *Huston Park-Bever Avenue Historic District* contained mobile residents with occupants of houses along Bever and Washington Avenues changing frequently. When a family did stay longer, it was not uncommon to see the head of the household rise in employment stature and economic standing. At least 10 per cent of the district's families were headed by traveling agents or commercial travelers employed by the city's substantial number of wholesale firms including Churchill Drug Company; Welch-Cook-Beals Co., wholesale drygoods; John Blaul's Sons Co., wholesale grocers; Severa Pharmaceutical Co.; Frazee-Weed, wholesale produce; and Witwer Brothers, wholesale grocers. The popularity of Cedar Rapids for traveling salesman was noted by local realtor George T. Hedges when he wrote in a *Cedar Rapids Evening Gazette* column in 1905 that Cedar Rapids was "recognized as the best place in the territory to get in and out of making it possible for the traveling salesman to cover their territory to better advantage."<sup>24</sup>

Another large group of residents worked for one of the four trunk-line railroads that passed through Cedar Rapids at the time. The district's railroad workers included clerks, train dispatchers, yard workers, inspectors, truck drivers, conductors, engineers, machinists, street railway motormen, and Railway Mail Service workers. With so much building underway to house Cedar Rapids' burgeoning population it was not surprising that many residents worked in the building trades as tinnners, carpenters, plumbers, electricians, masons and general contractors. The balance of the neighborhood was made up of professionals and employees who worked a host of small businesses, manufacturing concerns, and downtown merchants.

Three well-known public figures resided along a multi-block section of Washington Avenue between 1903 and 1925. The first was Cedar Rapids High School's beloved principal - Abbie Abbott. She held the position at old Washington High School from 1886 until 1921. During part of that time she resided at 1415 Washington Avenue SE. One of the few women to hold such a position in Iowa at the time, Abbott was held in high regard as both a teacher and a skillful executive.

The other two public figures were elected officials. Fred Lazell, managing editor for the *Cedar Rapids Republican*, was superintendent of the department of parks and public properties during his six-year tenure on the Cedar Rapids City Council between 1912 and 1918. During this time he and his wife Roxanna lived just a block away from both Redmond and Huston Parks at 1557 Washington Avenue SE. A few years later in 1926, William Loftus was elected to a two-year term as mayor and superintendent of public affairs. It was during his tenure that Kenwood Park, a suburban community located along the streetcar line connecting Cedar Rapids to Marion, was annexed to Cedar Rapids and that the Memorial Building and City Hall were built on May's Island.

South of the *Huston Park-Bever Avenue Historic District* is the ***Wellington-Idlewild Historic District***. It includes the blocks between Fourteenth Street (facing blocks included) and Nineteenth Street (east facing blocks excluded) and Fifth and Seventh Avenues (facing blocks included). These blocks include portions of Wellington Place First, Second, Fifth, Sixth and Seventh Additions; Idlewild First, Second and Third; Wellington Heights; and the Higley Addition. A strong western boundary of the district is formed by Fourteenth Street SE due in part to the fact that its lots and houses were

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<sup>24</sup>Hedges, George T., "Much Building in Prospect," *Cedar Rapids Evening Gazette*, (January 2, 1905), p. 7.

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originally oriented toward this street rather than the intersecting avenues south of Fifth Avenue. Major sections of this street remain brick paved. Historically, Fourteenth Street marked the western boundary of land originally owned by Prudence Higley, developed by her family, and bearing the name of her son, Wellington.

On the east edge of the district, Nineteenth Street, a busy collector street, serves as the boundary. Although lots were not originally oriented to Nineteenth Street, building practice has resulted in construction of more substantial houses along this corridor creating a dividing line between the *Wellington-Idlewild Historic District* and neighborhoods to the east. As with the western boundary, the north boundary for the *Wellington-Idlewild Historic District* is based on the historical association of the included area with members of the Higley family. The southern boundary is based on the integrity of the building stock. South of Seventh Avenue SE the integrity of building stock declines substantially.

The 22 blocks that makeup the *Wellington-Idlewild Historic District* contain a series of narrow lots with closely spaced 1, 1½, 2 and 2½-story houses. The avenues are wider and more dominant than the streets but both have tree-lined edges. A substantial majority of the houses are of frame construction, and most have shallow setbacks. The district's houses were predominantly built in the Four-Square, Front-Gabled Roof, and Side-Gabled Roof forms with a few examples of the Gambrel Cottage, Bungalow Cottage, and Bungalow house form.

Influence of the Craftsman Style is seen in a majority of the houses in such features as overall form, porch detailing, window configuration and grouping, and cladding. The Craftsman Style lent itself well to the type of residential development underway in the various subdivisions of the *Wellington-Idlewild Historic District*. Its popularity was made possible by the use of pattern books and nationally distributed magazines such as *House Beautiful*, *Good Housekeeping*, and *Ladies' Home Journal*. An examination of houses in this district shows a common use of house forms, plans, and dimensions with a mixing of repeated details and finishes. Despite the seeming simplicity of many Craftsman designed elements, there are few identical houses among the nearly 500 houses included in the *Wellington-Idlewild Historic District*.

A mixture of socioeconomic groups including many second and third-generation Bohemian households occupied the *Wellington-Idlewild Historic District*. Residents were drawn to the area by the convenience of streetcar lines (Bever Avenue line to the north and Mount Vernon Road line to the south); the presence of public improvements including sewer, water, macadam paving and cement sidewalks; and the parks and landscaping in surrounding areas. The families who populated the new neighborhoods included homeowners and a considerable number of tenants. Movement in and out of the neighborhood was frequent with families residing from three to ten years. The families were headed by railroad workers (clerks, conductors, engineers, machinists, and Railway Mail Service workers), traveling agents or commercial travelers, downtown business employees and neighborhood shopkeepers, factory workers, bank employees, and insurance workers. A representative list of the makeup of the district's families in period between 1900 and 1930 follows:<sup>25</sup>

**Fourth Avenue SE**

William & Mary Howell, commercial traveler, Warfield-Pratt-Howell, wholesale grocers - 1413 Fourth Ave. SE  
Thomas & Emma Myers, engineer, Rock Island RR - 1416 Fourth Ave. SE  
Norman & Ella Smith, clerk and later special agent, Farmers Insurance Co. - 1428 Fourth Ave. SE  
Richard & Birdie Robinson, conductor for CRANDIC Railway - 1434 Fourth Ave. SE  
Vaclav & Magdalena Hurka, car repairer, Rock Island RR Shops - 1439 Fourth Ave. SE  
William & Letta Sarset, commercial traveler, Churchill Drug Co. - 1442 Fourth Ave. SE  
Harry & Kathryn Vane, clerk, Railway Mail Service - 1511 Fourth Ave. SE  
Lucius & Emma Hubbard, superintendent, Hubbard Ice Co. - 1526 Fourth Ave. SE

<sup>25</sup>The sample families are taken from two avenues in the district - Fourth Avenue and Seventh Avenue. The individuals listed are from city directory samples taken in five to ten year intervals for the years 1903, 1909, 1914-15, 1926 and 1932. The examples selected are for individually significant buildings with a high degree of building integrity.

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Louis & Tina Woukoun, cashier, American Trust & Savings Bank - 1532 Fourth Ave. SE  
John & Alice Lynott, department manager, Quaker Oats Co. - 1535 Fourth Ave. SE  
Daniel & Gwendolyn Hunter, aviator - 1545 Fourth Ave. SE  
Wesley & Rosalind Robinson, clerk, Max Hirsh Clothing - 1562 Fourth Ave. SE  
Edward & Lura Hetzel, commercial traveler, Cedar Rapids Oil Co. - 1617 Fourth Ave. SE  
Louis & Vera Cullman, credit manager, Three-Minute Cereal - 1620 Fourth Ave. SE  
Frank & Lotie Pollock, auto livery & later, real estate - 1712 Fourth Ave. SE  
Frank & Annie McDowell, saloon operator - 1722 Fourth Ave. SE  
Elmo & Bernice Coquillette, clerk & later president, Merchant's National Bank - 1723 Fourth Ave. SE  
Dr. Wilfie & Emma Suthers, dentist - 1725 Fourth Ave. SE  
Charles & Abbie Baker, employed by Penick & Ford, corn processors - 1726 Fourth Ave. SE  
John & Charlotte Kanealy, pharmacist - 1727 Fourth Ave. SE  
Walter & Nita Jackson, Ellwood, Jackson & Sprague, general insurance - 1730 Fourth Ave. SE  
Frank Kider, manager, Cedar Rapids Sash & Door Co. - 1740 Fourth Ave. SE  
Thomas & Rose Halpin, accountant - 1802 Fourth Ave. SE  
Harry & Grace Palmer, manager, Sinclair Co., meat packers - 1819 Fourth Ave. SE  
Frank & Frances Kouba, Jr., clerk, Post Office - 1826 Fourth Ave. SE  
Louis & Mauds Scellars, Snow White Diary Lunch Bar - 1834 Fourth Ave. SE  
Fred & Mary Haldy, operates saloon, 1840 Fourth Ave. SE  
Thomas & Mae Whilock, insurance - 1845 Fourth Ave. SE

**7<sup>th</sup> Avenue SE**

Frank & Laura Adamec, laborer - 1407 Seventh Ave. SE  
Charles & Rebecca Bachman, commercial traveler - 1410 Seventh Ave. SE  
Anna Janoushek (widow), bookkeeper, Simon & Son, wholesale/retail cigars & tobacco - 1415 Seventh Ave. SE  
Frank & Fannie Barts, works at Witwer Brothers, wholesale grocers - 1425 Seventh Ave. SE  
Charles & Nettie Preussner, conductor, street railway - 1433 Seventh Ave. SE  
Frank & Emma Hac, machine handler, Williams & Hunting, planning mill - 1501 Seventh Ave. SE  
Harry & Marion Martin, clerk & later superintendent of mails, Post Office - 1502 Seventh Ave. SE  
William & Elizabeth Witte, butter maker, Blue Valley Creamery - 1503 Seventh Ave. SE  
Harry & Elsie Chadima, treasurer, Hubbard Ice & Coal Co. - 1509 Seventh Ave. SE  
Joseph & Anna Konecny, metal worker, Rock Island RR Shops - 1519 Seventh Ave. SE  
William & Blanche Langer, carpenter - 1524 Seventh Ave. SE [note: same occupants in 1926 as 1994]  
Louis & Emma Broulik, Broulik Brothers, painters - 1530 Seventh Ave. SE  
John & Emma Kaplan, mechanic, LaPlant-Choate, house moving tools & road machinery - 1534 Seventh Ave. SE  
James & Agnes Sloan, car operator, Cedar Rapids & Marion City Railway - 1542 Seventh Ave. SE  
Frank & Hattie Meyers, mechanic, Milsap Motors - 1544 Seventh Ave. SE  
Adolph & Libby Pruch, Service Press - 1547 Seventh Ave. SE  
Joseph & Etta Stusak, carpenter - 1557 Seventh Ave. SE  
Max & Dollie Mildenstein, contractor - 1624 Seventh Ave. SE  
Joseph & Charlotte Dostal, Quaker Oats Co. - 1627 Seventh Ave. SE  
Drs. Henry & Grace Urban, both osteopathic physicians - 1701 Seventh Ave. SE  
Horace & Floy O'Meara, proprietor, O'Meara Clothing Co. - 1705 Seventh Ave. SE  
Fred & Freda Higley, general insurance & bonds - 1710 Seventh Ave. SE  
Eugene & Marcella Hauser, teller, Cedar Rapids National Bank - 1718 Seventh Ave. SE  
John & Mary Klepach, mason & contractor, president, Klepach Construction Co. - 1726 Seventh Ave. SE  
Oscar & Louise Hoeltje, clerk, J.G. Cherry Co., dairy equipment - 1733 Seventh Ave. SE  
Henrietta & Georgina Bures, teachers, Taylor and Jackson Schools - 1816 Seventh Ave. SE  
Dr. Cencil & Bess Lehman, dentist - 1818 Seventh Ave. SE

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Frank & Agnes Jesina - salesman, Lagomarcino-Grupe, wholesale produce - 1828 Seventh Ave. SE  
Sidney & Lillian Hoffman, commercial traveler - 1831 Seventh Ave. SE  
Hjalmer & Matilda Blomquist, superintendent, City Waterworks - 1837 Seventh Ave. SE  
Elmer & Janette Hoyman, salesman, Midland Mortgage - 1840 Seventh Ave. SE

The only non-residential buildings in the *Wellington-Idlewild Historic District* are a cluster of commercial buildings along Fourth Avenue between Sixteenth and Seventeenth Streets, SE. They included the former Hladky Grocery Store (1600 Fourth Avenue) and the former R.D. Thompson Grocery Store (1700 Fourth Avenue). Hose Station No. 6 (404 Seventeenth Street SE) was built in 1912 just across the street. It features an unusual Prairie School design that remains nearly intact.

Individually significant buildings are scattered throughout the *Southeast Quadrant*. They include some of the oldest intact buildings in the city in the older Bohemian and Oak Hill neighborhoods. They also include large apartment houses, churches, a well-preserved school, and several substantial residences in the newer areas. These buildings represent a full range of architectural styles and vernacular building forms.

#### **F. Associated Property Types for Architectural and Historical Resources of Cedar Rapids Residential Neighborhoods, 1870 – 1940**

##### ***i. Property Type***

Architectural and Historical Resources of Cedar Rapids Residential Neighborhoods, 1870 – 1940

##### ***ii. Description***

The historic resources in this property type are located within historic districts or scattered individually throughout the older neighborhoods of Cedar Rapids included in the 1993-95 Architectural and Historical Survey. All of the individually significant resources and historic districts date from the period 1870 to 1940. Large majorities are single-family dwellings with a number of multi-family dwellings and apartment buildings, a handful of churches, several fire stations, several schools, and a few commercial buildings rounding out the neighborhoods.

Domestic building stock includes single and two-family vernacular house forms (1, 1½ and 2-story examples of Front-Gabled Roof, Side-Gabled Roof, Hipped Roof, and Gabled Front and Wing house forms) with examples of a number of the architectural styles popular during the period in Iowa (Italianate, Queen Anne, Colonial Revival, Mission Style, Tudor Revival, Craftsman, and Prairie School). A majority of the houses are of frame construction and feature a wide range of wood cladding and millwork trim. A few are fabricated from masonry materials including locally manufactured brick and concrete block. The use of stone is confined to a handful of architect designed dwellings.

Multi-family buildings generally date from 1900 or later and range in size from mid-block duplexes and larger four-plexes located at intersections to large-scale apartment buildings. All of the examples of large-scale buildings are of masonry construction.

Public facilities scattered through the residential neighborhoods include churches, parks, schools, and neighborhood fire stations. All of the churches are constructed of masonry materials and generally reflect the common forms of churches employed during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries – the Center Steeple, Gable End, Steepled Ell, Side Steeple, Twin Towers, and Temple Front. Their designs frequently reflect attempts by their designers to incorporate mainstream architectural styles. Well-executed examples of Gothic Revival, Romanesque, Tudor Revival, and Classical Revival

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churches appear in various parts of the city. The churches span the period from the 1880s through the 1920s and include both protestant and Catholic denominations. Several Bohemian churches survive within the residential neighborhoods. One church, St. Paul's Methodist Episcopal Church on Third Avenue SE is of national significance as the work of architect Louis Sullivan.

Cedar Rapids has more than 75 municipal parks scattered along its riverfront and throughout its residential districts. City parks that played critical roles in the development of residential neighborhoods that surround them include Ellis Park in the *Northwest Quadrant*; Riverside Park and Lincoln Park in the *Southwest Quadrant*; Daniels Park and Kenwood Park in the *Northeast Quadrant*; and Redmond Park, Huston Park, Bever Park, Sinclair Park, and Van Vechten Park in the *Southeast Quadrant*.

Scattered commercial buildings, warehouses, and industrial buildings survive in the midst of residential areas. There are three multi-block groups of retail commercial buildings outside of the central business district. They include a series of retail businesses in the 100 and 200 blocks of Third Avenue SW, the L-shaped Bohemian business district that extends along Third Street SE beginning at Tenth Avenue and then turns following Fourteenth Avenue until it meets the Cedar River, and the newer Czech business district on the southwest side of the river along Sixteenth Avenue SW.

Many of the warehouse and factory complexes are located alongside railroad corridors. The Fourth Street Railroad Corridor extends through the central business district with scattered residential sections along its course. Examples of industrial plants located adjacent to residential neighborhoods include the Cedar Rapids Pump Co. in the 600 block of G Avenue NW, the Chandler Pump Company and adjacent Dearborn Brass Foundry in the 800 blocks of A and B Avenue NW, the Universal Crusher Company at 625 C Avenue NW, the Penick and Ford complex in the 1000 block of First Street SW, the Sinclair and Co.-Wilson Co. meatpacking plant at Third Street SE and Sixteenth Avenue SE, and the National Oats mill and the Iowa Manufacturing plant along the Chicago, Milwaukee, St. Paul and Pacific RR right-of-way in northeast Cedar Rapids.

The physical integrity of resources in the residential areas studied ranges from well-preserved, nearly original condition to substantially intact with minor alterations to very altered or nearly unrecognizable.

***iii. Significance***

Historic resources are considered significant under this context based on their association with the development of residential neighborhoods during the seven decades between the end of the Civil War and the beginning of World War II or roughly 1870 to 1940. During this period Cedar Rapids grew tenfold from a community of 6,000 people to a regional retail and jobbing center in eastern Iowa with a population of more than 60,000. The community saw unprecedented growth in residential subdivision development, homebuilding, and homeownership. An extraordinary number of intact residential blocks and city parks relate the progressive subdivision development practices of Cedar Rapids' real estate companies. These same blocks tell the story of American vernacular homebuilding and changing tastes for single-family detached houses. Other buildings scattered throughout the residential neighborhoods, including a number of public buildings, derive significance from their architectural style or as the work of an important local or national architect.

***iv. Registration Requirements***

***a. Area of Significance***

Criterion A: Properties that reflect the trends and patterns that typified the development of Cedar Rapids' residential neighborhoods beginning in the decades following the Civil War and concluding with 1940.

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Criterion B: Properties that are directly associated with individuals who played a leading, pivotal, or important role in shaping the development of Cedar Rapids' history during the period c. 1870 to c. 1940. Of special note will be individuals related to the real estate and home building industry.

Criterion C: No single architectural style predominated in residential homebuilding during this seventy-year period in Cedar Rapids. Rather, neighborhoods reflected the national trends in homebuilding that saw the introduction of a wide range of vernacular house forms including pattern book designs as well as mainstream architectural styles found locally in domestic architecture. These styles include the Italianate, Queen Anne, the Neo-Classical Revival, Colonial Revival, Georgian Revival, Tudor Revival, Mission, Craftsman, and Prairie School.

Criterion D: Sites of nonextant properties which contain intact subsurface deposits with the potential to provide information concerning the history of the development of residential neighborhoods.

### **b. Levels of Significance**

Most properties will be found significant on a local level based on their association with one or more aspects of residential neighborhood development in Cedar Rapids or as expressions of architectural styles or vernacular housing patterns significant at the community level.

### **c. Integrity Considerations**

Individually significant buildings or contributing resources in historic districts should be relatively unaltered, retaining their original appearance in terms of basic shape, proportions, rooflines, and important features. Principal facades should remain relatively unchanged with the placement and size of window openings and primary entrances consistent with the original design. Residential buildings should maintain original porches though sympathetic enclosures or modifications made more than 50 years ago will be accepted. The presence of unobtrusive additions on non-principal faces and modern roofing materials will not automatically preclude a building from being eligible for the National Register of Historic Places. Alterations made to convert single-family residences to apartment buildings will be assessed on a case-by-case basis to determine if the changes support or detract from a house's important design elements. Easily reversible alterations such as the addition of fire escape ladders will not be considered significant. In general, integrity standards should be highest for house types or architectural styles that are most represented. For example, integrity standards should be more demanding for American Four-Square or 2-Story Front-Gabled Roof houses because of the large number present.

Integrity standards for churches are somewhat higher than for residential buildings. Churches are expected to retain their original shape and proportions with original window openings, doors, spires, and other architectural features preserved. Construction materials for foundations, walls, and windows should be original. The use of modern roofing materials is an acceptable alteration. In general, modifications made more than 50 years ago will be accepted as part of the historic appearance of a church. New additions or wings will be accepted if they are located along a non-principal façade, have sympathetic design elements, and are constructed of compatible building materials.

In addition to housing stock and churches, the residential neighborhoods studied contained a number of apartment buildings, several commercial blocks, several fire stations, and a few factories. The integrity standards for these building types require retention of basic form, materials, and design elements. Minor changes made more than 50 years ago will be accepted as part of the historic appearance of the building. New additions will be accepted if they are located along a non-principal façade, have sympathetic design features, and are constructed of compatible building materials. The issue of replacement windows or storefront modification will be treated on a case-by-case basis.

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By definition, historic districts are collections of buildings that when considered as a group rather than individually possess a sense of time and place. They may have a shared building type, style, form, or material. They have a common period of significance that may extend over a few years or decades. They consist of contiguous properties or multi-block areas with relatively few intrusions. Integrity for individual buildings as well as the setting as a whole should be high.

Buildings within historic districts fall into two categories: *non-contributing* and *contributing*. Non-contributing resources are those buildings that do not share a common heritage with the district as evidenced in building type, architectural style(s), form, materials, or period of significance. Non-contributing buildings are generally considered to be intrusive in nature and would not be missed if they were removed from the district. Buildings less than 50 years old are generally considered non-contributing.

The category of contributing resources can be further broken down to include *key buildings* and *supportive buildings*. Key buildings within historic districts are those buildings that are individually eligible for the National Register of Historic Places. Integrity standards for these properties should be the same as those set for individually eligible buildings outside of historic districts. The architectural integrity of supportive buildings may be somewhat less. For example, minor changes in windows, door openings, and porch elements may be acceptable. The addition of modern sidings and roofing materials would also be acceptable for supportive buildings.

The final issue of building integrity involves moved buildings and relates equally to buildings being evaluated for individual significance or as a part of a historic district. Moved buildings are rarely found suitable for National Register listing. The assumption is that a move detracts from a building's significance by destroying its original setting and context. Buildings significant under Criterion C are generally more acceptable than those for buildings significant under Criteria A or B. Moves made more than 50 years ago should be treated as historic alterations. Building alterations considered acceptable for moved buildings include changes in foundation materials, changes in porches built after a move, some entrance modifications, and some changes in building orientation. Moves should be considered detrimental if they resulted in the loss of significant architectural elements.

#### **v. Historic Districts and Individually Eligible Properties**

This historic context contains nine potential historic residential districts located in the *Northwest, Northeast, and Southeast Quadrants*. No districts were identified in the *Southwest Quadrant*. A total of 184 individually eligible properties were located in the four quadrants including 36 resources in the *Northwest Quadrant*, 79 resources in the *Southwest Quadrant*, 24 resources in the *Northeast Quadrant*, and 45 resources in the *Southeast Quadrant*. Most of these buildings qualify as architecturally significant with only a few as historically significant.

In the *Northwest Quadrant* the *G Avenue Historic District* includes a two blocks stretch of residences with a factory at one end and a church at the other. The district is typical of the building mix found in many Cedar Rapids residential neighborhoods that grew up along industrial corridors or surrounding factory sites. The individually eligible properties in the *Northwest Quadrant* include two churches – St. Patrick's Roman Catholic Church and Olivet Presbyterian Church, St. Patrick's Rectory, and 33 single family dwellings dating from the 1880s through the 1930s.

All of the historic resources in the *Southwest Quadrant* qualify as individually significant properties. Considerable change in the various neighborhoods within this quadrant resulting in part from the construction of Interstate 380 and various commercial redevelopment projects along collector streets has resulted in no areas meeting the criteria for historic districts. The 79 properties retain sufficient integrity, architectural merit, or historic associations to qualify individually for the National Register of Historic places. They include three churches – Bohemian Reformed Church, Trinity Methodist Episcopal Church, and Second Christian Church, one neighborhood fire station – Hose Station No. 5, and 75 single family dwellings dating from the 1870s through the 1930s. A large number of the residences in this quadrant were built and occupied by first and second-generation Bohemian immigrant families.

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The *Northeast Quadrant* contains three historic districts located between First Avenue and the Milwaukee Railroad corridor. The *A Avenue Historic District* extends along A Avenue NE between Fourteenth Street NE and a point midway between Fifteenth & Sixteenth Street NE. A range of house forms and architectural styles make this small district eclectic in nature. The *B Avenue Historic District* is a larger district that extends along B Avenue NE between Fifteenth Street NE to Nineteenth Street NE. In addition to single family dwellings, this district contains a church at the intersection of Eighteenth Street. The third historic district in this quadrant, the *C Avenue Historic District* is approximately a block long. It includes less than a dozen houses originally built as rental properties along the south side of C Avenue NE between Fourteenth Street NE and Fifteenth Street NE.

Of the 24 individually significant properties in the *Northeast Quadrant*, 22 are single family dwellings that qualify for their architectural significance. The other two are a neighborhood fire station – Fire Station No. 3 and Daniels Park Presbyterian Church. The loss of building integrity when compared with other Cedar Rapids residential neighborhoods contributed to the fact that other historic districts were not present.

The *Southeast Quadrant* contains five potential historic districts located between First Avenue and the Cedar River. The *St. Wenceslaus Historic District* is located along Fifth Street, SE between Twelfth Avenue SE and Ninth Street SE and contains a Bohemian Catholic church and school as well as a group of nearly identical working class residences associated historically with a nearby meat packing plant. This district is situated a short distance from the Fourth Street Railroad Corridor discussed in the “Commercial and Industrial Development of Cedar Rapids, Iowa, c. 1865 - c. 1945” which included historic contexts for “Industrial Corridors in Cedar Rapids, 1865 – 1945” and “Bohemian Commercial and Social Life in Cedar Rapids, 1875 – 1925.”

The other historic districts in the *Southeast Quadrant* adjoin one another. The *\*Second & Third Avenue Historic District* includes facing blocks along Second Avenue SE and Third Avenue SE and the intersecting streets between Fourteenth Street SE and Nineteenth Streets, SE. At the south end, the district contains three large apartment buildings – the Commonwealth, the Windemere, and the Meade Flats and two church churches – Westminster Presbyterian Church and St. Paul’s Methodist Episcopal Church. Of the remaining approximately 200 buildings in the district, nearly all were originally built as single family residences and continue in this use.

South and east of the *Second and Third Avenue Historic District* are the remaining three districts in the *Southeast Quadrant*. They include the *Redmond Park-Grande Avenue Place Historic District* bounded by Third Avenue SE, Nineteenth Street SE and alley south of Park Avenue SE; the *Huston Park-Bever Avenue Historic District* extending along Bever Avenue SE and Washington Avenue SE from Huston Park and Third Avenue SE east to Nineteenth Street SE; and the *Wellington-Idlewild Historic District* bounded by the alley north of Fourth Avenue SE, Nineteenth Street SE, the alley south of Seventh Avenue SE, and Fourteenth Street SE. These three districts take their names from parks, streets, and subdivision names that delineate their boundaries and contain largely single family residences dating from 1900 to the 1930s. They also contain two churches – St. John’s Episcopal Church and First Congregational Church and a handful of buildings originally constructed as multi-family housing.

The *Southeast Quadrant* is rich in historic resources with an additional 45 buildings of individual significance located here. They include 36 single-family dwellings, four churches – First Baptist Church, First Church of Christian Science, Bethel African Methodist Episcopal Church, and Hus Memorial Presbyterian Church, two apartment buildings – Gerolamy Flats and Brown Apartments, McKinley Junior High School, Hose Station No. 6, and the Miska Saloon, a working class tavern located near the Sinclair meat packing plant. Two of the churches were important ethnic centers for their members.

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\*This property is being nominated with this submission.

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**vi. *Historic Districts and Individually Significant Properties in Residential Neighborhoods***

**a. *Northwest Quadrant***

**Historic Districts**

G Avenue Historic District, G Avenue NW between Sixth Street NW and Eighth Street NW

**Individual Eligible Properties Outside of Historic Districts**

906 A Ave., NW - Finn House  
300 B Ave., NW - Charles & May Hanover House  
419 B Ave., NW - Emanuel & Barbara Gerdl House  
519 B Ave., NW - Rose Currier House  
821 C Ave., NW - Milton & Mae Grupe House  
828 C Ave., NW - Curry House  
816 E Ave., NW - Harry & Libbie Gneier House  
403 F Ave., NW - Edward Rodman House  
710 F Ave., NW - Joshua & Anna Snouffer House  
716 F Ave., NW - Anton & Emma Cervenka House  
913 H Ave., NW - Robert & Cora Williams House  
629 I Ave., NW - Unnamed house  
517 M Ave., NW - James & Rosetta Gibbs House  
724 M Ave., NW - Charles & Esther Nelson House  
500 First Ave., NW - St. Patrick's Roman Catholic Church  
510 First Ave., NW - St. Patrick's Rectory  
1016 First Ave., NW - Mary Stark House  
1411 Third St., NW - Oscar & Gladys Olson House  
1253 Fourth St., NW - Nelson & Mary Christensen House  
1308 Fourth St., NW - Joseph & Louise Stodola House  
1333 Fourth St., NW - Wencil & Kate Vostril House  
1231 Sixth St., NW - Michael & Mame Hines House  
1337 Sixth St., NW - Anton & Annie Miller House  
1670 Sixth St., NW - William & Mary Reed House  
515 Ninth St., NW - Karl Jadrnick House  
517 Ninth St., NW - William & Metta Price House  
1019 Ninth St., NW - Alva & Grace Dare House  
237 Tenth St., NW - Olivet Presbyterian Church  
1127 Tenth St., NW - John & Carrie Moeller House  
901 Ellis Blvd. NW - Clark & Anna Carmody House  
1313 Ellis Blvd. NW - Charles & May Kaemmerle House  
1427 Ellis Blvd. NW - John & Jane Jones House  
1431 Ellis Blvd. NW - John & Margaret Lambertsen House  
1641 Ellis Blvd. NW - William & Hattie Vaverka House  
1659 Ellis Blvd. NW - Sydney & Gertrude Mills House  
1884 Ellis Blvd. NW - Unnamed house

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***b. Southwest Quadrant***

**Historic Districts**

No historic district located in this quadrant

**Individual Eligible Properties Outside of Historic Districts**

1115 C St., SW - Hose Station No. 5  
1334 C St., SW - Anton & Emma Tomec House  
1403 C St., SW - Matthew & Annie Dvorak House  
1803 C St., SW - Joseph & Theresa Novotny House  
1806 C St., SW - Mary Holets House  
1721 D St., SW - John & Anna Rejesa House  
1318 J St., SW - Joseph & Antoinette Prucha House  
1506 J St., SW - Santrucek-Baxa House  
1514 J St., SW - John & Fannie Santrucek House  
1227 K St., SW - Antonia Hac House  
1416 K St., SW - Joseph & Katyherine Hronek House  
1202 L St., SW - Charles & Martha Miller House  
1516 L St., SW - Krofta House  
1406 M St., SW - Joseph & Sahrella Kirchner House  
1209 N St., SW - unnamed house  
1407 N St., SW - Harvey & Ida Bye House  
1621 N St., SW - Walter & Grace Keeling House  
620 First St., SW - George & Anna Haldy House  
626 First St., SW - Cerveny Double House  
629 First St., SW - Frank Thomas House  
1206 First St., SW - Catherine McKinnon House  
1421 First St., SW - John & Amanda Wilson House  
1513 First St., SW - Mary Stewart House  
507 Second St., SW - Frank & Mabel Pitkin House  
707 Second St., SW - Netti Brown House  
711 Second St., SW - Rose Pazdera House  
1510 Second St., SW - Bohemian Reformed Church  
1514 Second St., SW - Frank & Mary Sodoma House  
915 Third St., SW - Preston & Annie Groat House  
1307 Third St., SW - Louis & Edith Hrdlicka House  
1611 Third St., SW - Ida & Martin Speake House  
1623 Third St., SW - Cyrus & Emma Chambers House  
524 Fourth St., SW - unnamed house  
1217 Fourth St., SW - John & Margaret Milbauer House  
1512 Fourth St., SW - unnamed house  
220 Seventh St., SW - John & Mary Sundberg House  
305 Eighth St., SW - Frank & Fannie Jiruska House  
315 Eighth St., SW - Charles & Nellie Hubbard House  
709 Eighth St., SW - Owen & Julia Gorman House  
812 Eighth St., SW - Gustav & Anna Kullander House  
911 Eighth St., SW - James & Lena Wilkinson House  
1510 Ninth St., SW - John Young House

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573 Tenth St., SW - Joseph & Delia Jansa House  
818 Tenth St., SW - Joseph & Anna Martinek House  
828 Tenth St., SW - Charles & Anna Wilson House  
110 Diagonal Dr., SW - Edward & Anna Fitzpatrick House  
1419 Hamilton St., SW - Frank & Mary Wallisch House  
1422 Hamilton St., SW - Frank & Lydia Stastny House  
605 First Ave., SW - unnamed house  
626 Second Ave., SW - Alvin & Elsie Bruch House  
721 Second Ave., SW - John & Bridget Welch House  
725 Second Ave., SW - Frank & Caroline Baumgartel House  
801 Second Ave., SW - Peter & Ida Sundell House  
408 Third Ave., SW - Trinity Methodist Episcopal Church  
526 Third Ave., SW - Second Christian Church  
603 Third Ave., SW - Sarah Armstrong House  
613 Third Ave., SW - William & Louise Wallace House  
815 Third Ave., SW - Peter Mineck House  
622 Fourth Ave., SW - Ren & Addie Kettler House  
202 Sixth Ave., SW - William Miller House  
408 Sixth Ave., SW - Otis & Fannie Hench House  
220 Seventh Ave., SW - Wilbur & Ina Westenhaver House  
810 Seventh Ave., SW - John & Nellie Shield House  
813 Seventh Ave., SW - Clyde & Stella Sawyer House  
415 Eighth Ave., SW - Samuel & Rose Koch House  
416 Eighth Ave., SW - William & Jessamyne Gibbs House  
391 Twelfth Ave., SW - Fred & Emma Grubbs House  
168 Sixteenth Ave., SW - Frank & Barbara Kubovec House  
180 Sixteenth Ave., SW - Joseph & Katherine Hanzlik House  
193 Sixteenth Ave., SW - Barta & Mary Selacek House  
210 Sixteenth Ave., SW - Elijah & Annie Janda House  
190 Seventeenth Ave., SW - Albert & Marie Kuchynka House  
210 Seventeenth Ave., SW - Wencil & Barbara Vanchura House  
60 Eighteenth Ave., SW - John & Frances Novotny House  
67 Eighteenth Ave., SW - George & Caroline Krippner House  
65 Nineteenth Ave., SW - Wencil & Mary Dvorak House  
632 Nineteenth Ave., SW - Oscar & Mayme Allen House  
31 2First Ave., SW - Charles & Margaret Besler House  
62 2First Ave., SW - Joseph & Rose Svec House

#### *c. Northeast Quadrant*

#### Historic Districts

A Avenue Historic District, blocks facing A Avenue NE between Fourteenth Street NE and a point midway between Fifteenth & Sixteenth Street NE

B Avenue Historic District, blocks facing B Avenue NE between Fifteenth Street NE and Nineteenth Street NE

C Avenue Historic District, south side of C Avenue NE between Fourteenth Street NE and Fifteenth Street NE

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**Individual Eligible Properties Outside of Historic Districts**

1556 A Ave., NE - Elvira Pell House  
1612 A Ave., NE - William & Catherine Cleary House  
1616 A Ave., NE - John & Lilla McCulloch House  
1622 A Ave., NE - Selden & Jessie Hoagland House  
1311 B Ave., NE - Joseph & Katherine Tuttle House  
1323 B Ave., NE - Stella Shefton House  
1424 B Ave., NE - Fire Station No. 3  
1502 C Ave., NE - John & Mary Tufts House  
1640 C Ave., NE - William & Katherine Carr House  
1753 C Ave., NE - Franklin & Alice Richardson House  
1627 D Ave., NE - Robert & Helen Smith House  
1633 D Ave., NE - Harrison & Catherine Condit House  
1637 D Ave., NE - Leroy & Lulu Weld House  
1719 D Ave., NE - George & Emma Poyneer House  
1736 D Ave., NE - Powell-Cherry House  
1743 D Ave., NE - Herbert Wasson House  
1757 D Ave., NE - Napoleon & Corine Franchere House  
1619 E Ave., NE - James & Anna McDuff House  
1346 G Ave., NE - Silas & Marie Nimz House  
209 Sixteenth St., NE - Albert & Rachel McIntyre House  
860 Center Pt. Rd., NE - Daniels Park Presbyterian Church  
885 Daniels St., NE - Michael & Hilda Aide House  
939 Daniels St., NE - Alex & Katie Michell House  
1014 Maplewood Dr., NE - William & Celia Glessner House

***d. Southeast Quadrant***

**Historic Districts**

\*Second & Third Avenue Historic District, blocks facing Second and Third Avenues SE and intersecting streets between Fourteenth Street SE and Nineteenth Streets, SE  
Redmond Park-Grande Avenue Place Historic District, blocks bounded by Third Avenue SE, Nineteenth Street SE and alley south of Park Avenue SE  
Huston Park-Bever Avenue Historic District, blocks facing Bever Avenue SE and Washington Avenue SE including Huston Park between Third Avenue SE and Nineteenth Street SE  
Wellington-Idlewild Historic District, blocks bounded by the alley north of Fourth Avenue SE, Nineteenth Street SE, the alley south of Seventh Avenue SE, and Fourteenth Street SE  
St. Wenceslaus Historic District, block facing Fifth Street, SE between Twelfth Avenue SE and Ninth Street SE

**Individual Eligible Properties Outside of Historic Districts**

1408 First Ave. SE - Fuller-Lord House  
1645 First Ave. SE 1727 First Ave. SE - William & Katherine Owen House  
1200 Second Ave. SE - First Baptist Church

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\*This property is being nominated with this submission.

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**G. Geographical Data**

The 1993-95 survey of Cedar Rapids' older residential neighborhoods involved completion of an intensive level survey for the blocks included in the City's Community Development Block Grant Program. These neighborhoods generally ring the downtown. Their boundaries are described below:

*Riverside Neighborhood:* Extends along both sides of the Cedar River from Fourth Avenue SE and Fourth Avenue SW to the former Chicago, Rock Island and Pacific Railroad bridge and the grounds of the Cedar Rapids Sanitary Landfill facility.

*Time Check/St. Patrick's Neighborhood:* The Cedar River extends along the eastern boundary with Eleventh Street NW along the western edge. Portions of First and Second Avenue SW form the southern edge and Ellis Park is at the northern edge.

*Young's Hill/Kingston Neighborhood:* Bounded by the Interstate 380 corridor on the east, the Chicago and Northwestern Railroad on the west, Second Avenue SW on the north, and Wilson Avenue SW on the south.

*Oak Hill Neighborhood:* It has Oak Hill cemetery, St. Johns Cemetery, and portions of Van Vechten Park as its eastern boundary and sections of Mount Vernon Road and Fourth Street SE as northern and southern boundaries. The western boundary extends along the alley west of Fourth Avenue SE and a section of Second Avenue SE.

*Cedar Lake/Daniels Park Neighborhood:* Extends northeast of the Cedar River upstream of the downtown to J Avenue NE with the eastern boundary following Seventeenth Street NE south to F Avenue NE and the Chicago, Milwaukee, St. Paul & Pacific RR along the southeast edge of the neighborhood.

*Coe/Mount Vernon Neighborhood:* Extends from Mount Vernon Road on the south to Eighteenth Street NE on the north and from Nineteenth Street SE on the east to the Chicago, Milwaukee, St. Paul and Pacific RR on the west.

**H. Summary of Identification and Evaluation Methods**

In the spring of 1999 the Cedar Rapids Historic Preservation Commission received a Certified Local Government grant from the State Historical Society of Iowa (State Historic Preservation Office) to prepare a Multiple Property Documentation Form (MPDF) titled "Architectural and Historical Resources of Cedar Rapids Residential Neighborhoods, 1870 - 1940" as well as a National Register nomination for one of nine potential historic districts covered by that historic context. The project was coordinated for the City of Cedar Rapids by its Department of Development with the Cedar Rapids Historic Preservation Commission providing general oversight.

Marlys A. Svendsen with Svendsen Tyler, Inc. of Sarona, Wisconsin was retained by the City of Cedar Rapids to complete preparation of this MPDF. She served as principal for the project in the capacity of both historian and architectural historian. She had previously completed an historical and architectural survey of Cedar Rapids' older residential neighborhoods (1993-1995) funded through the City of Cedar Rapids' Community Development Block Program. Svendsen holds a B.A. in history and political science from Luther College in Decorah, Iowa and has worked as a historic preservation planner for more than twenty years. In addition to the survey of residential neighborhoods, her work in Cedar Rapids has included the following:

- Downtown & Industrial Corridor Reconnaissance Survey (1996-1997)
- Historical documentation for Monroe School (1996)

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- Environmental Site Impact Assessment, Park & Ride Project (1996)
- MPDF "Commercial and Industrial Development of Cedar Rapids, Iowa, c. 1865 - c. 1945" (1997)
- Lesinger Block National Register nomination (1997)
- Historical documentation for the Koutny-Zbanek House, Cedar Rapids, Iowa (1997)
- Historical documentation for the First Street SE Warehouse District Buildings (1997)
- Witwer Grocery Co. Building National Register nomination (1997-98)
- Evans Manufacturing Company Building National Register nomination (1998)

Work on the MPDF for older residential neighborhoods was completed over an 8-month period beginning in the fall of 1999 and concluding in the spring of 2000. Work on the MPDF was completed in conjunction with the preparation of a National Register nomination for a historic district identified in the original survey, the Second and Third Avenue Historic District. Volunteers were recruited and trained to assist in gathering information on properties in the historic district. A public information meeting was held in the neighborhood in November 1999 to explain the MPDF and historic district nomination process, answer questions, and invite neighborhood residents and property owners to assist in the project.

Work for the MPDF involved adapting the findings of the 1995 intensive level survey report to the MPDF format. New photographs were taken for example buildings referenced in the MPDF. Work on the earlier 1993-1995 survey and the MPDF included archival research completed at the State Historical Society Library in Iowa City, the Cedar Rapids Public Library, the History Center, the Linn County Geneological Society Library, the Cedar Rapids Historical Archives, and the Iowa Masonic Library.

Research began with an investigation of the settlement history, economic trends, industrial and commercial development, and ethnic history of Cedar Rapids. Archival research included examination of county histories, biographical directories, city histories, obituaries, census records, historic photographs, newspaper records, and histories of local businesses. A preliminary determination was made of development patterns based on an examination of annexation and subdivision records as well as historic Sanborn Map Company maps.

The next phase of the project involved field inspections of various neighborhoods ringing the downtown and extending along various railroad corridors. A visual inspection was conducted of the exteriors of buildings and streetscapes to identify the architectural styles, vernacular house forms, scale, material, typical setbacks, and environmental context for the four quadrants of the city. Preliminary boundaries for historic districts were identified and additional archival research was focused on these neighborhoods. Information from the City Assessor's Office was obtained for all buildings within these boundaries detailing legal descriptions, property ownership, and date of construction.

A site inventory form was developed for use in the project that included all of the components of the Iowa Site Inventory Form then in use by the State Historical Society. In addition to descriptive and historical information, the form included a black and white photograph. More than 1,500 site inventory forms were eventually prepared for buildings located in nine historic districts or scattered throughout the balance of the survey area.

In September 1995 the original survey work was completed for the residential neighborhoods and a report issued to the City of Cedar Rapids. In February 2000 the findings of this report were incorporated into the Multiple Property Documentation Form: "Architectural and Historical Resources of Cedar Rapids Residential Neighborhoods, 1870 – 1940." The form contains a general history of the development of Cedar Rapids with material organized according sub-themes outlining the settlement of the city; the impact of transportation modes such as railroads, street railways, interurbans, and the automobile on its development; the importance of economic trends; the role played by ethnic groups on the community; and the make-up of social and cultural life in the city.

The residential development of the city was discussed based on the four quadrants of the city s divided by First Avenue

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#### Newspaper Articles from the Cedar Rapids Gazette unless noted:

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"Two and One-Half Millions Expended in 1905 Improvements," January 1, 1906.  
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"Improvements Reach Nearly Two Million. Many Hundreds of New Residences Were Built, January 1, 1907.  
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"Big Increase in Number of New Houses," July 2, 1912.  
"New East End Fire Station," January 1, 1913.  
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"Hedges celebrates 100<sup>th</sup> anniversary," undated article, ca. 1987.