

HISTORIC PRESERVATION COMMISSION MEETING

CITY OF DAVENPORT, IOWA

TUESDAY, JANUARY 8, 2019; 5:00 PM

CITY COUNCIL CHAMBERS 226 WEST 4TH STREET DAVENPORT, IOWA 52801

I. Call to Order

II. Secretary's Report

A. Consideration of the December 11, 2018 meeting minutes.

III. Communications

IV. Old Business

V. New Business

A. Review and recommendation on the proposed National Register Historic Places Davenport East Side Industrial and Motor Row Historic District. The proposed district is located from Perry Street to the west between E. River Drive and E. 2nd Street jogging east to E. Pershing Avenue to E. 3rd Street east to Iowa Street south to E. 2nd Street terminating at the Government Bridge, south to the 200 block of E. River Drive. [Ward 3]

VI. Other Business

A. Election of Chairperson.

B. Election of Vice Chairperson.

VII. Open Forum for Comment

VIII. Adjourn

IX. Next Commission Meeting: 2-12-2019

City of Davenport
Historic Preservation Commission

Department: Community Planning and Economic Development
Department
Contact Info: Ryan Rusnak 563-888-2022
rrusnak@ci.davenport.ia.us

Date
1/8/2019

Subject:
Consideration of the December 11, 2018 meeting minutes.

Recommendation:
Approve the minutes

ATTACHMENTS:

Type	Description
Backup Material	12-11-2018 HPC Minutes

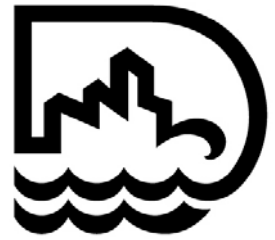
REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Rusnak, Ryan	Approved	1/4/2019 - 2:39 PM



HISTORIC PRESERVATION COMMISSION Meeting Agenda

**Monday, December 11, 2018 at 5:00 p.m.
Council Chambers
226 West 4th Street
City of Davenport, Iowa**



I. Call to Order

Chairperson Frueh called the meeting to order at approximately 5:00 pm.

Commissioners present: Cochran, Cordes, Franken (5:30 pm), Frueh and Wonio.

Staff present: Melton, Rusnak.

II. Commission Secretary's Report

Consideration of the November 13, 2018 regular meeting minutes, the November 13, 2018 work session minutes and November 15, 2018 special meeting minutes.

Motion by Cochran, second by Wonio to approve all minutes as presented. Vote to approve was unanimous by voice vote (4-0)

III. Communications

1. Rusnak indicated that a nomination for a downtown historic district would be forthcoming in January 2019.
2. Rusnak introduced Brandon Melton who is the newest member of Community Planning.

IV. Old Business

1. Case COA18-14: Request of Lewis Washington to erect a new front porch at 810 West 6th Street. The Frederick and Caroline Kurmeier House is located in the Local Historic Hamburg District.

Rusnak summarized the staff report.

Finding:

If altered in accordance with staff's recommendation, the proposed front porch would achieve consistency with Section 17.23.080.C.9 of the Davenport City Code, which reads "New additions and related new construction shall not be discouraged when such improvements do not destroy historic material and such design is compatible with the size, massing, scale, color, materials and character of the property, neighborhood and district, if applicable."

Staff recommends approval of COA18-14 subject to the following conditions:

1. That the support structure be allowed to be pressure treated wood.
2. That exposed pressure treated wood be wrapped or covered with a naturally weather resistant or painted wood (not pressure treated). The sides of the porch shall be flush with the sides of the house.

3. That the vertical supports be wrapped with a round, naturally weather resistant or painted wood (not pressure treated).
4. That the deck board, treads and risers be removed and replaced with a naturally weather resistant or painted wood (not pressure treated) and oriented perpendicular to the house.
5. That handrails, base rails and newel posts be replaced with a naturally weather resistant or painted wood (not pressure treated).
6. That any spindles be round to be compatible with the columns and be a naturally weather resistant or painted wood (not pressure treated). The metal rails are permitted to remain and/or be installed.

Motion by Cochran, second by Cordes to approve COA18-14 in accordance with the renderings and subject to the following conditions:

Staff recommends approval of COA18-14 subject to the following conditions:

1. That the support structure be allowed to be pressure treated wood.
2. That exposed pressure treated wood be wrapped or covered with a naturally weather resistant or painted wood (not pressure treated). The sides of the porch shall be flush with the sides of the house.
3. That the vertical supports be wrapped with a round, naturally weather resistant or painted wood (not pressure treated).
4. That the deck board, treads and risers be removed and replaced with a naturally weather resistant or painted wood (not pressure treated) and oriented perpendicular to the house.
5. That handrails, base rails and newel posts be replaced with a naturally weather resistant or painted wood (not pressure treated).
6. That any spindles be round to be compatible with the columns and be a naturally weather resistant or painted wood (not pressure treated). The metal rails are permitted to remain and/or be installed.
7. That the brick base of the porch supports be raised with additional, compatible brick such that the porch rails terminate at the brick base below the cap.

Vote to approve was unanimous by roll call vote (4-0).

V. New Business

1. Case DNRHP18-01: Demolish outbuilding at 1009 College Avenue. The Walker Adams House is individually listed on the National Register of Historic Places. Bill Hammes, petitioner. [Ward 5]

Rusnak summarized the request and stated that the petitioner was in the audience.

Finding:

The property would not achieve consistency with Section 17.23.060B of the Davenport City Code to warrant designation as a Local Historic Landmark.

Staff recommends that the Historic Preservation Commission approve the demolition of the outbuilding.

Bill Hammes answered a few questions such as the area would be restored to grade and planted with seed and that he may build a garage in the same location in the future.

Motion by Cordes, second by Wonio to approve DNRHP18-01 as presented and stated.

Vote to approve was unanimous by roll call vote (5-0).

VI. Other Business

There was none.

VII. Open Forum for Comment

No one from the audience spoke.

VIII. Adjournment

The meeting adjourned at 5:35 pm.

City of Davenport
Historic Preservation Commission

Department: Community Planning and Economic Development
Department
Contact Info: Ryan Rusnak 563-888-2022
rrusnak@ci.davenport.ia.us

Date
1/8/2019

Subject:

Review and recommendation on the proposed National Register Historic Places Davenport East Side Industrial and Motor Row Historic District. The proposed district is located from Perry Street to the west between E. River Drive and E. 2nd Street jogging east to E. Pershing Avenue to E. 3rd Street east to Iowa Street south to E. 2nd Street terminating at the Government Bridge, south to the 200 block of E. River Drive. [Ward 3]

Recommendation:

Finding:

The proposed District would achieve consistency with Criteria A: Property is associated with events that have made a significant contribution to the broad patterns of our history.

Staff recommends the Historic Preservation Commission recommend approval of the Davenport East Side Industrial and Motor Row Historic District and authorize the Chairperson to sign the Certified Local Government Review Form.

Background:

Please see attached documentation for background information.

ATTACHMENTS:

Type	Description
▣ Backup Material	CLG Notification
▣ Backup Material	CLG Review Form
▣ Backup Material	Nomination

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Rusnak, Ryan	Approved	1/4/2019 - 2:39 PM

December 6, 2018

Ryan Rusnak
Staff Liaison, Davenport Historic Preservation Commission
rrusnak@ci.davenport.ia.us
Via Email

RE: **Davenport East Side Industrial and Motor Row Historic District**
https://drive.google.com/drive/folders/1thqUfVgNvot--XOk2NmBZT4-a_IdVE5x?usp=sharing

Dear Mr. Rusnak:

The State Nominations Review Committee (SNRC) plans to consider the property referenced above for nomination to the National Register of Historic Places during their February 8, 2019, meeting. To view or download the associated nomination and photographs, click on the link listed above.

As a participant in the Certified Local Government Program, the Historic Preservation Commission is required to review and comment on proposed National Register nominations of properties within its jurisdiction. The State is required to provide you with a 60-day period for the review, unless we mutually agree to expedite the process. I am contacting you to ask that you initiate the review process for the Historic Preservation Commission. As an attachment to this notification email is a copy of the review form.

The review process will require the following:

- ◆ The Historic Preservation Commission should review the nomination during one of their meetings. In advance of the meeting, please send a formal invitation to your chief local elected official (the mayor or chair of the Board of Supervisors) with a copy of the nomination. You also need to send a formal invitation to the property owner/owners. If they are not familiar with the National Register of Historic Places, information about listing and the benefits of nomination is available at <http://www.nps.gov/nr/> (see especially the Frequently Asked Questions and Owners sections): You also need to make available copies of the nomination for public review before the meeting. For example, leave a review copy at the courthouse and public library. Please indicate in your public meeting announcement that a review copy of the nomination is available and where the review copies can be found.
- ◆ The question for the Historic Preservation Commission to answer when reviewing the nomination is whether the nominated property meets the National Register of Historic Places criteria for significance and integrity (see Bulletin 15, How to Apply the National Register Criteria for Evaluation). If the Commission feels that the property and the nomination meets the criteria, the Commission should check the box recommending that the property be listed. If the Commission feels that the property does not meet the criteria, then check the box recommending that the property not be listed. Your chief local elected official should use the same approach when reviewing the nomination.
- ◆ You might want to invite the individual who prepared the nomination to attend the public meeting and present the nomination. Please keep a record of the meeting (copy of the public notice, agenda, minutes, list of attendees). At the conclusion of the meeting, the Commission should make a motion regarding their

recommendation. The Chairman of the Commission will complete Item #1, the Commission's portion of the review form. Be sure to fill in the date of the public meeting, sign the signature line and record any comments made by commission members during the meeting. If your chief local elected official attended the public meeting, inquire if he/she is prepared to sign the review form.

- ◆ In the event that your chief local elected official was unable to attend the meeting, the Commission Chairman should forward the review form to him/her for review and comment. Have your chief local elected official sign the form and return it to the Historic Preservation Commission.
- ◆ Item #3 on the Review form asks for the review and signature of a preservation professional. If your commission does not have a professionally qualified historian or architectural historian who can complete this part of the form, you may leave Item #3 blank and I will arrange to have a SHPO staff member complete that part of the form.
- ◆ After you have completed Items #1 through #2 (through #3 if a preservation professional is available), please make a copy of the completed review forms for your file and send the original copies of the completed forms to me.
- ◆ The Commission should keep the nomination and photographs. File them in your inventory, as you will need the information for future reference.

If the Historic Preservation Commission and your chief local elected official disagree with one another on the property's National Register eligibility, both views will be presented to the SNRC for their consideration during review of the nomination. If both the Historic Preservation Commission (by Commission majority) and the Mayor do not consider the property eligible for National Register listing, we must halt the nomination. Be advised that when a nomination is halted, the property owner, the person who prepared the nomination or any interested party may appeal the decision. In addition, the nomination will still go forward to the National Park Service for an official "Determination of Eligibility."

Please contact Paula Mohr at 515-281-6826 or paula.mohr@iowa.gov with any questions or concerns regarding the CLG program or the process for this review. You can find the answers to frequently asked questions on our website, such as the meaning of being listed on the National Register of Historic Places or the National Register process <https://iowaculture.gov/history/preservation/national-register-historic-places>.

Sincerely,



Laura Sadowsky
State Historian and National Register Coordinator
State Historical Society of Iowa

CERTIFIED LOCAL GOVERNMENT NATIONAL REGISTER NOMINATION EVALUATION REPORT FORM

As a participant in the Certified Local Government Program (CLG), the Historic Preservation Commission is required to review and comment on proposed National Register nominations of properties within its jurisdiction. The State is required to provide the CLG with a 60-day period for the review prior to a State Nominations Review Committee (SNRC) meeting. This form must be received by the State Historic Preservation Office (SHPO) five days in advance of the State Nomination Review Committee (SNRC) meeting.

(Please print clearly)

Historic Property Name: _____

Address: _____

Certified Local Government Name: _____

Date of public meeting for nomination review: _____

Applicable Criteria: (Please Check the Appropriate Box)

☐ Criterion A (Historical Events)

☐ Criterion B (Important Person)

☐ Criterion C (Architecture)

☐ Criterion D (Archaeological)

Please check the following box that is appropriate to the nomination (Please print clearly).

☐ The Commission recommends that the property should be listed on the National Register of Historic Places.

☐ The Commission recommends that the property should not be listed in the National Register for the following reasons: _____

☐ The Commission chooses not to make a recommendation on this nomination for the following reasons: _____

☐ The Commission would like to make the following recommendations regarding the nomination: (use additional sheets if necessary) : _____

Official Signatures Required Below

Historic Review Board Chair or Representative

Print Name: _____

Approved ☐ Not Approved ☐

Signature: _____

Chief Elected Official

Print Name: _____

Approved ☐ Not Approved ☐

Signature: _____

Professional Evaluation

Print Name: _____

Approved ☐ Not Approved ☐

Signature: _____

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Davenport East Side Industrial and Motor Row Historic District

other names/site number _____

Name of Multiple Property Listing N/A

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

2. Location

street & number E. 2nd St., E. 3rd St., River Dr. between Perry and Iowa St.

☐ not for publication

city or town Davenport

☐ vicinity

state Iowa

county Scott

zip code 52801

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance: national statewide X local

Applicable National Register Criteria: X A B C D

Signature of certifying official/Title: Deputy State Historic Preservation Officer

Date

State Historical Society of Iowa

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

 entered in the National Register

 determined eligible for the National Register

 determined not eligible for the National Register

 removed from the National Register

 other (explain:)

Signature of the Keeper

Date of Action

Davenport East Side Industrial and Motor Row Historic District

Scott, Iowa

Name of Property

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- ☒ private
☐ public - Local
☐ public - State
☐ public - Federal

Category of Property

(Check only **one** box.)

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

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
20	6	buildings
1	0	site
1	0	structure
0	0	object
22	6	Total

Number of contributing resources previously listed in the National Register: 2

6. Function or Use

Historic Functions

(Enter categories from instructions.)

INDUSTRY/PROCESSING/EXTRACTION/industrial storage

INDUSTRY/PROCESSING/EXTRACTION/manufacturing facility

COMMERCE/TRADE/ warehouse

COMMERCE/TRADE/business

COMMERCE/TRADE/specialty store

COMMERCE/TRADE/organizational

GOVERNMENT/Fire station

TRANSPORTATION/rail-related

DOMESTIC/multiple dwelling

SOCIAL/meeting hall

Current Functions

(Enter categories from instructions.)

COMMERCE/TRADE/ specialty store

COMMERCE/TRADE/warehouse

COMMERCE/TRADE/business

COMMERCE/TRADE/restaurant

SOCIAL/meeting hall

DOMESTIC/multiple dwelling

WORK IN PROGRESS

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN/Italianate

LATE 19TH AND 20TH CENTURY REVIVALS/ Italian Renaissance

LATE 19TH AND 20TH CENTURY REVIVALS/ Classical Revival

LATE 19TH AND 20TH CENTURY AMERICAN MOVEMENTS/
Commercial Style

Materials

(Enter categories from instructions.)

foundation: STONE, BRICK, CONCRETE

BRICK, STONE, CONCRETE, GLASS, CERAMIC
walls: TILE, METAL, STUCCO

roof: TILE, ASPHALT, SYNTHETICS

other: TERRA COTTA

Davenport East Side Industrial and Motor Row Historic District

Scott, Iowa

Name of Property

County and State

LATE 19TH AND 20TH CENTURY AMERICAN MOVEMENTS/

Prairie Style

MODERN MOVEMENT/Art Deco

MODERN MOVEMENT/Moderne

OTHER

Narrative Description

Summary Paragraph

The site of the Davenport East Side Industrial and Motor Row Historic District consists of six-and-half blocks containing 28 buildings, one former rail siding, and one railroad crossing bridge in Davenport, the county seat of Scott County. Davenport is situated on the eastern border of Iowa, located along a prominent bend in the Mississippi River where the river flows west rather than its more typical southern flow. (Svendsen and Bowers) Directly across the river lies Illinois and the Rock Island Arsenal. The Historic District is located on the east end of the downtown Davenport commercial business district, one block north of the river and encompasses about 6 acres. The buildings are primarily located on east-west streets: E. 2nd Street, Emerson Place (the alley where the former rail spur was overlaid), E. 3rd Street, and a half block of E. River Drive. The Davenport East Side "Motor Row" Historic District boundaries on the east jog from Perry Street to Pershing Street; at the south they extend to E. River Drive and jog to Emerson Place and E. 2nd Street. On the east and north the boundaries follow the diagonally curving railroad bed (formerly the Chicago, Rock Island and Pacific Railroad's line), with earthen berms supporting the double rail tracks that continue over intersections including E. 3rd Street, with stone abutments upholding plate girders and Warren through-truss bridge spans. The rail tracks connect to the Rock Island Arsenal Bridge (locally known as "Government Bridge"), a historic 1896 steel double-deck train/vehicular/pedestrian bridge that extends from E. 2nd Street across the Mississippi River to the Rock Island Arsenal Island; the bridge is part of the Rock Island Arsenal National Historic District (NRHP 1969) and played a key role in the commercial development of Davenport.

The Davenport East Side Industrial and Motor Row Historic District consists primarily of a concentration of attached and freestanding commercial and industrial buildings located on the eastern edge of the downtown central business district. The buildings together form a cohesive grouping that conveys the significance of the district as redeveloped in the early twentieth century by business leaders and city government into light industrial uses that came to include the city's automotive-related Motor Row. Overall, the buildings, historic rail siding site, and railroad crossing bridge within the Davenport East Side Industrial and Motor Row Historic District are in good condition and retain sufficient historic integrity to portray their significance as part of the late-nineteenth- and early-twentieth-century central business district's light industrial district-turned-Motor Row that continued to play an important role in the local automotive industry until the era of the Interstate freeway construction. River flooding, fires, building collapses, convention center construction, and parking lot development have eroded the historic building stock directly outside of these boundaries. This elevates the importance of these rare-surviving buildings within the historic district boundaries.

Narrative Description

Topography:

Topography has played a key role in shaping the development of this Historic District and the larger Davenport central business district, which is located between the Mississippi River and the northward-sloping bluffs above 5th and 6th streets. The first gridded plats were oriented toward the river, which played an

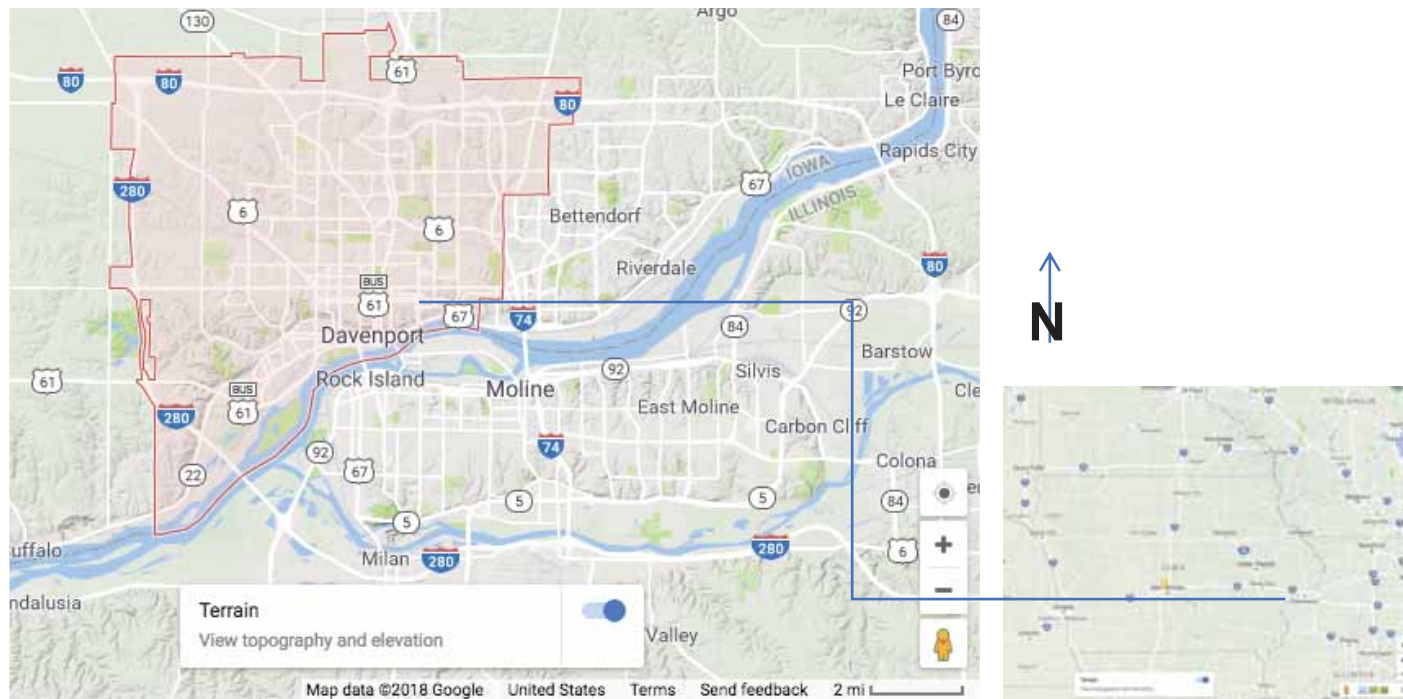
Davenport East Side Industrial and Motor Row Historic District

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Name of Property

County and State

important role early on for the industrial development of this area. Ferry connections and 1850s rail connections helped spur growth along the riverfront; construction of the 1872 Rock Island Arsenal bridge that connected to E. 2nd Street further spurred commercial and light industrial development. The flood-prone lower streets eventually led to most retail moving out from the streets closest to the river, from riverfront to E. 2nd Street. Today the land in the East Side Historic District slopes gradually from E. River Drive up, but is relatively flat now after numerous grading projects over the decades.



Figures 1 and 2: Location terrain maps showing City of Davenport (outlined) and the other “Quad Cities” on the eastern border of Iowa and in Illinois across the Mississippi River. (Google, 2018)

Setting and Other Historic Properties:

Davenport is one of five cities clustered along this stretch of the Mississippi; together they constitute the self-defined “Quad Cities”—Bettendorf, Iowa, and Rock Island, Moline, and East Moline Illinois. (Note: Originally self-identified as the “Tri Cities,” the industrial growth of Bettendorf boosted the number to four; growth of East Moline has added it to the metropolitan area but the name “Quad Cities” endures.) A series of bridges over the river connect the cities, including the fourth-generation 1896 Rock Island Arsenal Bridge (known as “the Government Bridge”; NRHP 1969 as part of the Rock Island Arsenal Historic District), which connects from the Davenport central business district via E. 2nd Street. The Davenport East Side Industrial and Motor Row Historic District occupies the easternmost portion of Davenport’s central business district, historically a mixed-used neighborhood demised at Perry Street on the west extending east and north to the curving Chicago, Rock Island & Pacific rail tracks and connecting Government Bridge, and to the south the riverfront where runs another rail track. The Historic District encompasses the extant remaining light industrial and automotive-related buildings, bounded by the north side of E. River Drive at the southernmost, the north side of E. 3rd Street at the northernmost, the east side of Perry Street at the easternmost, and the Government Bridge and connecting curving elevated train track at the easternmost. (Note: “Light industrial” is defined here as relating to manufacturing that uses moderate quantities of power and partially processed materials, as well as wholesaling, jobbing, and warehousing.)

Davenport East Side Industrial and Motor Row Historic District

Scott, Iowa

Name of Property

County and State



Figure 3: Map shows the Davenport Central Business District, roughly bounded by the riverfront to the south, elevated railroad track to the north and east connecting to the Government Bridge, and Western Avenue (one block from the Centennial Bridge access of Gaines Street) to the west. (Scott County Assessor, 2018)

Underpinning the built environment in the Historic District are the plats filed by Davenport co-founder Antoine LeClaire, LeClaire's 2nd, 3rd, 4th, and 5th additions. The additions use a standard grid of square blocks, with east-west alleys bisecting the blocks, creating rectangular lots facing north and south—except for irregular lots that abut the diagonal train tracks that define the eastern and northern boundaries of the Historic District and the greater central business district. The grid is based on the 1836 “Original Town” plat for Davenport, located on the western edge of the current central business district, and co-founded by LeClaire, the eponymous George Davenport, and others. (Svendsen and Bowers: 1-2)

The Historic District is surrounded by historic districts and individually listed buildings in the National Register of Historic Places. North of the Historic District, beyond the 1902 elevated train track of the Chicago, Rock Island & Pacific Railroad, lies the Crescent Warehouse Historic District (NRHP 2003), which contains multi-story factory, warehouse, and rail-related buildings. (Svendsen: 7-1) South beyond E. River Drive and another rail line lies the Government Bridge (NRHP 1969) and the floodprone riverfront, which has a long history of flooding up to E. 2nd Street, leading to the damage and loss of some light industrial buildings such as the four-story masonry warehouse that had stood at the location of today's Bechtel Park, 401 E. 2nd Street; farther west a portion of the riverfront was turned into an early-twentieth-century park that includes the NRHP-listed 1918 Dillion Memorial fountain and 1924 W.D. Petersen Memorial Music Pavilion bandshell. To the west of Perry Street lies the balance of the central business district, which includes more than 30 buildings listed in the National Register of Historic Places reflecting the financial, retail, entertainment, governmental, and institutional uses (majority NRHP via Davenport, Iowa, MRA, 1983-1984); in addition, a forthcoming Davenport Main Street Commercial Historic District is now underway. Historically, hotels clustered around Perry Street, where an early train depot (nonextant) brought passengers; the 1931 ten-story Hotel Mississippi/

Davenport East Side Industrial and Motor Row Historic District

Scott, Iowa

Name of Property

County and State

RKO Orpheum Theater (now called the Mississippi Lofts and Adler Theatre, 106 E. 3rd St., NRHP 1998), 1915 eleven-story Blackhawk Hotel (200 E. 3rd St., NRHP 1983), 1980s and 1990s RiverCenter convention center complex (136 E. 3rd Street, 201 E. 3rd Street, and 104 E. 2nd Street), and 1996 six-story Radisson Hotel (111 E. 2nd Street) maintain the tradition.

The east-west streets within the district are, from south to north: E. River Drive (Highway 67), a thoroughfare boulevard with two lanes of traffic in each direction and no parking, which passes under the Government Bridge; Emerson Place paved alley that had rail trackage overlaid in the early 1900s (rail nonextant); Emerson Place narrow alley where the rail siding was added in the early 1900s; E. 2nd Street single lane two-way traffic with a mix of parallel and diagonal parking, with sharp turn to connect with the Government Bridge's southbound lane; and E. 3rd Street single-lane east-flowing one-way traffic with parallel parking. The north-south streets within the district are, from east to west: Iowa Street, Pershing Avenue, and Perry Street; all three are single lane two-way traffic with a mixture of angled and parallel parking. Nearly all intersections are controlled by traffic signals. There are public concrete sidewalks on these streets, limited street trees, and typical municipal signage. East-west paved alleys exist between the north side of E. River Drive and south side of E. 2nd Street (now named Emerson Place), and between the north side of E. 2nd Street and south side of E. 3rd Street.



Figure 4: Map shows the Davenport East Side “Motor Row” Historic District boundaries. Note: Rail bridge to be added in next draft. (Scott County Assessor, 2018)

Building and Resource Count:

The district contains 22 contributing resources, as well as two properties that were previously listed in the National Register of Historic Places individually and that also contribute to the district. The six non-contributing resources currently lack sufficient integrity to contribute to the district because the facades are

Davenport East Side Industrial and Motor Row Historic District

Scott, Iowa

Name of Property

County and State

covered by post-Period of Significance (post-POS) cover-up materials that obscure the historic massing and siding, or the buildings have undergone modern façade renovations that have removed or obscured significant historic fabric. The remodeling of older commercial and light-industrial buildings via new facades and expansion in some cases complicates the building count. Separation via structural devising walls, the historical building record, as well as the duration of the functional relationship have been taken into consideration in counting buildings.

The Davenport East Side Industrial and Motor Row Historic District encompasses nearly all the pre-1960 industrial and commercial buildings in the vicinity, plus the former fire station, except for scattered buildings that have been greatly altered or covered with post-POS materials. The district includes mainly one- to three-story brick buildings with first-floor storefronts, some with historic garage door bays; where upper stories are present, historically they served light industrial, warehouse, office, or residential uses. The late-nineteenth-century buildings are stylistically Italianate; the early-twentieth-century buildings range from Commercial Style, Prairie Style, and early-twentieth-century Revival styles, Art Deco, Streamlined Moderne, or a utilitarian light industrial building otherwise without a style. Common details on Italianate buildings include arched windows (round top and segmental), stone windowsills and lintels, and pressed metal cornices; the 1877 former fire station includes a hose tower. Details on early-twentieth-century buildings vary from decorative brickwork and stonework, ceramic tile and stucco, terra-cotta and concrete detailing, cornice treatments and shaped parapets; a few of the warehouse and automotive service-related buildings are undecorated utilitarian. Multi-story buildings have two-part fronts, with storefronts visually separated from the upper stories. Most of the architecture appears to have been designed and built by Davenport building professionals, however, at least one building appears to be a likely example of corporate architecture (Firestone Tire and Rubber Company auto supply store and service center, 301 E. 3rd St.). Several of the auto-related commercial buildings are distinguished through architectural design; others are distinguished through materials such as fireproof concrete block construction and rear rail-car loading docks that opened to the rail tackage (nonextant) in the rear alley now known as Emerson Place. Signage largely is painted or affixed to building facades or windows; some historic painted signs remain.

Overview of Historic Building Use within the Historic District

The East Side "Motor Row" Historic District contains a variety of light industrial and commercial buildings constructed and/or used for manufacturing, jobbing/warehousing, automobile and carriage industry, and rail-related transportation. This Historic District includes most of the historic light industrial and commercial buildings that survive on the near East Side. The manufacturing, jobbing, and warehousing buildings are located to the south, along the historic rail siding in the alley now addressed as Emerson Place. Carriage and automobile industry buildings are found at the northern end of the district, especially along E. 2nd Street and E. 3rd Street. Auto-related buildings include super service stations, auto dealerships, tire and auto parts service and stores, gas stations, implement dealership, and a taxi company garage. Rail-related resources directly or indirectly illuminate the use of rail: the rail siding location in an east-west alley (Emerson Place) between E. 2nd Street and E. River Drive, commercial and light industrial buildings built up to the rail siding with rear loading docks, and potentially an elevated rail bridge at E. 3rd Street.

A note about addresses: Some buildings historically used an address of two cross streets or proximity to a larger business. Some street names have changed: Rock Island Street became Pershing Avenue; E. Front Street became E. 1st Street and now E. River Drive; and the alley where a rail siding was located in the early 1900s is now labeled Emerson Place. Sanborn maps provide some addresses, but these do not always correspond with street numbers used in city directory listings. As such, current addresses are used as per the Scott County Assessor's Office, with known historic addresses noted in parentheses.

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Figure 5: Map showing contributing and noncontributing properties as marked by C and NC. Note: Rail bridge to be added in next draft. (Google base map, 2018)



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Table of Contributing/Noncontributing Buildings and Resources




East Side Motor Row Historic District					
#	Address/Historic/Legal	Year(s) built (A= Assessor) (S=Sanborn) Historic name/use	Description, remodeling, architectural style, architect/builder	Historical significance	C/NC
E. River Drive (north side)					
1	208 E River Dr (208 E. Front St., 210 E. Front St, also 1 st St. .) Leclaire's 2nd Add Lot: 002 Block: 062 Leclaire's 2nd Add E 24' Of W 32' Of	1900 (A) c. 1915, rebuilt 1924 Tri-City Fruit Co. building	1-story brick commercial building with flat roof. Three large transoms; and decorative brickwork with stone accents. Some storefront-level fenestration changes. 		C
2	210 E River Dr (210-212 E. Front St.) Leclaire's 2nd Add Lot: 002 Block: 062 Leclaire's 2nd Add E/2 Of Lot 2 & W 16' Of Lot 3	1900 1900 (A); remodeled 1923 remodeled 1944 remodeled façade 1945 (building permits) R. Vogel Distributing House (wholesale liquor, wine, and beer, and Annheuser- Busch Brewing Co. bottling works), later Blatz branch, then Gierke- Robinson Co. distributors and jobbers of construction and industrial machinery	John Halligan, contractor 2-story brick warehouse with 1900 overhead door on façade per assessor. Five of 6 fenestrations remain 	Vogel built up to a trackage laid by the Milwaukee railway company into the building where the cars could be loaded and freight run into cold storage. Anhaeuser-Busch wholesaler, plus wines and liquors. Historical photo from Putnam collection. Building reflects German pro-saloon movement, streamlining of the building represents changing tastes for warehouse buildings in the interwar and postwar eras. Contributes for its massing, brick walls, and garage door, along with historic rear location to trackage.	C
Emerson Place (alley/street)					
3	220 Emerson Place	1888, 1921 remodel and expansion	Clausen & Kruse, architects Priester Construction	1921 remodel and expansion of 1888 Reimers & Fernald	C

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	(historic address 217 E. 2 nd and 213-215 E. 2 nd) LECLAIRE'S 2ND ADD Lot: 008 Block: 062 LECLAIRE'S 2ND ADD	1905 (A) Crane Co. Building 	4-story brick building with façade fronting E. 2 nd . Brick piers enframe three sections of the building; bays are not symmetrical – this appears to be a remodeling and expansion of ?? [[Reimers & Fernald Co. candy and cracker manufacturing plant]] built post-1886; stone accents including stone name plate. The Crane building had a new rear entrance added and possible remodeling of rear elevation in the 1980s. 	candy and cracker factory #2, sold to National Biscuit (used through c. 1905). Crane built it as the Iowa "factory" home office for the Chicago-based Crane Co. plumbing materials showroom and sales offices during the era of the company's influence of defining modern bathroom fixtures and designs. Building was an early East Side historic rehabilitation in the 1980s for Davenport Cement Co.; new employee entrance added in rear. (<i>Quad-City Times</i> , December 18, 1984: 3)	
4	Site of rail siding (In east-west alley behind 200- 300 blocks of E. 2 nd St. and E. River Drive)	1906	Site is paved alley running east-west from the 200 through 300 blocks of E. 2 nd Street and E. River Drive (rail lines not visible)	Rail siding proved key for redevelopment of red-light district into warehouse and auto row district.	C
E. 2nd Street (south side)					
5	201 E. 2nd St. and 205 E. 2 nd Leclair's 2nd Add Lot: 010 Block: 062 Leclair's 2nd Add W 44' Of N 90' & N 20' Of S 60' Of	1881, 20 th - century remodel 1900 (A) Reimers & Fernald Candy Manufactures with circa 1921 façade for auto row uses and 1940 remodeling	Corner 3-story brick painted, flat roof, 	By 1886 Sanborn 3- story multi-tenant industrial building housed saddlery and candy manufacturer; candy company built own building at 207- 209 E. 2 nd). Saloons operated on site from circa 1893 – 1915. By 1921 Bowman & Sanner auto agency; building permits show 1921 and 1940 remodeling. E.I. DuPont de Nemours & Co. (DuPont Paint) paints and supplies, from 1940 – at least 1955. (<i>The Daily Times</i> , "Retail Store Here," November 16, 1940: 4)	C
6	205 E. 2nd St.	By 1886	Narrow attached 3-	Addition built for use	C

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	Leclaire's 2nd Add Lot: 010 Block: 062 Leclaire's 2nd Add E 20' Of N 90' Of	Sanborn 1900 (A) Reimers & Fernald Candy Factory; Hotel Linden	story brick painted flat roof, 1 storefront 	by tenant Reimers & Fernald Candy Manufacturers by 1886; used as hotel by 1893 – 1903+ cited as a 10-cent lodging house with cheap lodging rooms and a dormitory that failed the city's fire safety in 1903.	
7	207 E. 2nd St. (historically 207- 209 E. 2 nd) Leclaire's 2nd Add Lot: 009 Block: 062 Leclaire's 2nd Add W 44' Of Lot 9	c. 1879 1908 (A) G.F. Knostman & Son et al. furniture factory by c. 1879-1895	3-story brick double storefront, recessed entries, window heads, basement, elevator. Cornice missing but otherwise exterior retains much.  	G.F. Knostman & Sons furniture factory c. 1879-1895, when the company moved to larger quarters; Union Mission / Salvation Army c. 1900-1910; Buck Motor Car Co. 1911 until new dealership built; Davenport Candy Co. by 1920- 1931 when it moved to a new building; Mace Chemical & Supply by 1940- 1950s	C
-	217 E. 2 nd (historically 213- 217 E. 2 nd)	1921 Crane Co. remodel of Reimers & Fernaldo Factory (#2)	See 220 Emerson Place	Crane expanded and remodeled the second Reimers & Fernaldo Factory on the 200 block of E. 2 nd Street.	-
8	221 E. 2nd Leclaire's 2nd Add Lot: 007 Block: 062 Leclaire's 2nd Add	1911 1915 (A), with 2000 addition. Buck Motor Car Co.	Metal clad post-POS covers earlier 2-story front and 1-story rear. Assessor notes 12- foot-wide 1915 overhead door. Flat roof. 	The Bucks moved in 1911-1919, and were influential in getting the River-to-River road early highway (Whiteway) to Davenport. They exited cars in 1919 to return to farm implements in the then-new Kahl Building. Longtime home of Blackhawk Chevrolet, c. 1926- 1967+, which remodeled the façade in 1967.	NC due to cover- up materials. Could be re- evaluated if removed

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9	225 E 2nd St (229 E. 2 nd St.) (No legal description listed on assessor)	1910 1915 (A) J.F. Kelly Co. Warehouse, Western Grocery, and Robert Hall Clothes	Charles R. Spink architect Harry Phillips contractor 4-story brick warehouse with raised concrete foundation; wood interior. Originally built with front office and display room; rear adjoined rail sidetrack for shipping. The front entrance was remodeled in c. 1940. 	Long-time Davenport wholesale grocery business of John F. Kelly Co. (1884- c. 1938) erected this warehouse on the site of a once-popular saloon. By 1943 Western Grocery occupied the building through c. 1948. The building was remodeled as a discount clothing chain Robert Hall Clothes Inc. in 1949.	C
<i>Pershing Avenue intersects (formerly Rock Island Street until 1919)</i>					
10	301 E. 2nd St. Leclaire's 3rd Add Lot: 015 Block: 063 Leclaire's 3rd Add W 41'5 1/2" Of	1907 (A) Davenport Bag & Paper Co. / Peterson Paper Co.	Hanssen and Harfst architects, Walter Hass, contractor 5-story concrete block building with raised concrete foundation; use of Chicago-style windows; cornice with oversize brackets. Corner entrance is recessed and reached up stairs. 	The building was advertised as "fireproof reinforced concrete" when it opened and noted as one of the first of its kind in the city. Davenport Bag produced paper bags, wrapping paper and flour sacks.	C (NRHP 2018)
11	311 E. 2nd St. (311 and 313-315 E. 2 nd) Leclaire's 3rd Add Lot: 014 Block: 063 Leclaires 3rd Add W/2 Lot 13 & E 34' Lot 14	c. 1907 311 E. 2 nd and c. 1911 313-315 E. 2 nd 1900 (A) G.S. Johnson Co. Wholesale Flour, 311 E. 2 nd . J.P. Hand Storage Batteries, 313-315 E. 2 nd	Temple, Burrows & McLane architects; Concrete Construction Company contractor Concrete 2-story brick double storefront; west section completed first, east as an addition. Steel and concrete fireproof building. Cornice and window tops clad in EFIS-type material, but storefronts retain brick piers with stone accents that define the storefront fenestration openings.	George S. Johnson president of "produce company" dealt in wholesale flour by the time of his new warehouse. G.S. Johnson was a long-time Pillsbury distributor; firm closed and building sold in 1953. Johnson appears to have leased the adjoining storefront to auto-related concerns, including John P. Hand Co. storage batteries in 1911 and Motor Rim and Wheel Co. by 1920.	C

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12	321 E. 2nd	1922-1923 1922 (A), 1934 seed addition N.O. Nelson Mfg. Co. branch office / Davenport Seed Co.	Temple, Burrows and McLane architects Brick and reinforce concrete 2-story with basement. Front was finished office and display room, with rear equipped with crane for loading and unloading, and second -floor warehouse. 	St. Louis-based N.O. Nelson Co. opened new display room for the public and wholesale warehouse for its "Nonco" brand plumbing fixtures and heating supplies. Provided distribution for Iowa and Illinois; new facility for pre- existing Davenport office. In 1934 the firm sold to Davenport Seed, which added the multistory seed mill at the rear, built of brick.	C
13	325 E. 2nd (325-331 E. 2 nd) Leclaire's 3rd Add Lot: 011 Block: 063 Leclaire's 3rd Add Lot 11 (Exc Com At Sw Cor Lot 11-E Alg S/L Of Lot 23' -Nwly 23'8" M/L To Pt In W/L Lot 11 Wh Is 6' N Of Sw Cor Of Lot-S On W/L Of Lot, 6' To Beg)	1910 original; 1919 remodel into automotive use 1895 (A) warehouse; 1920 store (A) Grupe Drier and Boiler Company / garage	Corner; open canopy extending back to 1- story triangular store backing up to 2-story- volume factory building remodeled in 1919 into an auto row use shared with the boiler business. Paving said to date to 1933. Brick painted; flat roof on canopy. Large steel windows remain at rear of building. 	John P. Grupe, second-generation owner of the Grupe Drier and Boiler Co. f, built the factory building for distributing Kewaunee boilers and manufacturing drying machinery used in breweries, distilleries, glucose, starch, and cereal mills throughout North America. Founder Drubin Grupe patented the drier. New plant including welding. John Grupe closed the firm in 1919, and remodeled it into a leased auto garage. ("Will Build New Garage, The Daily (Davenport) Times, July 16, 1919: 8) A variety of auto- related tenants from car dealerships to parts suppliers and service station occupied the space through the 1950s.	C
Iowa Street Intersects					



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E. 2nd (north side)




14	<p>318 E 2nd St</p> <p>(316-320 E. 2nd)</p> <p>Leclaire's 4th Add Lot: 004 Block: 065 Leclaire's 4th Add E/2 Lot 3 & W/2 Of</p>	<p>1916-1917 1900 (A) - incorrect</p> <p>Wolfer Cadillac Co. / Davenport Buick Company</p>	<p>Clausen & Kruse architects 1-story brick Spanish revival style auto dealership of brick with terra-cotta detailing built for a Cadillac dealership, and quickly occupied by 1919 by Davenport Buick Co. Thin masonry piers allowed for an almost fully glass façade to showcase autos (windows reach nearly to sidewalk). These extra-large display window openings and auto garage bay remain, but infilled.; Clay tile overhang roof. Original urns remain on roof.</p>  	<p>Dealership built on the former site of a saloon and "house of assignation" (prostitution) shuttered as part of the City of Davenport's efforts to replace vice with light industrial uses. The auto row uses were celebrated as part of the "New White Way" highway, part of the White Pole Road / White Way river-to- river highway created in the 1910s. Built by an important local architecture firm, the design was hailed as "the finest west of Chicago." (The Daily (Davenport) Times, "New Wolfer Cadillac Garage..." September 21, 1916; 9.) The dealership opened in March 1917. (It remained auto dealership of various names and types through circa 1959.</p> <p>Also Putnam image 1962.75.120</p>	C
15	<p>322 E 2nd St</p> <p>Leclaire's 4th Add Lot: 004 Block: 065 Leclaire's 4th Add E/2 Of S 80' Of</p>	<p>1929-30 1940 (A) - incorrect</p> <p>Motor Services Inc. super service station</p>	<p>Clausen, Kruse & Klein architects John Steffen general contractor</p> <p>L-shaped 1-story brick super service station built with basement tire storage area. "80x65 feet... L-shaped with an irregular corner facing Second and Iowa streets used for the filling station part. Ornamental concrete will be used in the construction material. It will cost approximately \$25,000." (The Daily (Davenport) Times,</p>	<p>Construction was announced weeks before the stock market crash of 1929. Dr. Karl Vollmer, a prominent physician, owned it.</p>	C

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			<p>"To Erect Super Service Station at Second and Iowa at \$25,000 Cost; Dr. Karl Vollmer Owner," October 9, 1929: 6)</p> 		
<i>Iowa Street intersects</i>					
16	<p>402 E. 2nd St.</p> <p>(Historically 217 Iowa St)</p> <p>Leclaire's 5th Add Leclaire's 5th Add S 88' Of Lot 1 & S 88' Of W 21 1/2' Of Lot 2</p>	<p>1952</p> <p>1940, 1950, 1955 (A)</p> <p>Martin Oil Co. Station</p>	<p>1-story white tiled station remains on original site, but with large porch making it difficult to see the lines of the building.</p> 	<p>Operated as a gas station by the Chicago-based Martin Oil Service. Continued under different names through the early twenty-first century. City permits list a \$21,360 cost.</p>	<p>NC (due to full-length porch added to façade; could be re-evaluated if removed)</p>
17	<p>410 E 2nd St</p> <p>(414 E. 2nd)</p> <p>Leclaire's 5th Add Lot: 002 Block: 074 Leclaire's 5th Add W</p>	<p>1925</p> <p>1890 (A)</p> <p>Davenport Alemite Co</p>	<p>Contractor: J.F. Nebergall & Son 1-story brown brick 20x80 feet. Shaped parapet, decorative brickwork and stone or concrete accents enliven the façade. Large storefront with transoms and recessed entry – likely the original drive-in garage bay.</p> 	<p>David J. Lewis built on the former site of a house and auto row plant for Davenport Alemite Co. The transmission greasing station handled autos equipped with alemite lubricating system. The company distributed Quaker State and Mobile Oils to 22 counties. (<i>The Daily Times</i>, "Alemite Co. Opens In New Building on East Second," August 5, 1925: 5.) By 1934, Willey's Auto-Radio Sales and Service was advertising new drive-in service station. (<i>Quad-City Times</i>, June 17, 1934, ad: 13.)</p>	<p>C</p>
18	<p>(418 E. 2nd)</p> <p>(412-426 E. 2nd)</p> <p>Leclaire's 5th</p>	<p>1914 (Sanborn for 2-story) c. 1917 1900 (A)</p>	<p>2-story brick building with garage door on facade, storefront window; upper level five windows; chimney. Some decorative brickwork; stone or</p>	<p>Built on former site of saloon incorporating the hipped-roof theater as dealership and garage on site of former saloon for L.O. Holmes of the</p>	<p>C</p>

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	<p>Add Lot: 004 Block: 074 Leclaire's 5th Add Pt 2,3, & 4 Com 24' E Of Sw Cor Sd Lot 4-W 111'-N 80' To 8' Alley-E 45'-Sely Alg 10' Alley To Beg</p>		<p>concrete sills and foundation cladding. 1-story three-bay building of brick with stone or concrete accents. Large window openings.</p> 	<p>Holmes Motor Co., Holmes Motor Co., dealers in Paige cars, was occupying one the Tri Cities' longest auto retailing spaces, measuring 125 feet. The showroom/work space was located just off the Government bridge, gave it a distinctive address—and built on or even incorporating elements of saloon and prostitution-related businesses. (The Daily (Davenport) Times, "Paige Tour From Chicago," March 3, 1917: 12) The auto-related uses changed frequently: Sessions Motor Co. (Ford), Firestone Tire & Rubber Co., Kuehl Motor Co. (Cord and Auburn), Warren C. Skinner Inc. (Cord and Auburn), among others. A ghost sign for Firestone is located on the west upper wall.</p>	
<i>Iowa Interstate Railroad Line intersects</i>					
Perry Street					
<i>E. River Drive intersects</i>					
19	<p>115 Perry St. (111 Perry St. or corner of Perry and E. Front St.) Leclaire's 2nd Add Lot: 001 Block: 062 Leclaire's 2nd Add Lot 1 & W 8' M/L Of Lot 2</p>	<p>c. 1915, rebuilt after 1924 fire 1900 (A) Tri-City Fruit Co.</p>	<p>3-story brick, stone cornice and accents; Revival architecture. Loading bays for trucks located along E. River Drive (formerly E. Front St.)</p>  <p>(The (Waterloo) Courier November 15,</p>	<p>The building may encompass part of the 3-story Young and Hartford Carriage factory. The Tri-City Wholesale Grocer was ensconced by 1914; Tri-City Fruit Co. by 1918. Rear cold storage addition destroyed by fire 1924.</p>	C

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			1919: 5)		
<i>Alley intersects</i>					
20	117 Perry St. Leclaire's 2nd Add Lot: 010 Block: 062 Leclaire's 2nd Add S 40' Of	1877 (A) Fire King Station / Hose Co. No. 1 NRHP 1983	John Ross, architect 2-story brick with central hose/bell tower. Symmetrical design; standalone on corner of alley 	NR listed: "Built in 1877 in the Italianate style as Davenport's first fire station. It was replaced in 1902 by the Central Fire Station; Davenport MRA" It remained as Hose #1 station until 1929, then used as "auto laundry" and service. Upper social hall 1929 onward.	C (NR previousl y)
Iowa Street (west side)					
21	210 Iowa St Leclaire's 4th Add Lot: 005 Block: 065 Leclaire's 4th Add Pt Lots 4, & 5 Com At Ne Cor Of Sd Lot 5-S Alg E/L Of Lot 5, 60'- W 96'-N 60' To S/L Pub Alley-E To Beg	1925 1925 (A) Joehnke & Lage Garage	Blunk & Joehnke, contractors 1-story auto row, 64x90 feet, shaped parapet, skylights 	Built as auto garage as part of concentrated improvement of east end of commercial district. The garage include new car sales.	C
22	218 Iowa St 216-224 Iowa St. Leclaire's 4th Add Lot: 006 Block: 065 Leclaire's 4th Add S 105'	1920 - 1923 1923 (A) Emeis Manufacturing Co.	1 and 2 story. Newly refaced brick façade rebuilt without regard for original design. 	Emeis Manufacturing Co. occupied this building from construction through the 2000s. (Quad City Times, May 20 1923: 18)	NC (due to recent remodel of the building with post- POS brick and windows)
E. 3rd St					
23	301 E 3rd St Leclaire's 4th Add Lot: 008 Block: 065 Leclaire's 4th Add Lots 9 & 10 & W 10' Of S/2 Of	1933-1934 1944 (A) Firestone Service Center	J.H. Hunter Co. contractor Quad-City Times, "Permit For new Station Issued..." October 27, 1933: 13) Modernistic design of canopy	Fireproof service station and warehouse at 301- 311 E. Third St. Large canopy that originally held 12 gas pumps plus glassed-in store connected to 1.5- story warehouse. Streamlined Moderne with multi-lite windows.	C

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24	<p>313 E 3rd St</p> <p>Leclaire's 4th Add Lot: 008 Block: 065</p> <p>Leclaire's 4th Add W/2 Of Lot 8 Ex W 10' Of S/2 Of Sd Lot 8</p>	<p>1887</p> <p>1895 (A)</p> <p>McCrellias blacksmith shop/</p> <p>Tri-City Carriage Works / Woeber Carriage Works (c. 1907-1936) / Schwieder Motor Co. (c. 1937-c. 1950s+)</p>	<p>2-story Italianate brick store building. Storefront window and garage bay at first story; four windows with decorative window hoods on upper, plus "carriage works" ghost sign on east side.</p> 	<p>Converted early on to carriage works with blacksmith shop in west storefront. Auto use continued past the period of significance.</p>	C
25	<p>323 E 3rd St</p> <p>Leclaire's 4th Add Lot: 008 Block: 065</p> <p>Leclaire's 4th Add Lot 7 & E 1/2 Of</p>	<p>1890 (A)</p> <p>1970 (A) addition</p> <p>Livery/garage buildings combined into Yellow Cab Co. by 1923, remodeling 1929 into Blackhawk Garage with cab company also continuing</p>	<p>Stucco 1-story façade combines three separate structures into one use by 1923</p> 	<p>Yellow Cab remained in the building by 1923 – c. 1962. The Blackhawk Garage in 1929 offered car storage, washing, greasing, and simonizing.</p>	C
26	<p>304 E 3rd St</p> <p>Leclaire's 4th Add Lot: 001 Block: 066</p> <p>Leclaire's 4th Add S 75' Of</p>	<p>1932 (A)</p> <p>Bruckman's Super Service</p> <p>/ Field's Standard Service</p>	<p>1-story brick painted, asymmetrical design on corner lot.</p> 	<p>Well-preserved small service station. Post-POS use as Tri-City Musical Society, Local 67 (Musician's Local Union) signage remains.</p>	C
27	308 E. 3 rd	1946 (A)	Rectangular 1-story	Simonizing, car wash,	NC;

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	LECLAIRE'S 4TH ADD Lot: 002 Block: 066 LECLAIRE'S 4TH ADD	Bill Riepe's Parking Lot	building set back on lot to create front parking area.	wheel balancing offered, as well as truck rental.	appears to be original auto building on interior; exterior covered with post- POS materials
28	314 E. 3 rd St. (314-316 E. 3 rd) LECLAIRE'S 4TH ADD Lot: 004 Block: 066 LECLAIRE'S 4TH ADD PT LOT 3 & 4 COM AT SW COR LOT 3-E 128' TO SE COR LOT 4 - NWLY TO PT ON W/L OF LOT 3 143' N OF SW COR OF SD LOT 3 -S TO BEG	1900 (A) c. 1910s or 1920s; remodeled after 1934 fire; c. 1980s EFIS Davenport Spring Co.	Triangular shaped building built to the elevated train track embankment. Older storefront windows; garage bay; EFIS applied over masonry surfaces on façade; side and rear are masonry.	Service Transfer Co. as of 1920; Davenport Spring Co., W. Munroe blacksmith shop at rear, and Food Products Co. by early 1930s. Davenport Spring appears to have expanded into the full building and moved to new quarters in 1966; the company did auto- related service and repair work.	NC; appears to be auto- related building on interior; exterior covered with post- POS materials
Pershing Avenue					
29	315 Pershing Ave. LECLAIRE'S 4TH ADD Lot: 001 Block: 066 LECLAIRE'S 4TH ADD N/2 (309-315 Pershing)	1919 Avery Branch House farm machinery / Velie dealership	Remodeled exterior – painted brick, parapet altered, garage bay infilled, faux columns added.		NC; due to recent remodelin g that removed historic fabric and added post-POS materials.
<i>At elevated tracks at E. 3rd and Iowa streets</i>					
30	E. 3 rd St. at Iowa Street Bridge	c. 1928	Subdivided Warren through truss bridge spanning E. 3 rd St. at Iowa St. on elevated rail tracks 	This structure calls attention to the Rock Island Road elevated train tracks. (<i>Davenport Democrat & Leader</i> , "Part of Railroad Systems' 1928 Improvements Here," December 30, 1928: 7)	C

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Building Alteration and Loss within the East Side

As this nomination attests to, this light industrial and “motor row” historic district has been in the making and remaking since its early start with manufacturing along the Mississippi River. Flooding and fire have claimed a number of buildings through the decades, and reshaped others through post-disaster rebuilding and new construction. Given the flammability of materials within manufacturing and warehousing buildings, large destructive fires made front-page news, as will be discussed in Section 8. Scattered residential use continued through the period of significance, but most housing within this industrial historic district was removed in the early 1900s through 1920s, following concerted efforts to “clean up” the riverfront and remove “red light” districts including one that flourished around E. River Drive, E. 2nd, and E. 3rd streets between Perry Street and the Government Bridge. The early-twentieth-century riverfront redevelopment and late-twentieth-century convention center development also removed a range of light industrial and auto row buildings to make way for government construction projects. Blight removal has underpinned post-war government and private redevelopment projects—and these efforts have removed several blocks of pre-WWII building stock between E. River Drive and E. 4th Street. The rise of the automobile also has played a role in reshaping the nineteenth-century East Side landscape: Creation of parking lots has occurred since the mid twentieth century, to serve customers and display vehicles in East Side auto dealerships that once existed; and to clean up buildings deemed to be in poor condition. The loss of buildings in these ways, although unfortunate, further elevates the importance of those buildings that remain.

The contributing buildings retain their original form, ornament, and portrayal of their original use and design. Many of the windows have been replaced and storefronts have been remodeled through the decades, as is typical for buildings of their age and style. Although individual buildings have been altered, as a whole the district retains integrity of design, location, workmanship, setting, feeling, association, and materials. Few buildings have been altered so that they are no longer recognizable as contributing to the district. The buildings within the district retain facades that date to the period of significance, and there are few modern intrusions. Where buildings have been demolished, or lost to fires and flooding, parking lots or open space most often have replaced them, with most of these located outside of the district. Some paving/parking is historic auto-related paving.

East Side Historic Preservation Efforts

Historic preservation in Davenport began in earnest the mid 1970s after city officials decided against building a central business district bypass from the Centennial Bridge at the southwest corner of the central business district to Interstate 80 to the north. Successful bicentennial-era historic preservation projects led Davenport in 1979 to become the first city in Iowa to hire a full-time historic planner, Marlys Svendsen, with a state grant. Svendsen undertook and directed surveys and National Register nominations, culminating in the 1982 publication of *Davenport, Where the Mississippi Runs West: A Survey of Davenport History & Architecture*, followed by the listing to the National Register of a dozen historic districts and nearly 250 individual buildings—the most in the Register of any Iowa city. (Svendsen and Bowers; Meginnis: 6;) The 1877 Hose Co. No. 1 fire station (117 Perry Street) was one such building listed in the National Register, and the elevated CRI&P rail bed and overpass bridges were also recommended for listing. However, some of the interwar auto row buildings in the East Side were not surveyed, as there were not yet eligible for the National Register, not having yet met the typical 50-year threshold. This city in 1986 added a historic preservation amendment to its comprehensive plan. However, the 1980s farm crisis hit Davenport hard, and “[h]istoric preservation took a backseat to survival,” according to Davenport historic preservation consultant Marion Meginnis’s 2016 report *Heritage in the Heartland: A Plan for Davenport*. “About the same time, “Rejuvenate Davenport,” was organized to find ways to revitalize a struggling downtown and a sagging regional economy. Their solution was to purchase and demolish buildings in the central business district, believing that the cleared parcels could entice developers. When the final building fell, more than fifty structures, some recently included in the National Register listing process, were gone.” (Meginnis: 6) The new RiverCenter convention center, opened in the early 1980s, combined new construction with rehabilitation of historic theater and hotel

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properties—and spurred interest in historic preservation along Perry and E. 2nd streets. (*Quad-City Times*, “Another boost for downtown,” December 18, 1984: 3) Restoring the former fire station to its 1877 appearance guided by historic photographs became Rejuvenate Davenport’s first historic preservation project, completed in 1988. Three other adjoining East Side buildings were also restored in the late 1980s: the produce commission building at 111 Perry Street, G.F. Knostman Building, 207-209 E. 2nd Street, and the Crane Building, 220 Emerson Place, which received a preservation award from the Scott County Historic Preservation Society in 1987. (*Quad-City Times*, “Historic group to give honors,” October 4, 1987: 1F; “Davenport fire station acquires a new purpose,” August 1, 1988: 17) Meanwhile, interest in converting industrial buildings into lofts sparked creation of the Crescent Warehouse Historic District, listed in 2003; developers also took interest in some of the industrial properties within the East Side Motor Row Historic District. Meanwhile, artists and supporters banded together to open the Bucktown Center for the Arts in a former wholesale grocery warehouse (225 E. 2nd Street), offering studio, gallery, and workshop space as of 2005. (*The Dispatch and the Rock Island Argus*, “Figge and Bucktown celebrate five years,” July 29, 2010: B1) A 2010 historical resurvey of the central business district by Alexa McDowell noted the light industrial and automotive uses of buildings within the East Side. Several historic tax credit and private rehabilitations have been undertaken since then.

Integrity of the District:

While some changes and limited parking lots have been the result of tenants and property owners remodeling or rebuilding to attract customers and tenants during the period of significance, other changes have occurred due to flooding, fires, storm damage, and building collapses. Fires and natural disasters have damaged and destroyed buildings that once stood adjacent to the historic district and others that could have contributed to the district. The nearby convention center and parking garage development also has occurred post-POS. Despite such alterations, the district as a whole retains a significant group of buildings containing essential physical features set within the historic layout along the grid street system to represent the significance to the community. Examining the seven aspects of integrity demonstrates this:

Location: The district and buildings within it remain in their original locations. With regard to location, its integrity is excellent.

Design: The grid and alley layout of the district was established by nineteenth-century developers and further shaped by merchants and local government seeing the need and opportunity for commerce above the flood-prone river bottoms. Buildings within the district range from utilitarian to stylized architectural statements. These groupings of buildings and the streetscapes they create, particularly along E. 2nd Street and E. 3rd Street are largely intact and historic. All elements of the district contribute to the form, plan, space, setting, and style of a Midwestern light industrial / auto row district developed and continually redeveloped from the mid nineteenth century through the mid twentieth century. Some exhibit excellent integrity of design. Other buildings retain fair to very good integrity.

Setting: Overall the integrity of setting is good to fair, depending where in the district one is standing. The character of the district remains intact, nestled against the elevated train bed and the connecting Government Bridge. Sidewalks, streets, and alleys remain in place and operational. The removal of commercial buildings outside the historic district boundaries, particularly to the west and south of the district, began during the period of significance and has been mitigated to a degree within the last decade by sensitively designed infill mixed-use development that contains retail storefronts along sidewalks with two to four stories of housing units above—retaining the historic lower building profile of the greater East Side downtown area.

Materials: The integrity of materials remains good. Buildings within the district retain character-defining features and historic fabric. Missing cornices, upper-level window changes, and storefront window and entrance doorway remodeling have resulted in loss of some historic fabric—although some of these changes

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should be considered historic given that they occurred during the period of significance. Other changes are cosmetic, with cover-up materials merely obscuring original materials.

Workmanship: The integrity of workmanship is good to excellent. The craftsmanship of the district is largely that of masons who neatly laid brick and clay-tile walls with tidy fenestration openings and some decorative inlaid patterns and detailing on parapet walls, as well as some detailed cast-stone accents. The craftsmanship of stoneworkers is found less frequently, but is represented in masonry buildings featuring carved and chiseled stone elements.

Feeling: Collectively, the buildings within the district portray the neighborhood's hardworking light industrial – auto row commerce through the decades—and reflect the continual evolution that typify Midwestern auto row nodes as well as the ever-unfolding history of the this eastern portion of downtown. Architectural details on the retail buildings and streetscapes within the district continue to express the unique historic character of the area and help visitors to experience the history and importance of the East Side “Motor Row” Historic District as a place of retail shopping with offices and residences in upper levels.

Association: Viewed together, the buildings retain a high degree of association because the surviving physical features and streetscapes, which directly connect visitors to the history of the district as an important light industrial and auto row destination, located in the shadow of the Government Bridge. Due to a new generation of building owners, merchants, and residents, the historic district is undergoing a retail and housing renaissance: Once again, the streets bustle with pedestrians, cyclists, and automobiles on their way to places within the district that continue their historic uses as storefront retail establishments with upper-level offices and residences.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions.)

COMMERCE

INDUSTRY

TRANSPORTATION

Period of Significance

1877 – 1959

Significant Dates

1877

1923

1959

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation (if applicable)

Architect/Builder

Ross, J.W.; Clausen & Kruse, et al.; Priester Construction;

Phillips, Harry Steffen; John J.F. Nebergall & Son;

J.H. Huntinger Co.; Spink, Charles R.; Hanssen and Harfst;

Hass, Walter; Steffen, John

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Statement of Significance

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations).

The Davenport East Side Industrial and Motor Row Historic District is locally significant under Criterion A for Commerce, Industry, and Transportation. The commerce and industry represented includes warehousing, specialty manufacturing, and automotive-related commerce typical in Davenport during the late nineteenth and early to mid twentieth centuries, including wholesaling, furniture and food manufacturing, and carriage and auto-related industries. The district's commercial and industrial building stock includes rare-surviving examples of automotive and industrial building types and styles in an evolution of architectural styles and responses; also included is an 1877 fire station, built by a private fire brigade to provide fire protection to commercial and industrial businesses. Transportation is represented via adjoining railroad grade and bridges and the location of a former rail siding that played an important role in local early 1900s efforts to redevelop the southern portion of the neighborhood from a red light district into an industrial area, as well as for some specific. The district provides a rare-surviving grouping of manufacturing, warehousing, automotive-related commercial, and railroad-related properties in Davenport. The period of significance is 1877, representing the date of the earliest resource in the district to 1959, representing the year prior to the opening of the interstate freeway north of the city, which would lead to changes in traffic and retailing patterns.

There are two previously listed resources: The 1877 Italianate Hose Company No. 1 fire station building (117 Perry Street, NRHP 1983) and the five-story Commercial Style Davenport Bag and Paper Company Building (301 E. 2nd Street, NRHP 2018). The fire station is representative of the flammable materials and operations present in a commercial and light industrial area; after private organization, it became a city-owned facility that operated until 1929, after which time it was used for auto-related commercial uses with upper social hall. The Davenport Bag and Paper Company Building was an early building in Davenport built of concrete.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

(Iowa SHPO Additional Instructions: For properties not nominated under Criterion D, include a statement about whether any archaeological remains within or beyond the footprint of the property were assessed as part of this nomination under the subheading **Archaeological Assessment**.)

Brief Commercial, Industrial, and Rail History of Davenport East Side

Davenport began in 1836 as a riverfront town platted opposite the military Fort Armstrong located on the Rock Island (now Arsenal Island) in the Mississippi River. The nucleus of Davenport's commercial business district, today's downtown core, began as small square blocks oriented toward the river, platted by a group of speculators that included George Davenport, whose name graces the city, and Antoine LeClaire, a French-Indian interpreter, lawyer, and speculator. After a slow start to lot sales due to title uncertainty, LeClaire platted additions to the east on a reserve of land he had been granted while he was official American interpreter for the 1832 Black Hawk Treaty, which ended the Black Hawk War and turned over former Sac and Fox land to the United States Government. (Svendsen and Bowers: 1-2) Portions of LeClaire's 2nd, 3, 4, and 5th Additions make up the East Side Motor Row Historic District; the blocks are square with east-west alleys serving north-south lots. Early settlers were Yankees from the East. Meanwhile, in 1840, Davenport prevailed in being the Scott County seat, and European wars and famine led to Germanic and Irish immigrants settling in Davenport. (Svendsen and Bowers: 1-3-1-4)

Adding value to LeClaire's own eastern plats was river traffic and railroad building, which came to place Davenport at a national crossroads of trade. (Wood: 10) As noted by Svendsen and Bowers: "Illinois communities opposite Davenport were favored with similar transportation advantages, but with Davenport's location on the western side of the Mississippi proved a special aid. With the tide of settlers moving from east to west it was logical and economical to unload supplies and people closer to the area of expansion." (Svendsen and Bowers: 1-4) "The earliest East Side commercial and industrial development occurred along

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the riverfront, centered on E. Front Street (now E. River Drive). Ferries landed at Main Street a few blocks west and steamboats from St. Louis brought passengers, cheap bulk goods, and commerce. But railroads would revolutionize Davenport's role as a gateway to the west and reshape the commercial and industrial riverfront in Davenport, including the East Side. In the 1840s Davenport promoters began investing in the bringing of a rail line from Chicago to Rock Island, rechartered as the Chicago and Rock Island Railroad, it was completed to the Mississippi River in 1854; Davenport lawyer and jurist Judge James Grant became president of the company. A private bridge company formed in 1853 to build the first Mississippi rail bridge, completed in 1856; its location would shift in rebuilding it in 1872 as the Government Bridge and again in 1896. (Svendsen and Bowers: 3-1-3-2) Meanwhile, in 1852 LeClaire and other Davenporters including the city and county invested in building a rail from Davenport to Council Bluffs, Iowa, first incorporated as the Mississippi & Missouri Railroad Company; (the line merged with the Rock Island Railroad after the Civil War to become the Chicago, Rock Island & Pacific Railroad, with Council Bluffs reached in 1869, and transcontinental connection to California from Omaha reached the same year. (Wood: 10)

Other railroads followed in Davenport and the Illinois side, opening additional avenues for trade while decreasing importance of river traffic. According to Svendsen and Bowers: "Construction of the various railroads between 1865 and 1900 caused significant changes for Davenport.... [T]he railroad construction boom caused local land values to soar, commerce and industry to expand and compete more vigorously.... Davenport's position as a regional center was enhanced. Business from western communities funneled into the city from both the main line and branches.... Davenport became the place for consolidating and warehousing shipments and for farmers to gather to market their products." (Svendsen and Bowers: 3-5) After 1900, railroads improved upon existing systems. And Davenport increasingly became a jobbing center, distribution point, and diversified manufacturing location with a mix of local industries and branch factories for national corporations. Of particular note, in 1901-1902, the CRI&P elevated its track that runs diagonally from the Government Bridge to East 5th Street and west through the central business district. Davenport's population doubled from post Civil War era of some 20,000 to about 40,000 by 1910. (CITE•)

A related property that is already part of the part of the Rock Island Arsenal National Historic District (NRHP 1969), the Government Bridge is the oldest surviving Mississippi rail crossing in the Iowa-Illinois region. The first generation wood Rock Island Arsenal Bridge, built in the mid 1850s east of the current Government Bridge, was the first permanent bridge across the Mississippi; the bridge location shifted to its current configuration with construction of the 1872 third-generation bridge. The 1872 steel double-deck bridge provided a single lane for trains and a single lane for vehicles, plus pedestrian access from Davenport's central business district at E. 2nd Street. Traffic congestion led Congress in 1895 to authorize the War Department to build a larger bridge, with double lanes as well as the double deck. Chicago engineer Ralph Modjeski, in his first major bridge commission, remodeled the substructure and designed a new superstructure. (Hess: 1-3) Completed in 1896, the steel bridge by the Phoenix Bridge Company of Pennsylvania is situated on the remodeled stone piers of the 1872 third-generation bridge; the 1,854-foot-long bridge incorporates five spans: Baltimore through truss swing bridge with pratt truss and steel beam approaches. (Moy and Karlowicz: 89) The bridge's swing span is encased in the 1931-1934 Lock & Dam No. 15, Upper Mississippi River (Arsenal Island), the first lock to be built as part of the Mississippi River Nine-Foot Channel Project, Rock Island. In 1902, the Chicago, Rock Island and Pacific Railroad completed a track elevation project that brought a curving elevated bed and bridge spans from the Government Bridge through the northern edge of the central business district along 5th Street. The rail lines are now operated by Iowa Interstate Railroad. During the period of significance, the Government Bridge provided the only rail/vehicle/pedestrian entrance point into the City of Davenport from Illinois, aside from ferry and barge. In 1898, the bridge averaged 5,000 people a day in good weather, via streetcar (190 streetcar trips), horse-drawn vehicles (about 1,200 teams), and by foot (more than 3,200) — excluding passenger trains. (*The Davenport Democrat*, "Items in Brief," October 7, 1898: 1) This traffic brought great numbers of residents of Iowa and Illinois through the east end. This eastern entrance into the city via the Government Bridge remained an important trans-Mississippi transit point even after the 1936 opening of the Iowa-Illinois Memorial

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Bridge toll-way between Bettendorf and Moline and the 1940 opening of the Rock Island Centennial Bridge toll-way between Rock Island and Davenport (exit/entrance at Gaines Street and W. 2nd Street a few blocks west of the Davenport central business district). In the 1930s, motor traffic on the Government Bridge averaged 9 million vehicles a year; in contrast, the Iowa-Illinois Bridge only saw 600,000 vehicles its first year. (*Quad-City Times*, "Happy 60th, Centennial Bridge," July 11, 2000: B1)

East Side Proliferation of Vice in "Bucktown," 1880s – 1909

In the late 1870s—as river, rail, and arsenal traffic through the East Side intensified and housing development pushed north near the location of large brothels on the outskirts of Davenport—saloons, gambling, and prostitution began relocating to smaller more discreet locations in the East Side. By the end of the 1880s, the former mixed-use neighborhood had become a red light district known as "Bucktown," as carefully researched by historian Sharon E. Wood, who detailed the impacts of prostitution and vice in Davenport from 1875 through 1910 in her book *The Freedom of the Streets: Work, Citizenship, and Sexuality in a Gilded Age City*. (Wood: 213) The rails and the river contributed to transient populations, including traveling salesmen, soldiers stationed at the Arsenal, river boat and railroad workers, lumbermen floating timber rafts down the Mississippi River intermixed with the migration of women leaving rural areas to seek work in urban centers like Davenport. Wood notes that just as Davenport was an important division point on the Rock Island rail line and manufacturing base, it was also the shopping and entertainment center for the trans-Mississippi region; residents of the Tri Cities along with transients came to Davenport to shop on W. 2nd Street, attend events at the Burtis Opera Hall (415 Perry Street) and other halls, and visit beer gardens, resorts, and billiard parlors—and some to partake of the scores of saloons and numerous prostitutes. (Wood: 11-12) Davenport's culture and the type of entertainment found there were shaped in part by the Germanic immigrants, who imported music, theater, beer making and drinking, socialism, and opposition to women's suffrage.

An 1885 snapshot of downtown prostitution, created by Wood comparing the 1885 Iowa census, 1886 Sanborn fire insurance map, and 1885 city directory, shows: "The heaviest concentration of brothels lay within a triangle bounded by Front Street [now E. River Drive] along the river to the south, Brady Street to the west, and the Chicago, Rock Island & Pacific (CRI&P) embankment starting at the foot of the Government Bridge and angling northwest toward Fifth Street.... Like most central urban neighborhoods in the 1880s, this was a mixed-use district where dwelling places, factories, and shops crowded close together.... The CRI&P yard—with its noisy round-the-clock traffic—lay just east of the tracks. A coal-gas plant spewing noxious fumes loomed nearby. With three-fourths of the city's livery stables in the neighborhood, residents enduring more than their share of dung heaps.... [I]t was a neighborhood where prostitutes plied their trade alongside other struggling women and where legitimate businesses rubbed shoulders with illicit ones." (Wood: 25-26) *The Daily Times* noted in 1889 that prostitutes operating around the new expanded candy factory for Reimers & Fernald at 213-215 E. 2nd Street "make the neighborhood of Messrs. Reimers & Fernald's candy factory a most undesirable place for the employment of decent girls." (*The Daily Times*, "Reimers & Fernald," December 28, 1888: 4)

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“FROM THE BALLROOM TO HELL”

HOME BOOK CO.

3250 N. 41st Avenue **CHICAGO, ILL.**

In 1903, Catholic Bishop Cosgrove of Davenport took a stand against vice, instructing all five Davenport Catholic churches to start a crusade from the pulpit—and invited all creeds to participate. In an interview with

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The Davenport Democrat, buried on page 6, he called Davenport the wickedest American city of her size, and announced he would target the ills of gambling, prize fighting, all-night and Sunday saloons, wine rooms serving young women until inebriated, and prostitution. In an interview with *The Davenport Democrat*, Cosgrove gave the following explanation for his crusade: "I like Davenport. I like its people, and its young people; and I don't like to sit still while it is going to the devil.... I have heard enough, and I have sufficiently told by men who travel and have the chance to know, to convince me that we have a city here with worse conditions of immortality than any other town in America. I believe from what I have heard that Davenport is the wickedest of them all." (*The Davenport Democrat*, "A Moral Crusade May Soon Sweep Davenport," January 19, 1903: 6) Midwestern newspapers picked up the story, including *Hearst's Chicago American*, which detailed the experience of a young actress who appeared at a Bucktown theater on E. 2nd Street and "rather than drink a bottle of champagne with the son of one of Davenport's wealthiest men and his roistering companions, defied her manager and was turned penniless into the street at midnight." Elsewhere in the issue, the *Republican* sarcastically reported on two aldermen making a first-ever tour of Bucktown to learn of its ills under the headline "The Naughty Things the Alderman Found." (*Davenport Republican*, "Was Great Sensation: Mayor Becker's Order With Regard to Wine Rooms," January 22, 1903: 6; "The Naughty Things the Alderman Found," January 22, 1903: 8) Cosgrove and the church tried negotiating with city leaders, but eventually hired lawyers to seek injunctions on seven saloons in Bucktown, but the effect was short lived. (Wood: 239-242) A June 1903 *Davenport Democrat* satire piece about Bucktown titled "Tinhorn Toots" (a "tinhorn" being a flashy gambler who pretends to be important but has little money, influence or skill, and a "toot" being an idle worthless creature) led with a sketch of a saloon storefront as part of the "illuminated" letter. It included a cartoon captioned "Keep Out of Bucktown." (*Davenport Democrat*, "Tinhorn Toots," June 14, 1903: 4)

The city rejected reform, and instead in 1904 mayor Harry Phillips enacted licensing for gambling, which brought additional money to city coffers. The city's embrace of vice became the subject of Illinois hardliner William Lloyd Clark's 1908 treatise against prostitution *Hell at Midnight in Davenport, or, The History of a City's Shame*. (Wood; *The West Coast Magazine*, "Hell at Midnight" ad, January 1910, Vol VII No. 4: 5) A variety of reformers in 1906 through 1908 attempted to force the city to curtail saloon operations and/or follow the mulct law; the Civic Federation's injunctions resulted in some saloons closing including the popular Brick Munro's Pavilion (229 E. 2nd Street; nonextant), which had operated a 24-hour saloon, with restaurant, cabaret, and dance hall. Despite inroads on saloons, vice continued in Bucktown until 1909, when the state legislature championed by Governor Albert Cummins of Des Moines passed several new laws designed to shut down such vice districts across the state. The "Cosson red light law" abolished houses of prostitution and gambling by empowering any citizen to bring an action in equity court in the name of the State of Iowa, and if evidence established it as a house of ill repute, the law required issuing a permanent injunction closing the business. (The Cosson law was named for its author, state attorney general George Cosson.) It was paired with a malfeasance law that held public officials accountable: It permitted any five citizens to take to court a mayor, county attorney, or police chief for failed enforcement of red-light abatement, potentially leading to removal from office. (Wood: 250-252; *The Davenport Democrat and Leader*, "Cosson Red Light Law Not Signed," May 25, 1913: 12, and "The Anti-Vice Crusade in Davenport," January 16, 1916: 1) Davenport Mayor G.W. Scott shut down brothels in spring 1909; a few weeks later, *The Daily Times* reported "for rent" signs in former brothel locations. (*The Daily Times*, "Not One Brothel Exists in City, May 27, 1909: 4)

East Side Commercial and Industrial Growth during the Bucktown Era, 1877–1909

Many of the extant buildings within the district demonstrate local significance under Criterion A –Industry.

- 1877: Fire King Engine House / Hose Co. No. 1., 117 Perry St., 2-story Italianate with 3-story hose tower designed by architect J.W. Ross, who also designed the City Hall building among others. The Fire Kings was an independent fire organization launched in the late 1850s. The city paid for the new engine house, with volunteers filling the fire fighting roles; in 1992 the city established a paid fire force. The fire department used the station as such through 1929; in 1930s-1950s the first floor was dedicated to automotive uses while

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veterans from Battery B used the social hall on upper level. (*The Davenport Democrat*, "Laying of the Fire King Corner Stone," November 8, 1877: 1)



STATION NO. 1.

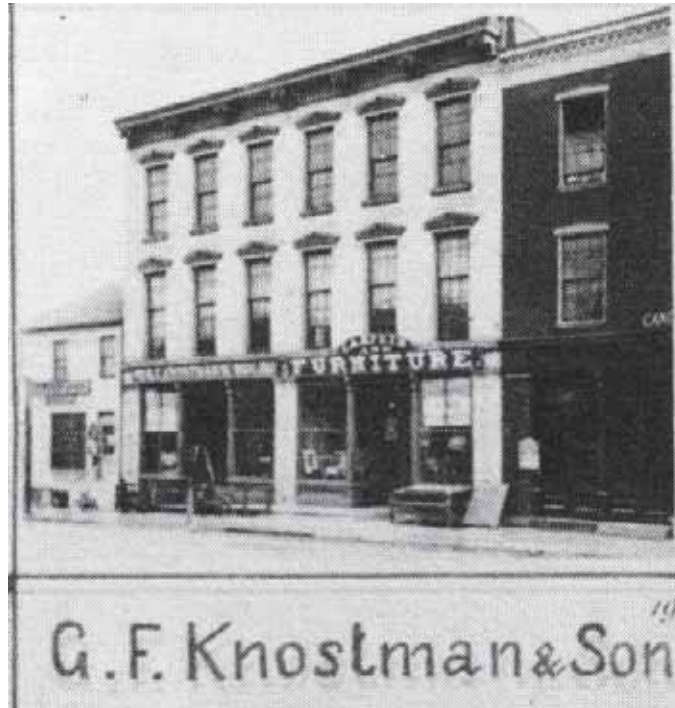


Figure left: c. 1902 view of the Hose Co. Station 1. (*History of Davenport Fire Department*, c. 1902)

Figure right: 1887 image verifies excellent integrity of this circa 1879 furniture manufacturing plant (207-209 E. 2nd Street). (*Huebinger Brothers*)

- By 1879: In 1879 the 3-story building 203 E. 2nd sold to G.F. and G.H. Knostman furniture makers; by 1882 Reimers & Fernald Candy Factory leased 201-203 E. 2nd Street; 3-story brick with plentiful windows for light and ventilation. 1886 Sanborn shows leased to candy company and saddlery; by 1893 converted to a saloon through circa 1915. Exterior remodeled possibly 1921 for auto dealership (city permit on file for \$1,000 exterior); also remodeled 1940 for DuPont Paint Store – 1955. (*The Davenport Democrat*, "Items in Brief," August 1, 1879: 1)

- Circa 1884: G.H. Knostman & Sons furniture factory, 207-209 E. 2nd; 3-story brick Italianate with stone sills and lintels built after fire destroyed an earlier plant for company founded in 1858. Furniture manufacturing through circa 1895, after which the works moved to 1405 E. River St. People's Union Mission 1898-1901; Salvation Army 1906-1910; Des Moines Patterns & Model Works 1915; Davenport Fruit Co. and Davenport Ice Cream Co. 1918; 1920-1931 by Davenport Candy Co. before it relocated to a new building; in advertising the 9,000 square foot space for rent, the rear tracks were listed as a benefit of the property. (*The Daily Times*, want ads, May 11, 1931: 17) Mace Chemical & Supply Co. circa 1942 – 1958.

- By 1886 Sanborn: Reimers & Fernald Candy Factory Addition, 205 E. 2nd St.; 3-story narrow brick to match 201-203 E. 2nd St.; by 1893, Hotel Linden, cited as a fire hazard in 1903 by city. (*The Davenport Democrat*, "The Fire Committee is Taking a Short Rest," January 18, 1904: 7) Tri-City Barber College circa 1915-1935; used by Toledo Scale with upper level apartments by circa 1940-1956.

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- 1887: Brick store built at 313 E. 3rd St. Two-story Italianate, with garage bay, storefront window, and upper window hoods. Painted ghost sign for carriage works on east side. (*The Morning Democrat*, October 29, 1887: 4) R. McCrellias blacksmith located his blacksmith shop on the first floor by 1888; and Charlie Benton opened a sale and feed stable at 313 E. 3rd St. Tri City Carriage Works was operating there by 1899, followed by Woeber Carriage Works (established 1889; at this location from c. 19079-c. 1936). (*The Daily Times*, October 7, 1907: 2)
- 1888: Reimers & Fernald Candy Factory #2, 213-215 E. 2nd St.; 3-story brick with stone foundation. Growing candy company built own factory for candy plus crackers, then sold to National Biscuit Co. 1900-1905. Building was vacant for a few years before Crane Co. plumbing supplies purchased the property and remodeled and expanded the factory into display room, offices, and warehouse for its operations; the west wall still shows the stone foundation and brick of the 1888 buildings. (*The Daily Times*, "Reimers & Fernald," December 28, 1888: 4) See Crane Building below for further information.
- 1900: R. Vogel warehouse and bottling works for Annhauser-Busch, as well as his own lines of wines and liquors, 210 E. River Drive (formerly Front St). Larger 2-story building; façade has been remodeled over time to strip away the decorative elements from 1900, but a garage door bay remains, as do four (replacement windows). This building's importance lies in the use of a track from the Milwaukee Railway Company laid into the building where cars could load in and out. Meanwhile, in 1900, the city began cleaning up E. Front Street, reclaiming saloons and brothels for industry and warehousing. (Wood: 182) That may have assisted with the placement of the building and the track. (Daily Leader, "The New Warehouse," September 18, 1900: 14) This building was remodeled in the interwar/postwar era to streamline the exterior and interiors, becoming home to Gierke-Robinson Co. distributors and jobbers of construction and industrial machinery. (Building permits)

East Side Commercial and Industrial Growth during the Warehouse and Motor Row Era, 1903–1959

The Davenport East Side Industrial and Motor Row Historic District is locally significant under National Register Criterion A - Commerce for light industrial and automotive sales and service buildings. The vice reforms of the early 1900s spurred new warehouse and light industrial development on the East Side, specifically on the sites formerly occupied by saloons and brothels. Redevelopment initially occurred at the same time that Bucktown still operated. Transportation-related retailing and service have taken place within extant buildings within the historic district since at least the late 1880s. Horse-drawn transportation services and sales are represented on E. 3rd Street. Auto-related sales and services are represented by buildings along E. 2nd, E. 3rd, and Perry, Iowa streets and Pershing Avenue. The State of Iowa enacted gambling and prostitution enforcement laws in 1909, and then imposed a state Prohibition in 1916, three years ahead of the federal law. During this same period, the auto industry grew and required additional space—creating the opportunity to carve out a Davenport East Side auto row. By the 1920s and 1930s, several out-of-state corporations including auto-related had constructed facilities within this district and may represent the rise of national corporations and corporate architecture.

In *Main Street to Miracle Mile*, scholar Chester H. Liebs examines how the "car met commerce" in the United States, changing spatial relationships, reimagining architecture through the lens of a speeding windshield, and producing new types of buildings and cultural landscapes to meet the needs of an auto-driven culture. (Liebs: 7-3) With the evolution of new houses of commerce for cars (and trucks) came the development of a new type of commercial district: the automobile row. Liebs describes the creation of an auto row as starting with dealers building their own often larger sales palaces outside of cramped central-city quarters, with speculators infilling between with one-story, less ornate showrooms rented by agents of smaller, lesser-known automakers. (Liebs: 83) While the auto industry seemed to be limitless in sales growth in the 1910s, the demand for autos crashed against forces out of control of dealers or manufacturers. Several problems occurred in 1919 and into 1920: a shortage of raw materials to make auto parts, strikes by auto plant workers and railroad workers, and shortage of rail freight cars that combined to slow production, assembly, and distribution. (*The Des Moines Register*, "Some Troubles of the Auto Dealer," October 19, 1919: 4-S) The Great Depression and World War

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It also proved difficult times for auto dealers, as the middle class was hollowed out, and the number of manufacturers rapidly decreased as industry consolidation occurred. (Berger xvii-xxiv)

Scholarly study has documented the rise of the automobile in the United States: Michael L. Berger's *The Automobile in American History and Culture: A Reference Guide* encapsulates how what started as a luxury curiosity for entertaining the wealthy in the 1890s quickly grew in the first decades of the twentieth century to become a desired and relatively affordable necessity for work and leisure transportation on the farm as well as in the city. The advent of assembly line manufacturing and financing of car sales helped make auto purchases accessible to middle-class consumers, fueling sales demand in the 1910s and 1920s. Between 1900 and 1920, some 600 different manufacturers produced autos, but following World War I, there were fewer than 120 remaining given the demands of scale forcing major changes in manufacturing and distribution, according to automotive writer Robert Genat's *The American Car Dealership*. (Genat: 9-17)

Historian Barbara Beving Long in a 1983 architectural and historical report found that Iowa led the country in auto sales: "The number of [vehicle] registrations in Iowa grew from just 40 in 1900 to 30,000 in 1911, 198,584 in 1916, and 707,231 in 1927. Ambitious entrepreneurs hurried to cash in on this popularity. However, many were poorly financed and soon went out of business, only to be replaced by other eager businessmen." (Long 1983b: #21) In Davenport, auto-related businesses quickly popped up. Indeed, by 1916 a real estate agent took out a large ad titled "Automobile Row," and laid out key advantages Davenport enjoyed, 1) E. 2nd was rapidly redeveloping due to low land values, keeping rentals affordable for the auto trade, 2) proximity to downtown, 3) E. 2nd St. as the main traffic artery between the Quad Cities. (*The Daily Times*, "Automobile Row" ad, September 23, 1916: 17) At the same time, Davenport business leaders worked during the 1910s through 1930s to include and retain Davenport as the eastern entrance point for various early "river-to-river" highway routes, spanning the state from Mississippi River on the east to the Missouri River on the west; in Davenport, early highway auto traffic was routed across the Government Bridge through downtown Davenport. And so by 1923, E. 2nd St. had been transformed with redevelopment, and celebrated as part of the "New White Way" highway. Local industrial and auto-related businesses donated new bright street lights to illuminate the path of the highway through the East Side district; local businesses that contributed included N.O. Nelson Co., John P. Hand Co., Goodyear Tire Co., G.S. Johnston Flour Co., Davenport Bag, John F. Kelly Col, and Crane Co. (*The Daily Times*, "East Second Street, Out of Darkness into Light, Will Celebrate Tonight," October 26, 1923: 30).

- 1904–1908: Davenport Bag and Paper Co., 301 E. 2nd St. (NRHP 2018). In 1904 the company began planning new quarters, and in 1907-1908 the company built a new warehouse on the East Side to avoid being located next to a saloon. The case pitted a locally owned legitimate business's interests against competing vice business interests that enriched the city coffers. Davenport Bag and Paper had been located as of 1904 at 119 Brady Street (nonextant) when in 1904 the firm was pressed to sued for an injunction against the property at 120 Brady Street (nonextant) to stop the construction of a saloon in violation of the city's statutes that gave property owners in close proximity the right to block a new saloon. Davenport Bag and Paper successfully argued that the injunction was required due to the negative impact a saloon would bring on its property value and young women employees. This was one of a number of saloon requests for 120 Brady Street that Davenport Bag and Paper, founded in 1891, had to defend against. (*The Daily Times*, "Muxfeldt Can Not Run Saloon," January 9, 1904: 6) In response, Davenport Bag and Paper purchased a large piece of land at E. 2nd and Rock Island streets (now Pershing Avenue), then occupied by a saloon still under lease for a year; company president Gus Eckhardt considered the east end envisioned it becoming a wholesale district. (*The Daily Times*, "Davenport Bag & Paper Co. Buys Large Property," September 22, 1904: 7; "Splendid Concrete Building Which Marks a New Era in Davenport's Business Development," October 26, 1907: 11) Meanwhile, in 1906 the company and some other property owners in the vicinity petitioned the city to bring a sidetrack from the Milwaukee tracks east of E. 2nd and Iowa streets across the streets and into the north side of the alley, in order to provide shipping facilities, as will be discussed further below. G.S. Johnson, an adjoining property owner to Davenport Bag and Paper, also pledged to build a commercial building on his

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property if a sidetrack were brought into the alley. (*The Daily Times*, "Will Erect Five Story Building," May 29, 1906: 5) The city council approved the trackage, which *The Daily Times* emphasized was crucial for transforming the red light district (Bucktown):

The sidetrack is to pass by the rear of the property purchased by Davenport Bag and Paper company and G.S. Johnson and as soon as the action is made a formal one, the owners of the property will make immediate arrangements to build on their ground.

This means that East Second Street is to be converted into a business center and the disreputable houses that now occupy the ground there are to be crowded out. The importance of the action of the council is much more than can be estimated for without the sidetrack the owners of the two pieces of property could not build on their land as they would have no shipping facilities.

In order to be sure and secure the right to have the sidetrack laid both parties donated the south 10 feet of their property so that the sidetrack will not be laid in the alley but just north of the alley, the south rail being just on the alley line.

.... [O]ne business man stated today that in two years that section of the city would be converted into a business center. (*The Daily Times*, "Paves Way for New Buildings," June 5, 1906: 4)



Figure: Wholesaler GS Johnson Co. advertised its building in a special section of *The Daily News*, Oct 28, 1911: 176.

Assembly of the right of way land for the sidetrack was completed in February 1907. Construction of the Davenport Bag and G.S. Johnson buildings began after that. Upon completion in 1908, the approximately \$40,000 Davenport Bag building was named the only fully concrete building in the city, being clad in concrete masonry units on the exterior, in contrast to others that used brick on facades. (*Davenport Democrat and Leader*, "Only Building of Entire Concrete," January 22, 1908: 6)

- 1906–circa 1907: Flour dealer G.S. Johnson, an adjoining land owner to Davenport Bag and Paper, pledged to build on his property if a sidetrack were brought into the alley. Johnson hired noted architects Temple, Burrows & McLane in spring 1907 to design a two-story 36x140 reinforced concrete warehouse with a brick façade. The new building consolidated his operations that previously had been on Front Street plus a

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competitor whose business he purchased. (*The [Des Moines] Register and Leader*, "Iowa Improvement Record for the Week," May 6, 1907: 3) In 1911, the operation incorporated as G.S. Johnson Co. Wholesale Flour, with the Davenport branch established in 1898 and branch houses in Des Moines and Cedar Rapids.

- 1907-1909: The first known building announced for new construction after prostitution was outlawed by the state was the J.F. Kelly Company's purchase of the southwest corner of E. 2nd and Rock Island streets (now Pershing Avenue), site of the Brick Munro's popular 24-hour saloon and dance hall pavilion. (*The Rock Island Argus*, "Brick Munro, the Good Samaritan of the Underworld, is Bankrupt," January 16, 1914: 11) The Kelly Company, founded in the late 1860s, had occupied several sites along E. Front Street before in 1907 purchasing land for a new wholesale grocery house at E. 4th and LeClaire streets adjoining the Washburn-Halligan Coffee Company. (*The Daily Times*, "Jonathan Brand Emblem of Quality," June 22, 1907: 11) However, several months after the 1909 prostitution shut down, the Kelly firm announced a warehouse plan on the former saloon site. *The Daily Times* reported in September 1909: "The location is a good one for the wholesale grocery business, giving the company ample room for future growth. A sidetrack extends along the alley, giving good shipping facilities. The entrance of the Kelly company into this district, which was formerly the tenderloin district of the city, marks its further development as a wholesale section. A number of wholesale houses have already located here and the property is coming into demand for business of this kind." (*The Daily Times*, "J.F. Kelly Company Buys a New Site," September 17, 1909: 6) A photograph of the completed \$24,000 warehouse ran on the front page of the *Daily Times* in October 1910, with a caption calling it "Among the handsome new warehouse buildings of Davenport erected this year..." (*The Daily Times*, "New Buildings in Davenport, J.F. Kelly Company Warehouse," October 3, 1910: 1) The Kelly warehouse contractor, Harry W. Phillips, was a former alderman and mayor who was noted for having inaugurated midnight closings of saloons during his 1903-1905 term, a politically unpopular stance that led to his losing his seat. (*The Davenport Democrat and Leader*, "The Anti-Vice Crusade in Davenport," January 16, 1916: 1)

- 1910 Grupe Drier and Boiler Co., 325 E. 2nd St. In 1909, John P. Grupe, president of Grupe Drier and Boiler, 317 E. 2nd St., purchased land at the end of the block for a new fireproof drier and boiler manufacturing plant. The quarter-century-old company showcased its new facility in the June 1910 Factory Days tours, demonstrating electrical machinery and its oxy-acetylene welding plant. (*The Daily Times*, "Interesting Process of Making Driers..." June 20, 1910: 1) In 1919, J. Grupe took out a building permit for \$11,000 of remodeling to the building, followed by a second permit for \$15,000. Grupe's remodeling created an auto-related tenant building, with the façade recessed to accommodate a drive-through canopy across the front. Franklin Motor Car Co. was an early tenant. In 1930, the building was again remodeled into a filling station. (Building Permits) Auto use varied, but continued through the POS.

- 1911 Buck Motor Car Co. garage, 221 E. 2nd Street. Built by veteran carriage and implement dealer John W. Buck and his son Emil, the building was an early (and perhaps first) purpose-built auto-related building constructed on the East End. The \$12,000 garage incorporated a front showroom, rear workroom, and upper offices. The Bucks promoted inclusion of Davenport on early "river-to-river" highways, and Emil Buck was elected a director to the Great White Way highway organization in 1914. Currently this building is non-contributing due to its exterior post-POS cladding. However, it appears to retain original brick on the facade. (*The Davenport Democrat and Leader*, "Location Secured for Auto Concern," April 11, 1911: 11; *The Daily Times*, "Local Men White Way Directors," January 8, 1914: 11)

- c. 1911 G.S. Johnson Co. addition (leased tenant space), 313-315 E. 2nd St. The eastern addition facade is nearly a mirror image of the wholesale flour company's c. 1906-1907 western warehouse.

- c. 1915: Tri City Fruit, 111 Perry St. The large 3-story attractive Classic Revival building may encompass part of the late-nineteenth-century 3-story Young and Hartford Carriage factory. The Tri-City Wholesale Grocer was ensconced by 1914; Tri-City Fruit Co. by 1918. Rear cold storage addition destroyed or damaged by fire 1924, and rebuilt. Includes three historic loading bay areas for trucks located along E. River Drive

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(formerly E. Front St.) (*The Daily Times*, "Loss \$127,000 in Fruit House Fire," February 5, 1924: 1.) By 1927, Firestone was leasing the space for use with tire handling, storage, and offices. (*The Daily Times*, "Firestone Branch Leases Building at Front, Perry," April 14, 1927: 6)

- 1916-1917 Wolfer Cadillac Co. dealership building, 316 E. 2nd St.: Clausen & Kruse architects designed this 1-story brick Italian Revival style auto dealership of brick with terra-cotta detailing built for a Cadillac dealership. It was quickly occupied by 1919 by Davenport Buick Co. Thin masonry piers allowed for an almost fully glass façade to showcase autos (windows reach nearly to sidewalk). Built on a former "house of assignation" (brothel), the building helped replace vice with light industrial uses. Built by an important local architecture firm, the design was hailed as "the finest west of Chicago." (*The Daily Times*, "New Wolfer Cadillac Garage..." September 21, 1916; 9.) The dealership opened in March 1917; it remained an auto dealership of various names and types through circa 1959.



Figure: The once notorious saloon and prostitution triangle at the foot of the Government Bridge was reworked into a large auto dealership in circa 1916. (*Davenport Democrat and Leader*, "Spacious New Home of the Holmes Motor Co.," March 14, 1917: 11)

- c. 1916: Holmes Motor Co., dealers in Paige cars, was occupying one the Tri Cities' longest auto retailing spaces, measuring 125 feet. The showroom/work space was located just off the Government bridge, gave it a distinctive address—and built on or even incorporating elements of saloon and prostitution-related businesses. (*The Daily Times*, "Paige Tour From Chicago," March 3, 1917: 12; *Davenport Democrat and Leader*, "Spacious New Home of the Holmes Motor Co.," March 14, 1917: 11) The auto-related uses changed frequently: Sessions Motor Co. (Ford), Firestone Tire & Rubber Co., Kuehl Motor Co. (Cord and Auburn), Warren C. Skinner Inc. (Cord and Auburn), among others. A ghost sign for Firestone is located on the west upper wall.

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- 1921 Crane Co. Factory Building, 213-217 E. 2nd St.; 4-story brick expansion and new façade of former Reimers & Fernald Candy and Cracker Factory / National Biscuit Cracker Factory. The building designed by noted firm Clausen & Kruse adapted Chicago Style in grouping windows enframed by brick piers; the building was constructed by Priester Construction and incorporated a display area on the first floor. (*The Daily Times*, "New \$85,000 Building to Be Built by Crane Co.," September 30, 1921: 3)

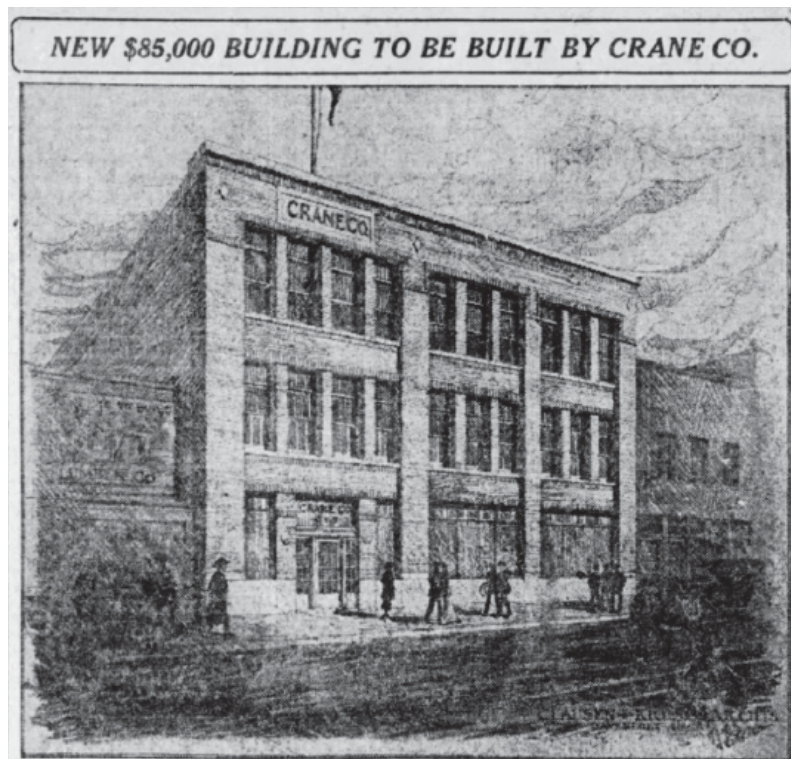


Figure left: A 1916 ad for land in the East Side provided a concise history of the Davenport "Auto Row." (*The Daily Times*, September 23, 1916: 17) Figure right: The 1921 Crane Building's architect rendering by Clausen & Kruse shows the high degree of integrity retained in the building.

- 1923: N.O. Nelson Co. Branch Plant, 321 E. 2nd St. This 2-story \$150,000 brick plant of concrete and brick construction with stone accents. The building has an unusually wide frontage for the East Side (96-foot front and 150-foot depth); built 1922-1923, it was tailored for manufacturing and wholesale distribution of plumbing, gas, and steam-fitters supplies, while also selling plumbing fixtures out of large display room open to the public. The Nelson Co. was based in St. Louis, Missouri, with branches; the Davenport branch operated until c. 1932. (*The Daily Times*, "N.O. Nelson Mfg. Co. Building Is Formally Opened," October 3, 1923: 12)
- 1923: Emeis Manufacturing Co., 216-224 Iowa St. This manufacturing plant established in 1906 purchased five houses to install a garage, repair shop, battery station, and machine shop all under one roof. The company remained at the site into the 2000s. (*The Daily Times*, "Buys Iowa St. Property for Building Site," January 2, 1920: 10)
- 1923: Standard Oil Co. Filling Station No. 7, 204 E. 3rd St.
- c. 1924: Nash Tri-City Co. wholesale may have built this 1-story brown brick building with front loading bay (or bays).

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- 1925: Joehnke & Lage Garage, 210 Iowa St. This large 1-story garage includes a garage bay. The owners razed existing buildings in 1924 to erect the \$18,000 garage with a frontage of 64 feet, depth of 90 feet, and skylights. The garage included auto sales of Star vehicles.
- 1925: Davenport Alemite Co., 410 E. 2nd St. This 1-story brown brick building at 20x80 feet is one of the smaller buildings in the district. With its shaped parapet, decorative brickwork, and stone or concrete accents enliven the automotive-related façade built by contractor: J.F. Nebergall & Son. The large storefront with recessed entry was likely the original drive-in garage bay. The business was built upon the former site of a house that was related to prostitution. The transmission greasing station handled autos equipped with alemite lubricating system. The company distributed Quaker State and Mobile oils to twenty-two counties. (*The Daily Times*, "Alemite Co. Opens In New Building on East Second," August 5, 1925: 5.) By 1934, Willey's Auto-Radio Sales and Service was advertising new drive-in service station. (*Quad-City Times*, June 17, 1934, Willey's Auto-Radio Sales and Service ad: 13.)
- 1930: Vollmer Motor Service Building, 322 E. 2nd St. Dr. Karl Vollmer, Jr., announced in late 1929 that he would build a \$25,000 super service station with brake testing department, car washing, battery service, tire sales and service, alemiting, gasoline, oiling, and general accessories. Clausen, Kruse & Klein drew up the plans, and John Steffen was awarded the general contract for the "ornamental concrete" Streamlined Moderne corner station. (*The Daily Times*, "To Erect Super Service Station At Second and Iowa....", October 29, 1929: 6)



Figure: Part of a full-page ad for the new Firestone one-stop store, 301 E. 3rd St. (*The Daily Times*, Firestone ad, April 11, 1934: 11)

- 1934: Firestone Rubber and Tire Co., 301 E. 3rd St. This 1-story Streamlined Moderne concrete masonry block auto showroom and service center was built at the prominent corner of E. 3rd Street and Pershing Avenue. The Streamlined Moderne architecture included the Firestone logo, canopy for gas pumps, multi-lite glass garage doors, fireproof warehouse. (*Quad City Times*, "Permit for New Service Station Issued Thursday," October 27, 1933: 13) J.H. Huntering Co. was the contractor; the building may represent corporate architecture. In 1944 Firestone remodeled, enclosing some openings.
- 1934 Davenport Seed Co. addition to former N.O. Nelson Branch Plant: The wholesale seed company purchased the former plumbing supply house as a permanent home and added the rear soaring seed mill. (*Davenport Democrat and Leader*, October 9, 1934: 15)

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- 1952: Martin Oil Co. Station, 402 E. 2nd St. This 1-story white tiled station operated as a gas station through the early twenty-first century. City permits list a \$21,360 cost.



Figures: Resources closest to the river were most vulnerable to flooding – and fires. Here, 1924 newspaper coverage of fire on what is now E. River Drive, and 1965 flood covering E. River Drive up to E. 2nd Street. (The Daily Times, February 5, 1924: 1; 1965 Putnam Museum Collection)

A note about the role of floods and fires in reshaping the built environment within the historic district: A number of buildings within and around the district suffered disastrous fires, some of which caused complete or partial losses. For example, Reimers & Fernald Candy Manufacturers, established in 1874, had by 1882 moved to 203-205 E. 2nd Street where a fire broke out in chimney flues; workers were able to extinguish it. (The Davenport Democrat, "Items in Brief," August 31, 1881: 1) In 1924, fire ravaged the Tri City Fruit Company, 111 Perry Street), causing \$125,000 in damage and leading to rebuilding. (Davenport Democrat and Leader, "Let Contract for Commission..." February 17, 1924: 11. In early 1940, several commercial buildings including the striking Holbrook Furniture on the south side of the 100 E. 2nd Street block burned in a dangerous fire. (The Daily Times, "Loss is Near \$250,000 as Flames Wreck Holbrook's and Other Second St. Stores," February 2, 1940: 1) These massive fires merited front-page newspaper coverage, with headlines capturing the dangers inherent within buildings filled with machinery, heat-related processing, and/or flammable materials. Flooding also caused damage and building loss. Major floods in the 1950s, 1960s, 1993 among others particularly affected buildings located on E. 2nd Street and south to the riverfront, as is shown in photographs and newspaper coverage such as above.

Transportation: Rail Significance to East Side Industry

Local significance under Criterion A—Transportation is provided via a two-block segment of the location of a rail siding that was negotiated c. 1906-1907 in order to further the conversion of former vice properties into warehouse, jobbing, and other light industrial business locations. As previously addressed, local property owners began lobbying for a railroad siding to be added to provide service to future and existing buildings and businesses along E. 2nd Street and E. River Drive; this extant section (paved, without rails) of the siding in the east-west alley between those streets is considered a site for the purpose of this nomination. The rear loading docks at selected buildings within the Historic District call attention to the former rail siding.

Another rail-related resource is the E. 3rd Street Bridge (rail crossing overpass) that is an element of the elevated train track that forms the northern and eastern boundaries of the Davenport East Side Industrial and Motor Row Historic District. Bridgehunter.com identifies this as a subdivided Warren through-truss bridge by the American Bridge Company. The Chicago, Rock Island & Pacific Railroad started building this steel bridge in 1928, along with the E. Fourth Street Bridge. (Davenport Democrat & Leader, "Part of Railroad System's 1928 Improvements Here," December 30, 1928: 7) As a contributing resource, the E. 3rd Street Bridge calls

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The image is a detailed hand-drawn site plan of the Rock Island Ordnance Depot. The plan is oriented with North at the top, as indicated by a north arrow in the bottom right corner. A scale bar at the top indicates distances in feet (60', 120', 180').

Key Features and Labels:

- Streets:**
 - E. 2ND ST.** (East 2nd Street) runs horizontally across the top.
 - E. FRONT** (East Front Street) runs horizontally across the bottom.
 - PERRY** (Perry Street) runs vertically along the left side.
 - ROCK ISLAND** (Rock Island Street) runs vertically along the right side.
 - E. 1ST ST.** (East 1st Street) is a small street running horizontally between the main buildings and the Rock Island Street.
- Buildings and Structures:**
 - 2 FIRE DEPT. HOSE ROOM** (2 Fire Department Hose Room) is located on the left side, near Perry Street.
 - PRODUCER & COMMISSION** (Producer and Commission Building) is a large building complex in the center-left.
 - INDUSTRY & COMMISSION** (Industry and Commission Building) is a large building complex in the center-right.
 - WATER GRO.** (Water Ground) is located on the right side, near Rock Island Street.
 - WATER POSTS 12" IN CENTERS** (Water Posts 12 inches in centers) are marked along the right side.
 - WATER PIPE** (Water Pipe) is marked along the bottom edge.
 - WATER MAIN** (Water Main) is marked along the bottom edge.
 - WATER TOWER** (Water Tower) is marked near the bottom center.
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Postscript: From Down and Out to Historic Preservation Renaissance, 1960s–present

Archaeological Assessment

Section 8 page 38

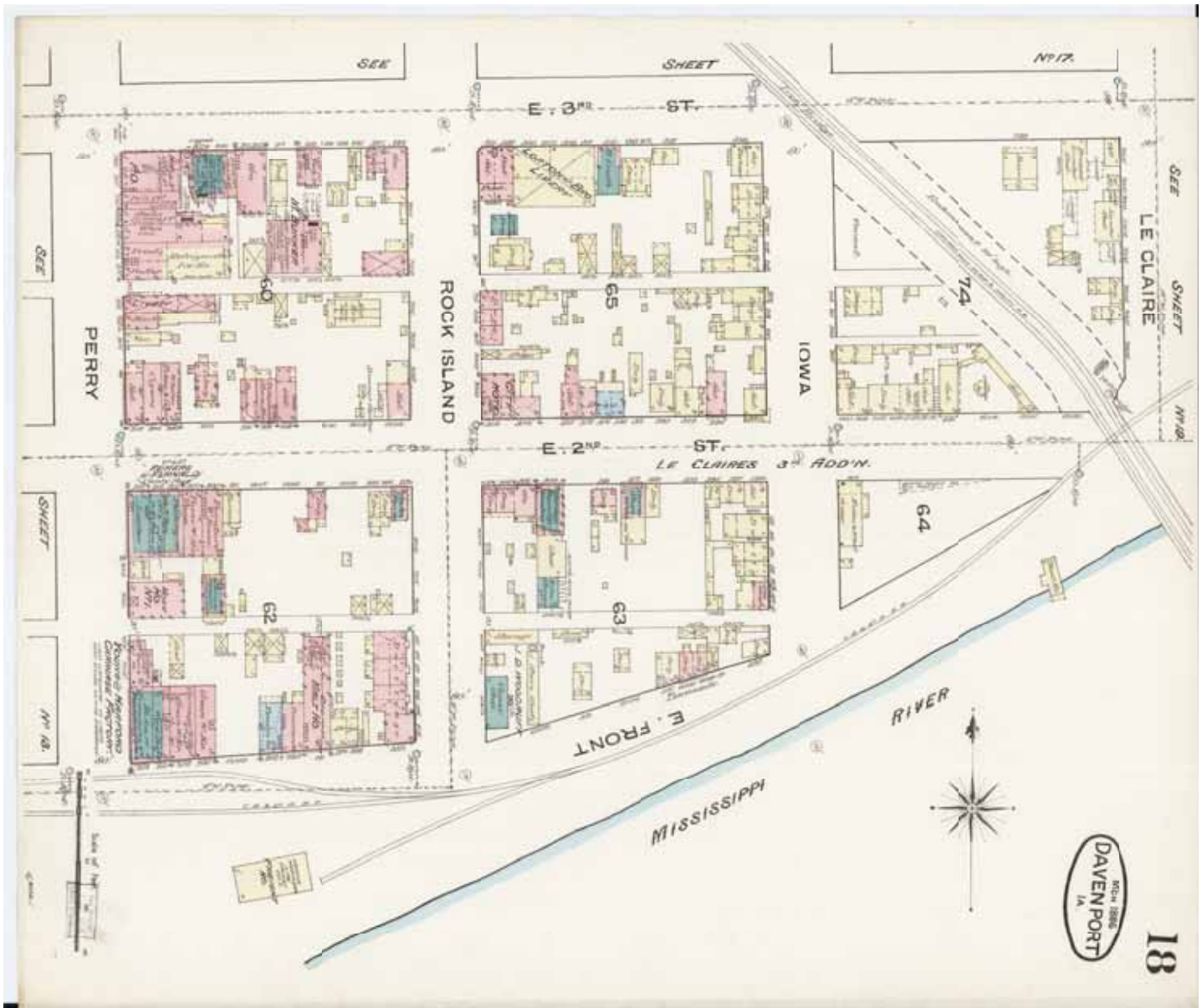
Davenport East Side Industrial and Motor Row Historic District

Scott, Iowa

Name of Property

County and State

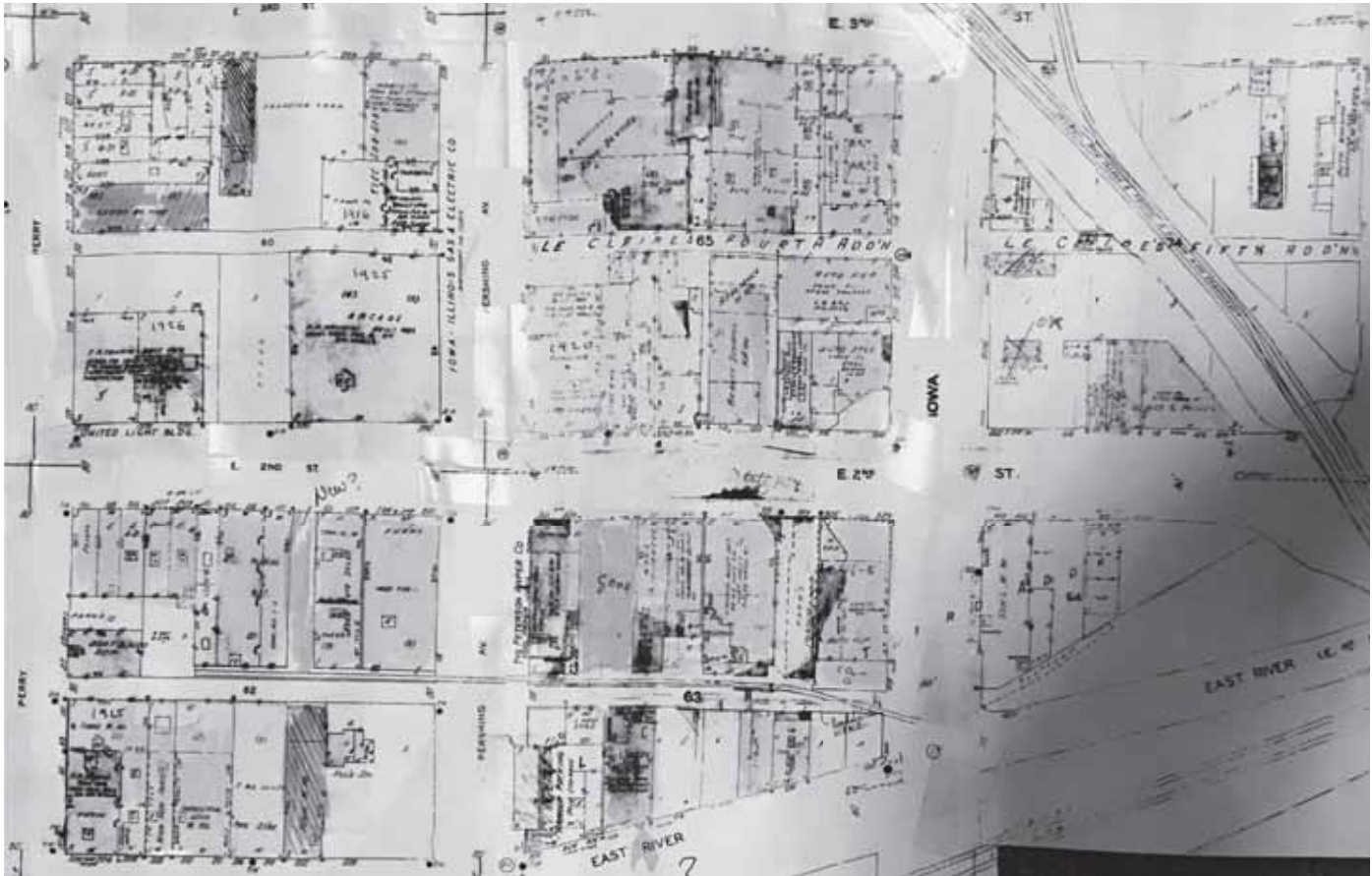
significant excavation and/or grading should take into consideration the possibility that archaeological and/or sub-grade historic or prehistoric resources may remain.



Map: 1886 Sanborn map for the East Side. (Library of Congress)

Scott, Iowa

County and State



Map: 1956 Sanborn map for the East Side (assembled by John Zeller, 2018)

Davenport East Side Industrial and Motor Row Historic District

Scott, Iowa

Name of Property

County and State

9. Major Bibliographical References

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Note: Affiliated resources were largely listed in the National Register in 1983 and 1984.

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"Davenport Bag & Paper Co. Buys Large Property," September 22, 1904: 7.

"Splendid Concrete Building Which Marks a New Era in Davenport's Business Development," October 26, 1907: 11

"Jonathan Brand Emblem of Quality," June 22, 1907: 11

"J.F. Kelly Company Buys a New Site," September 17, 1909: 6

"New Buildings in Davenport, J.F. Kelly Company Warehouse," October 3, 1910: 1.

G.S. Johnson Co. ad, October 28, 1911: 176.

"New Wolfer Cadillac Garage..." September 21, 1916: 9.

"New \$85,000 Building to Be Built by Crane Co.," September 30, 1921: 3.

"N.O. Nelson Mfg. Co. Building Is Formally Opened," October 3, 1923: 12.

"Alemite Co. Opens In New Building on East Second," August 5, 1925: 5.

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"Items in Brief," August 31, 1881: 1

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"A Moral Crusade May Soon Sweep Davenport," January 19, 1903: 6.

"The Fire Committee is Taking a Short Rest," January 18, 1904: 7

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"The Naughty Things the Alderman Found," January 22, 1903: 8.

"Was Great Sensation: Mayor Becker's Order With Regard to Wine Rooms," January 22, 1903: 6.

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"Some Troubles of the Auto Dealer," October 19, 1919: 4-S

The Dispatch and Rock Island Argus

"Hotel Blackhawk reopens Wednesday," December 14, 2010: D6.

Davenport East Side Industrial and Motor Row Historic District

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Name of Property

County and State

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The [Des Moines] Register and Leader, "Iowa Improvement Record for the Week," May 6, 1907: 3. [G.S. Johnson architect]

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"Downtown Plan Draws \$20 Million," May 22, 1979: 3.

"Another boost for downtown," December 18, 1984: 3.

Davenport East Side Industrial and Motor Row Historic District

Scott, Iowa

Name of Property

County and State

"Our Great Superblock," March 29, 1987: 4K.
"Historic group to give honors," October 4, 1987: 1F.
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Zeller, John. Newspaper and Sanborn map research assistance.

Previous documentation on file (NPS):

<input type="checkbox"/>	preliminary determination of individual listing (36 CFR 67) has been requested	
<input type="checkbox"/>	previously listed in the National Register	
<input type="checkbox"/>	previously determined eligible by the National Register	
<input type="checkbox"/>	designated a National Historic Landmark	
<input type="checkbox"/>	recorded by Historic American Buildings Survey	#
<input type="checkbox"/>	recorded by Historic American Engineering Record	#
<input type="checkbox"/>	recorded by Historic American Landscape Survey	#

Primary location of additional data:

<input checked="" type="checkbox"/>	State Historic Preservation Office
<input type="checkbox"/>	Other State Agency
<input type="checkbox"/>	Federal Agency
<input type="checkbox"/>	Local Government
<input type="checkbox"/>	University
<input checked="" type="checkbox"/>	Other

Name of repository: Richardson-Sloane Special Collections Center, Davenport Public Library, 321 N. Main Street, Davenport, Iowa

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property : about 10 acres

(Do not include previously listed resource acreage; enter "Less than one" if the acreage is .99 or less)

Davenport East Side Industrial and Motor Row Historic District

Scott, Iowa

Name of Property

County and State

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

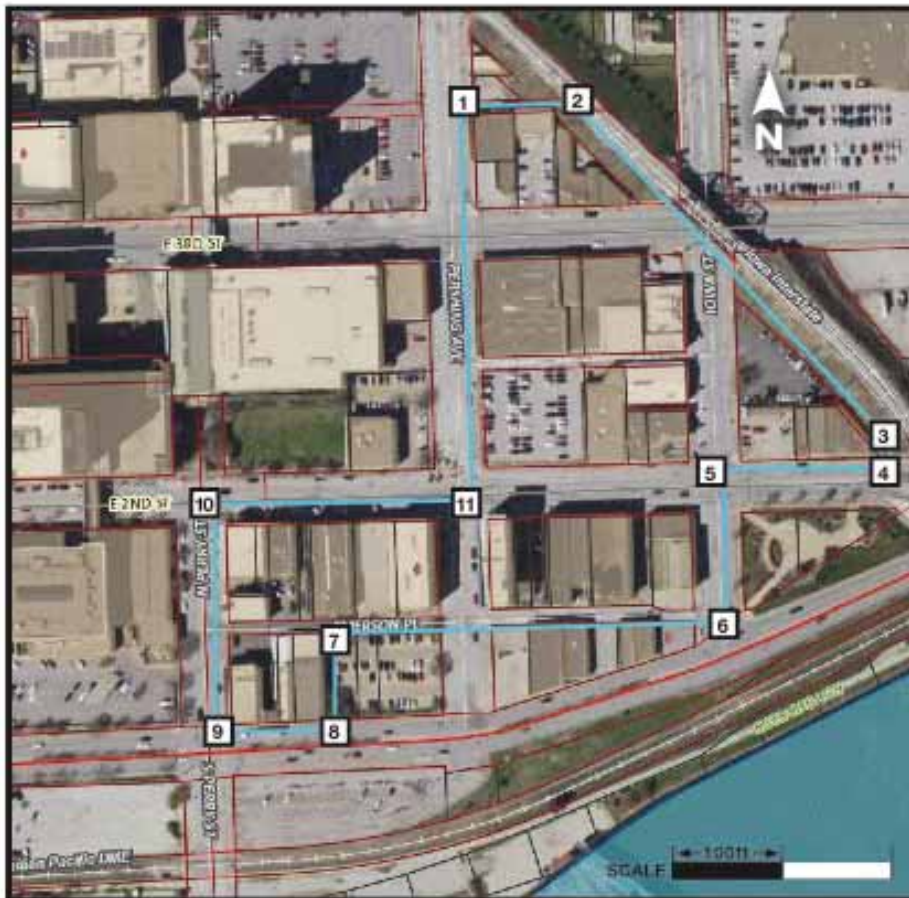
(enter coordinates to 6 decimal places)

1 41.522938 -90.571140
Latitude Longitude

3 41.520350 -90.572623
Latitude Longitude

2 41.521379 -90.568699
Latitude Longitude

4 41.521313 -90.572605
Latitude Longitude



Coordinates: 1: 41.522938, -90.571140 2: 41.522938, -90.570507 3: 41.521460, -90.568693
4: 41.521379, -90.568699 5: 41.521347, -90.569713 6: 41.520760, -90.569718 7: 41.520757,
-90.571978 8: 41.520319, -90.571986 9: 41.520350, -90.572623 10: 41.521313, -90.572605
11: 41.521292, -90.571157

Latitude-Longitude Map overlaid on Historic District Boundary Map (Google, 2018)

Davenport East Side Industrial and Motor Row Historic District

Scott, Iowa

Name of Property

County and State

Verbal Boundary Description (Describe the boundaries of the property.)

The Historic District boundaries extend from Perry Street to the west between E. River Drive and E. 2nd Street, jogging east to E. Pershing Avenue to E. 3rd Street east to Iowa Street south to E. 2nd Street terminating at the Government Bridge, south to the 200 block of E. River Drive.

Boundary Justification (Explain why the boundaries were selected.)

These boundaries encompass the heart of the east side nineteenth-century mixed-use neighborhood that was redeveloped into Davenport's light industrial and "Motor Row" in the early twentieth century, with automotive uses predominating through the end of the period of significance.

11. Form Prepared By

name/title Jennifer Irsfeld James, MAHP date August 3, 2018
organization Jennifer James Communications, LC telephone 515/250-7196
street & number 4209 Kingman Blvd. email Jenjames123@gmail.com
city or town Des Moines, IA 50311 state IA zip code 50311

Additional Documentation

Submit the following items with the completed form:

- **GIS Location Map (Google Earth or BING)**
- **Local Location Map**
- **Site Plan**
- **Floor Plans (As Applicable)**
- **Photo Location Map** (Key all photographs to this map and insert immediately after the photo log and before the list of figures).

Davenport East Side Industrial and Motor Row Historic District

Scott, Iowa

Name of Property

County and State



Map: Showing addresses of properties within the Historic District boundary. (Google base map, 2018)

Davenport "Motor Row" E. 2nd–E. 3rd St. Historic District

Scott, Iowa

Name of Property

County and State

Photographs:

Submit clear and descriptive photographs under separate cover. The size of each image must be 3000x2000 pixels, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and does not need to be labeled on every photograph.

Photo Log

Name of Property: Davenport East Side Industrial and Motor Row Historic District

City or Vicinity: Davenport

County: Scott **State:** Iowa

Photographer: Jennifer Irsfeld James

Date Photographed: May–June 2018

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

Photo 1 of _18_: Photo 1 look NE at warehouses on E River Drive and Perry streets

Photo 2 of _18_: Photo 2 look NE at fire station, 117 Perry St

Photo 3 of _18_: Photo 3 E 2nd Perry streets, factories look SE

Photo 4 of _18_: Photo 4 Knostman furniture factory look S 207-209 E 2nd

Photo 5 of _18_: Photo 5 Crane Building look S 200 block E. 2nd St.

Photo 6 of _18_: Photo 6 look SW at 200 block E. 2nd at Pershing Ave.

Photo 7 of _18_: Photo 7 look N up Pershing Ave at rear rail siding location behind Kelly grocery and Davenport /Peterson Paper warehouses

Photo 8 of _18_: Photo 8 look SE at 300 block E. 2nd St.

Photo 9 of _18_: Photo 9 look SE at warehouses 300 block E. 2nd St.

Photo 10 of _18_: Photo 10 look SW 300 block E. 2nd St.

Photo 11 of _18_: Photo 11 rail siding look W from Pershing Ave.

Photo 12 of _18_: Photo 12 look NW at auto row buildings in 300 block E. 2nd and 200 block Iowa St.

Photo 13 of _18_: Photo 13 look NE at auto row buildings 300 block E. 2nd Iowa St

Photo 14 of _18_: Photo 14 look NE at auto row buildings 400 block of E. 2nd

Photo 15 of _18_: Photo 15 look NW auto row buildings 400 block E. 2nd St.

Photo 16 of _18_: Photo 16 look SW at auto row buildings 300 block E. 3rd St.

Davenport "Motor Row" E. 2nd–E. 3rd St. Historic District

Scott, Iowa

Name of Property

County and State

Photo 17 of _18_: Photo 17 look SE at auto row buildings 300 block E. 3rd St.

Photo 18 of _18_: Photo 18 look SE at Firestone automotive building, 301 E. 3rd St.

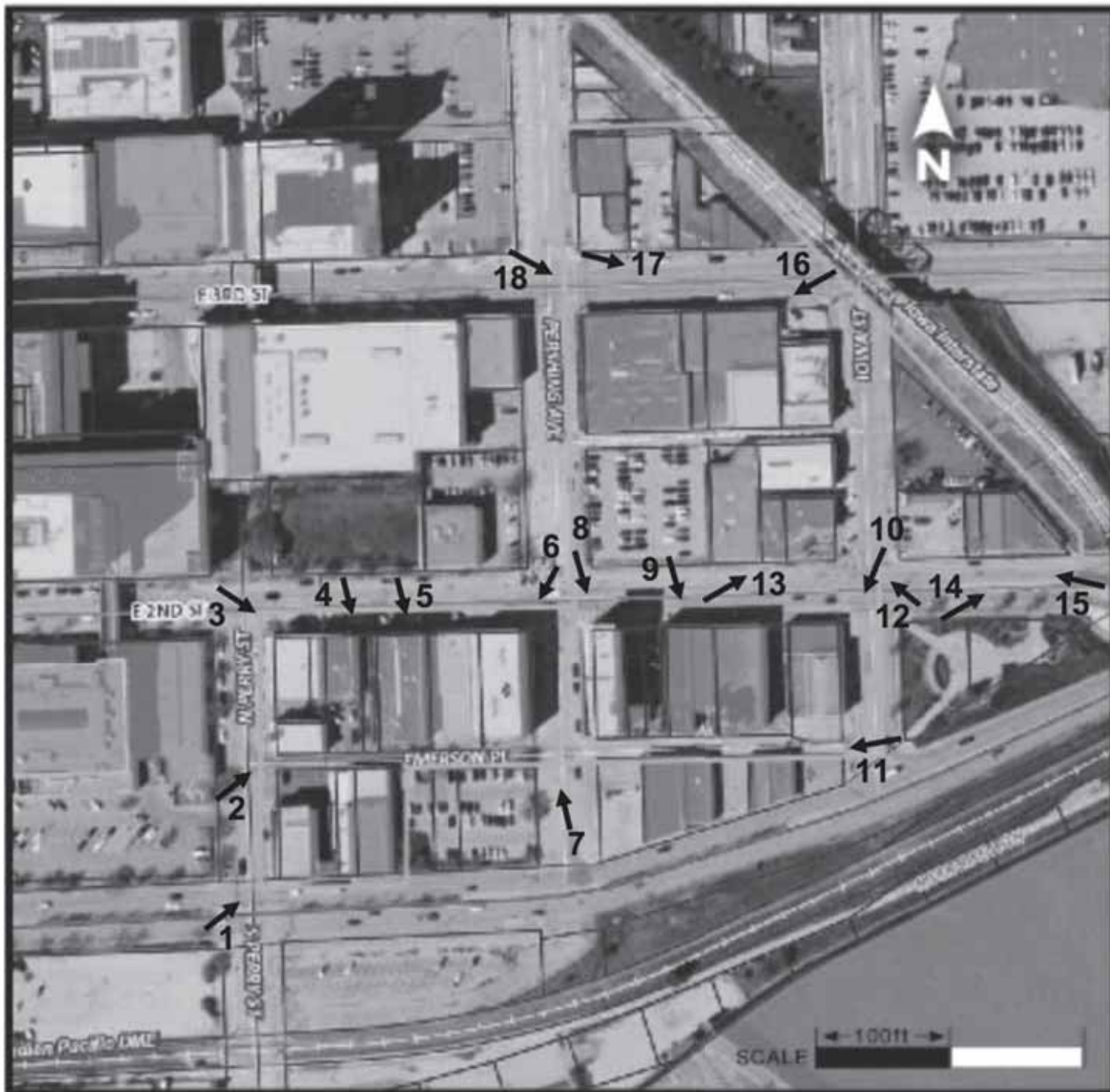


Photo key: Google base map with boundaries added.

Davenport "Motor Row" E. 2nd–E. 3rd St. Historic District

Scott , Iowa

Name of Property

County and State

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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.











CRANE CO.

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DESIGN

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UNIQUE

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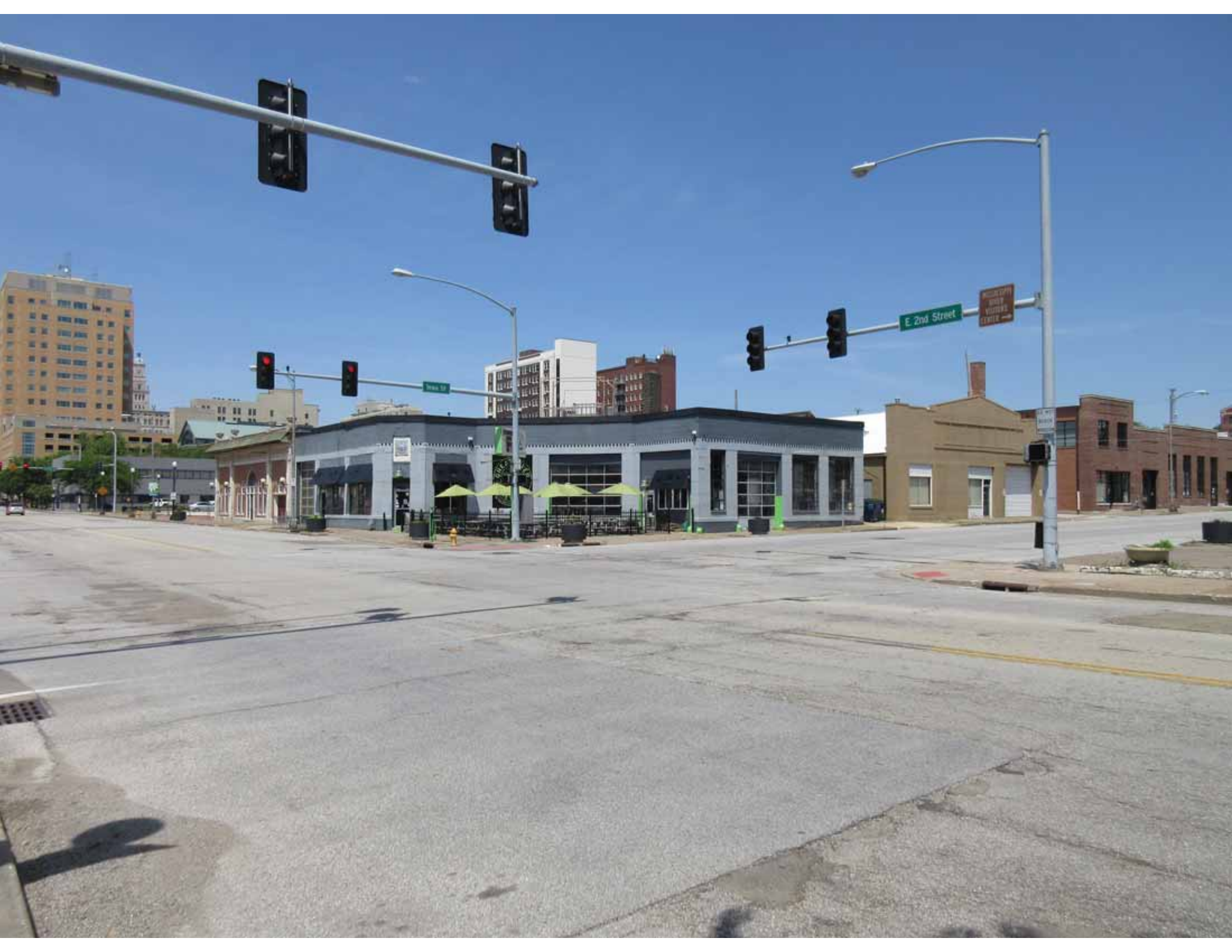








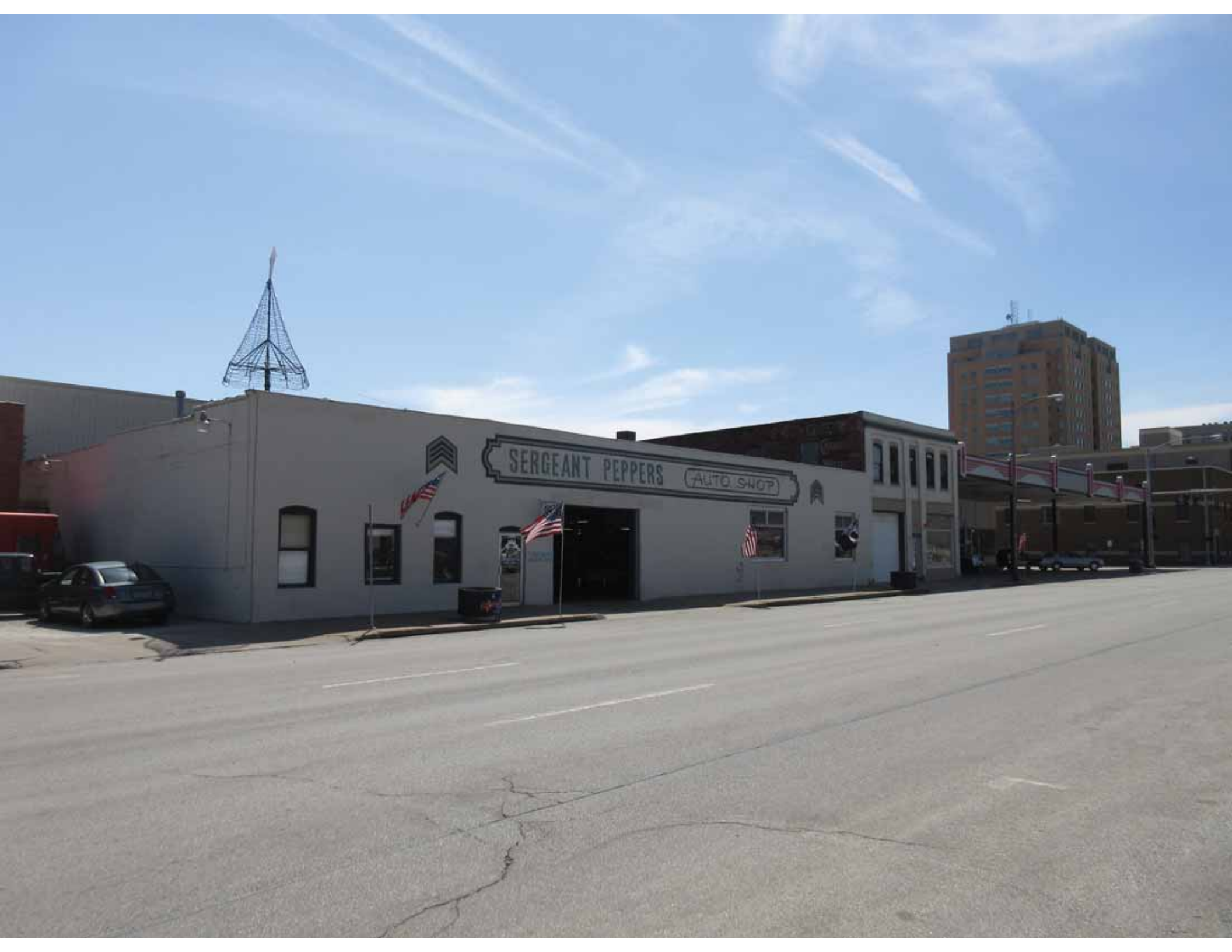












SERGEANT PEPPERS
AUTO SHOP

