

2019 Woodland Avenue (Cottage)
Des Moines
Polk County
Iowa

HABS No. IA-194
HABS
IOWA
77-DESMO,
30 -

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

**Historic American Buildings Survey
National Park Service
Department of the Interior
Denver, Colorado 80225-0287**

2019 Woodland Avenue

COTTAGE

HABS NO. IA-194

HABS
IOWA
77-DESMO,
30-

Historic Name: COTTAGE

Location: 2019 Woodland Avenue
Des Moines, IA 50312

T. E. Brown's 4th Addition
Lots 3 and 4

Present Owner: City of Des Moines, Iowa
400 East 1st Street
Des Moines, IA 50307

Present Occupant: Vacant

Present Use: Vacant

Statement of
Significance:

Constructed circa 1897 and located near the Sherman Hill Historic District, the architecture of this cottage is significant because it calls attention to a vernacular design, eclectically influenced by Queen Anne and Colonial Revival tastes, and stands as a transitional example of a cottage influenced by these styles in Des Moines. The modest size and architectural detailing of this building illustrates one type of affordable housing being constructed in Des Moines during the boom years of the late 1890s. The expectations of middle-class homeowners had risen by this time, as is attested by the presence of the full basement, which originally also probably included a furnace for central heat. Facing south, this cottage breaks with other town lot configurations as platted by the original proprietors of this and other nearby city additions. As such, the property calls attention to laissez faire town building and irregular real estate development as practiced in Des Moines during the Victorian era. The modest architecture of this cottage also shows how land use affected the quality of town lot improvements. In this instance, the presence of a nearby cemetery depressed the improvement of lots on its fringes, while lots located in neighboring Sherman Hill were more extensively upbuilt.

Prepared by: William C. Page, Public Historian
Des Moines, IA

II

ARCHITECTURAL INFORMATION

A. GENERAL INFORMATION

1. Architectural Merit and Interest

This cottage is of architectural interest because of its proximity to the Sherman Hill Historic District and because it illustrates an affordable house constructed from vernacular design during the boom years in Des Moines' growth during the last two decades of the Nineteenth Century.

2. Condition of Fabric

Fair (to be demolished).

3. Summary Description

This is a frame, single-family dwelling, presently clad with cover-up siding. The resource contains a 1-story main house, including a rear wing, whose footprint measures approximately 28' x 32', and an enclosed rear porch, measuring approximately 20' x 5'.

B. DETAILED DESCRIPTION OF EXTERIOR

1. Foundation

Brick foundation.
Footing materials unknown.
Foundation highly exposed on west elevation due to fall in grade of lot.

2. Wall Construction

Asbestos-cement siding.

3. Structural Systems

Balloon wood frame construction.

4. Porches, Stoops, Etc.

Enclosed front porch.
Enclosed rear porch.

5. Openings, Doorways, and Windows

Front doorway on east elevation.
Wood panel front door with 6 pane window.

Back doorway on north elevation.
Back door with one glass panel and three horizontal wood panels.

Louvered openings in attic on west, south, and east gable ends for ventilation.

6. Roof

Cross-gable roof over main house.
Hip roof over rear wing.
Shed roof over front porch and rear porch.

All roofs covered with asphalt shingles.

Medium width eaves surrounding main house and back porch.

No cornices.

No dormers, cupolas, or towers.

7. Chimneys

One interior brick chimney located on ridge of front gable about 14 feet from south elevation, parged with cement.

C. DETAILED DESCRIPTION OF INTERIOR

1. Floor Plans

5 rooms on Floor 1 (living room, dining room, 2 bedrooms, kitchen, plus bath and entryhall. Kitchen is modernized).

Archway between living room and dining room.

Full basement.

2. Stairways

Straight, kitchen to basement.

3. Flooring

Hardwood floorboards on Floor 1, now carpeted.
Concrete floor in basement.

4. Wall and Ceiling Finishes

Plaster finish on Floor 1 walls.
Drop ceilings.
Basement unfinished.

5. Doorways, Doors, and Windows

Modern, wooden, hollow core doors.
3-part fenestration in living room, large central pane flanked by 1/1 double hung sash windows.

6. Interior Trim

Mopboard.
Cove molding cornice.

7. Hardware

Modern, brass door and window hardware.

8. Mechanical and Electrical Equipment

Warm air, base heating.
Modern, metal registers.

9. Plumbing

Standard, modern fixtures.

10. Fireplace

Fireplace in living room.
No surrounds or mantel.
Bricked-up flue.

D. SITE AND SURROUNDINGS

1. Orientation and General Setting

Corner lot measures 40' on Woodland Avenue and 120' on Martin Luther King Jr. Parkway).

Front facade faces south.

High topography.

Concrete sidewalks on south and west.

Paved streets with curb and gutters.

2. Historic Landscape Design

Poured concrete retaining wall with beveled crown between sidewalk and yard on south and west elevations.

Poured concrete steps and pedestrian walk from sidewalk to front door.

Semi-mature Maple tree in backyard.

Chainlink fence along east property line.

Paved alley along north property line.

House to east at 2017 Woodland Avenue nonextant.

Asphalt vehicular drive from alley to about 15' from rear elevation of house.

Poured concrete steps to back door.

poured concrete pedestrian walk on west and south.

3. Outbuildings

None.

III

HISTORICAL CONTEXT

A. SUMMARY OF SIGNIFICANCE

Built circa 1897, the cottage at 2019 Woodland Avenue calls attention, as a good but not outstanding example, to several historic qualities in Des Moines during the Victorian period. Although located outside the boundaries of the nearby Sherman Hill Historic District (listed on the National Register of Historic Places and locally designated as an historic district), this cottage also contributes to that district because of these qualities of significance.

This chapter explicates this significance by evaluating the cottage within the following historic contexts:

Town Building in Des Moines: A Legacy of Laissez Faire

Town Building in Des Moines: Land Use

Architecture of Affordable Housing in Victorian Des Moines

Town building addresses several of the most important aspects of Des Moines' history as a community. During the latter half of the Nineteenth Century, the economic and social principles of laissez-faire underlay most building practices in Des Moines and strongly affected the course of the city's upbuilding and improvement.

Patterns of land use also affected this development. In spite of the effects of laissez-faire, a number of traditional patterns of land use were observed in Des Moines. These, and a series of new patterns of land use, imparted a certain feeling of uniformity to town building in the city.

During the latter years of the Victorian period, affordable housing emerged as a new property type, replete with comforts previously restricted to the affluent. Although the large homes of the Victorian period have captured popular imagination, this period also saw the construction of cottages for the middle, lower-middle, and lower classes. The number of these cottages reached an unprecedented extent during the period.

B. TOWN BUILDING IN DES MOINES: A LEGACY OF LAISSEZ-FAIRE

Introduction

Nineteenth Century Des Moines was characterized by a patchwork quality of urban design. Throughout that period, the economic and political tenets of laissez-faire spurred the growth of the city. Unrestricted by municipal ordinances, zoning laws, building codes, or

other limits on private initiative, real estate interests subdivided ever smaller tracts of land and developed them for residential purposes, often relying exclusively on economic dictates. As the city's population boomed during the 1880s and 1890s, frenzied real estate speculation swept Des Moines. Hundreds of new plats and thousands of new residential housing units were laid out and constructed. As a general rule, little regard was given to good urban planning.

The acreage of the plats, for example, varied widely. Some large tracts were laid out. In many other instances, the proprietors of large tracts subdivided and sold them to other speculators, who in turn further subdivided them. Parcelization of land resulted.

Within the plats, the size of lots also varied. Some plats included uniform and rather large lots, such as Thompson's Subdivision, located adjacent to West 9th Street (Page and Walroth:Map following E-96). In contrast, the lot sizes in North Park, an area immediately to the south of Thompson's Subdivision, were both narrower and less deep. The size of town lots in Brown's 4th Addition varied extensively.

This city's street network also illustrates the results of laissez-faire practices. Each plat reserved certain areas for streets and alleys, but little attention was paid to conformity. Two adjacent plats might provide traffic corridors that did not meet or varied in width. North Street (now University Avenue) provides a good example. Not until the Twentieth Century was this major east-west artery rationalized into a thoroughfare. By the 1920s, the public recognized the bitter fruits of unregulated development. Hired by the City of Des Moines to study the problem and recommend solutions, Harland Bartholomew, urban planner of St. Louis, Missouri, reported:

Altogether the subdividers of land have thus far platted approximately 1100 "additions" in Des Moines. These operations in actuality are city planning. When the owner of an acreage tract cuts it up into lots and streets he is engaged in a small way in the highly important work of fixing the ultimate character of the city. What he does may be either an advantage or a disadvantage in later years. Under such circumstances it is entirely reasonable to urge that his activities be brought within the purview of municipal authorities. If Des Moines some time ago had appreciated the full significance of the operations of land subdividers it might have reduced the 1486 jogs and dead ends which appear in its streets and might also have made their widths more nearly proportionate to their importance. (Harland Bartholomew:31.)

T. E. Brown's 4th Addition

T. E. Brown's 4th Addition provides one example among many of laissez-faire urban growth in Des Moines. Platted in 1882 (Title Transfer Book C-3:264) and consisting of some five acres, this addition calls attention to the city's lack of uniform streets and later attempts to rationalize them. The plat also illustrates how laissez-faire development could benefit the potential homeowner.

Following his purchase of a large portion of the Pursley Farms Estate, an early farm on Des Moines' near West Side, Brown proceeded to develop and improve this property for investment and resale. First he platted Brown's Addition, "the first regularly platted addition to the city." Now known as Sherman Hill:

it comprised that part of the city embraced between Sixteenth and Twenty-first streets, and Pleasant and Crocker streets. He graded the streets and in general beautified the property, holding out such inducements that it became, as it remains, one of the most attractive portions of the entire city. (Iowa State Register:1891a.)

Brown subsequently developed other portions of the Pursley Estate.

Brown's 4th Addition, the subject of this present study, was platted in 1882. Located at the southwest corner of the Pursley Estate, this addition comprised only a small portion of Brown's entire holdings in the area. This, the relatively late date of its platting, and its location adjacent to Woodland Cemetery, suggest the land lacked the appeal of Brown's other nearby property. These factors also suggest that Brown platted his 4th Addition only after the preferred additions had established the neighborhood as a desirable one.

Tallmadge E. Brown (1830-1891) was born in New York State, where he subsequently studied law. He came to Des Moines in 1854 and established a law practice. Brown became associated with J. C. Savery, James Callanan, and other entrepreneurs, who secured great tracts of swamp land in Iowa, then being transferred by the state to private ownership. The association held this real estate, later profiting from its resale. In addition to developing and managing his large land-holdings, Brown later became involved in the paving movement, owning a company that was involved in street improvement projects as far away from Des Moines as Memphis, Tennessee (Ibid.). At his death, Brown "was probably the largest owner of city lots in the city" (Ibid.).

The street names in Brown's 4th Addition--Center Street, Pleasant Street, and 21st Street--conform to names of the surrounding street network. Street widths in Brown's 4th, however, were laid out in an internally inconsistent design. For example, 21st Street between Woodland Avenue and Pleasant Street measured 63 feet in width. The same street between Pleasant and Center Streets measured 32.5 feet in width. This design provided Brown with additional land to sell. It also injected irregularity into town building in Des Moines. (It should be noted that the plat immediately south of Brown's 4th also provided only 33 feet for 21st Street, but not in line with the 32.5 foot corridor above Pleasant Street!) The irregularity of these streets came to the fore during agitation for construction of a cross-town traffic way following World War I (see Figure 6).

The configuration of town lots in Brown's 4th Addition also broke with the pattern he had previously established in his 2nd and 3rd Additions, located immediately to the east. These additions featured lots of equal size, laid out in a regularly rectilinear design, with lots oriented either to the east or west. In contrast, Brown's 4th Addition contains a random pattern of lot sizes, lot orientations, and street widths, as discussed above (see Figure 3).

The irregularity of Brown's 4th Addition allowed for a series of smaller town lots than had been available in his previous additions. Perhaps Brown's intention was to encourage the potential homeowner of modest financial capability. Intended or not, this was its effect.

C. TOWN BUILDING IN DES MOINES: LAND USE

Introduction

Although laissez-faire practices resulted in unrestricted development, some traditional patterns of land use continued to obtain authority in Des Moines during the Nineteenth and early Twentieth Centuries. These widely respected principles of town building imposed a certain uniformity on the city. For example, the American grid system of streets and lots was almost universally followed. Lots in almost all the plats were laid out in rectilinear configurations.

Other traditional patterns of residential land use also held force. Low-lying areas, initially shunned as inappropriate for habitation because of drainage, structural, and health problems, became more attractive for development as the choice high-lying locations close to the city were improved. (Still, these low-lying areas usually were never improved with the same quality of housing stock as at the preferred locations.)

New patterns of land use also developed in Des Moines during the period. Cemeteries, which had attracted wide public attention in the mid-Nineteenth Century as parklands, became later in the century subject to public debate, as officials spoke out against their threats to health. This debate, coupled with their gruesome purpose, fostered a predilection against residential development on the fringes of these institutions.

The growth of transportation played another important role in influencing land use. Three aspects are apparent. The rise of streetcars and public transportation opened vast new sections of the city for residential development. Grand boulevards and the traffic thoroughfares appealed to emerging Victorian social customs and economic capabilities because they showcased conspicuous consumption and usually enjoyed the convenience of the first-to-be-paved streets. Grand Avenue in Des Moines became a preferred residential corridor for these reasons, as well as East 9th Street and West 9th Street, to name a few others. In contrast, those streets which ran higgledy-piggledy from plat to plat lacked such appeal and did not attract the same quality of improvements. In the city's near westside, 20th Street and 21st Street between Woodland Avenue and Center Street provide good examples.

Cemeteries and Land Use

Four cemeteries are located adjacent to one another on Des Moines' near westside--Woodland Cemetery, St. Ambrose Catholic Cemetery, Odd Fellows Cemetery, and Jewish (or Emanuel) Cemetery. Significant in terms of acreage and function, the presence of these cemeteries profoundly affected the evolution of land use in the surrounding sections of the city.

The Victorians looked upon death as an important aspect of reality. Consequently, they respected symbols, ceremonies, reminders, and tokens of mortality. Because cemeteries formed such large and imposing monuments to death, they assumed great significance in the Nineteenth Century. Not only did they serve the practical function as burial grounds, by mid-century they had become associated with parks and recreation. Indeed, in many American cities, Des Moines included, the public cemetery often provided the only large parkland space in the urban environment.

A few cemeteries in America achieved national attention and influenced the evolution of the landscape architecture of cemeteries across the country. Among them, Greenwood Cemetery in Brooklyn, Mount Auburn Cemetery near Boston, and Graceland Cemetery in Chicago stand out in importance. All across the settled regions of the country, cemeteries served as parks, and city residents visited them for leisure and moral education--to stroll, enjoy the natural world, and perhaps pay respect to deceased family and friends.

Less is known at present about cemeteries and their significance in Des Moines, although references by name occur in local newspapers, citing Mount Auburn and Greenwood Cemeteries as models (*Iowa State Register*:1889a).

Woodland Cemetery, consisting of forty acres, was established as a public burial ground by the City of Des Moines and laid out in 1859. This cemetery embraced Odd Fellows' Cemetery, which had been established in 1858. St. Ambrose Catholic Cemetery, comprising twelve acres, was laid out in 1866. Consisting of two acres, Jewish (or Emanuel) Cemetery was established in 1871, although it was not laid out until 1880 (*Iowa State Register*:1880).

Originally located on the outskirts of the community, the combined presence of these large tracts of publicly and privately owned property overshadowed the development of the surrounding land. As this land was subdivided into plats and built up, and, as the number of burials mounted, this influence increased. At first, the cemeteries had been viewed as parklands, leisure grounds, and public amenities. By the end of the Nineteenth Century, they had become the subject of public agitation. Health professionals voiced concern about the contagion of disease. Investment interests supported a plan to disinter the burials and relocate them to new cemetery sites (possibly because they coveted the property for real estate development). Each of these issues contributed to the public debate.

Already in the 1880s, local newspapers discussed health concerns regarding cemeteries. The *Iowa State Register*, for example, published a long article on the topic, citing potential pollution of the city's water supply from the creek which drained Woodland Cemetery (*Iowa State Register*:1889c).

In the 1890s, diphtheria became a major concern for Des Moines. In May of 1889, only one death from this disease had been reported (*Iowa State Register*: 1889b). Between October 1, 1890, and October 1, 1891, in contrast, 100 deaths were attributed to the disease (*Iowa State Register*: 1891c). A contemporary newspaper account reported one method city residents employed to combat the spread of this disease:

A sad and touching sight was witnessed on Locust street, between First and Second streets, yesterday. A funeral procession crossed the bridge, coming from the east, and stopped when opposite the German Lutheran church. Just as the hearse halted, a band of forty children came out of the church and standing on the steps sang three verses of a familiar Sunday-school hymn. No explanation was needed, but passers-by could read the sad story at a glance. A child from the Sunday-school had been taken away by the dread diphtheria. No public service in the church could be held. But the former playmates and associates gathered on the church steps, to sing a hymn of sympathy and comfort, as the broken hearted mourners passed on their sad journey to the cemetery. (*Iowa State Register*:1889d.)

In addition to quarantine, health officials lobbied for other measures to combat the disease. The need and location for a new cemetery were widely debated (*Iowa State Register*:1891d) and the subject of water pollution from burial grounds discussed (*Iowa State Register*:1889e).

In the end, the city purchased new land to the northwest, established Glendale Cemetery there, and retained Woodland Cemetery. As a result, Woodland and its sister cemeteries continued to exert influence on the evolution of land use in the surrounding neighborhoods. Residential development skirted the cemeteries on all four sides, yet remained overshadowed by the character of the cemeteries' purpose. The cemeteries formed obstacles to cross-town transportation. Finally, the presence of these cemeteries tended to separate Des Moines' near West Side from that section of the city farther to the west.

Transportation

Transportation patterns have exerted profound effects on land use in Des Moines. Numerous dogleg and dead-end streets discouraged quality improvements in the neighborhoods adjacent to them. For another example, the presence of a thoroughfare for motorized vehicles encouraged redevelopment of residential properties along its fringes to ever higher uses.

By the early Twentieth Century, Des Moines streets had become a maze, yet an increasing number of cars and trucks spurred the need for cross-town roads to speed traffic. The historical implications of laissez-faire development became particularly significant following World War I, when Des Moines sought to improve north-south traffic arteries through the construction of what was to become Harding Road.

Now named Martin Luther King Jr. Parkway (the street has been renamed several times, Warren Street, G Street, 21st Street, as well as Harding Road), this street and the city plats in this area illustrate irregular planning and its consequences for city streets. As Figure 6 shows, 21st Street lacked a standard width. This street also came to an end at Center Street. Through traffic was required to turn into Center Street before proceeding again north, a traffic pattern still true today. Construction of Harding Road reconfigured the plats fronting 20th Street and 21st Streets between Woodland and Cottage Grove Avenues and these changes illustrate the effects of transportation on land use.

Prior to the 1930s, north-south traffic from Des Moines' northwest side relied on Cottage Grove Avenue and a series of north-south streets to access the downtown. Formerly known as the Military Road or the road to Fort Dodge, Cottage Grove historically provided a popular northwest artery in and out of the city, but the haphazard configuration of plats and traffic usage in Des Moines manifested no particular street to serve as its north-south link to the downtown. Keosauqua Way was one attempt to solve this problem. Another attempt, sponsored by the Des Moines Realtors Bureau in 1919, proposed a new traffic way from Grand Avenue to Cottage Grove.

The proposition involves the widening of a part of Twenty-first street, a new way being cut through from Twenty-first to Twentieth street, and the widening of the last street until it reached Cottage Grove avenue. Most of the proposed way is now paved, but probably two-thirds of it is brick in bad condition; and part is not wide enough for a standard street. (*Des Moines Register*:1919a.)

A plan of this proposed route was published at the same time (see Figure 6). Although faced with difficult constraints of property ownership and street configurations, city planners opted to adopt this plan. It involved a bend in Harding Road at its intersection with Center Street, effectively joining 20th Street and 21st Street into this new north-south route. After long discussion, planning, and federal commitment, this new traffic way was built in 1935 (Journal of City Council:1199).

The construction of Harding Road provided Des Moines with a new and needed cross-town traffic way. The road's success can be measured by increased traffic on this road over the years and recent plans to expand the route, now known as Martin Luther King Jr. Parkway, into a bypass to skirt downtown Des Moines and connect with the Des Moines Freeway. While this progress benefited the entire community, it depressed the adjacent residential neighborhood. The traffic way injected a barrier between dwellings east and west of it in Kuhn's Addition and Leyner's Plat. The dwellings on the West Side suffered the most because they were isolated between the traffic way and cemeteries. In this sense, Harding Road further compounded the irregularity of this irregular section of Des Moines. Finally, Harding Road introduced new levels of noise and vehicle emissions into these and other adjacent plats, such as Brown's 4th Addition.

D. ARCHITECTURE OF AFFORDABLE HOUSING IN VICTORIAN DES MOINES

Introduction

This and a series of associated Historic American Building Survey recordations (HABS Nos. IA-190, IA-191, IA-192, IA-193, and IA-195) provide opportunities to analyze and evaluate, in intensive fashion, several examples of affordable housing constructed in Des Moines during the 1890s and the first decade of the Twentieth Century. These recordations serve to supplement the findings of a previous architectural survey, which identified certain design subtypes within the Queen Anne architectural resources of the city.

Although the large homes of the Victorian period have captured popular imagination in America during the last decade, the late Nineteenth Century also saw the construction of numerous cottages for the middle, lower-middle, and lower classes. Because these modest dwellings lack the size, architectural detailing, and complexity of larger dwellings, they have received less scholarly attention. They are also difficult to evaluate because archival information about them is limited. Nonetheless, affordable housing emerged during the late Nineteenth Century as an important property type in Des Moines and attracted the attention not only of the potential homeowners, but also real estate investors. The cottage provided an ideal property type for both purposes.

The preparation of this historical context was aided by a study prepared by William C. Page and Joanne R. Walroth, "Towards a Greater Des Moines: Early Suburbanization and Development, circa 1880-circa 1920," a reconnaissance survey of certain suburban neighborhoods in Des Moines during the late Victorian period. This 1992 study identified style and function as two important architectural influences prevalent in the city during that period. In terms of style, Queen Anne and Colonial Revival tastes held sway over local design. In addition to these stylistic changes, residential design also evolved according to its function. For example, Page and Walroth identified the double house as a new property type because it responded to the need for rental property.

This present HABS recordation expands the reference points of the 1992 study by identifying affordable housing as another architectural influence over the evolution of residential design during the period. As home ownership came within reach of an increasing number of residents, the demand for affordable housing stimulated new architectural designs. The cottage provided one good solution and was adapted to both owner-occupied and rental purposes.

Transitional Cottage

Constructed circa 1897, this cottage at 2019 Woodland Avenue exhibits several aspects of vernacular styling. The ground plan and the roof design are most notable in this regard. While the ground plan relates to Queen Anne influences, the roof configuration exhibits design elements more often employed by the Colonial Revival taste. As such, this cottage provides a transitional example of vernacular design. This section of the report analyzes these architectural influences and places the resource in historical context among other dwellings built in the city during the same period.

"Towards a Greater Des Moines" identified the following five categories of Queen Anne design:

Standard Queen Anne House
Queen Anne Canted Bay House
Queen Anne House
Queen Anne Cottage
Queen Anne Gable-on-Hip House

These categories differentiated architectural designs according to their size (1-story, 1.5-stories, and 2- or 2.5 stories) and according to their roof configurations. Generally speaking, the smaller the house in terms of size, the more restrained its architectural detailing.

The report concluded that the

Queen Anne cottage constitutes an important, small-scale subtype, notable for its charming demeanor. These T-shaped buildings contain 1-story, or 1.5-stories, with the long axis forming the facade and covered with a gable end roof. This subtype appears in North Des Moines and Capital Park in particular. Although this type is usually wood frame in construction, a few brick examples exist." (Page and Walroth:I, E-59.)

The floor plan of the cottage at 2019 Woodland Avenue relates to this Queen Anne cottage subtype. Laid out in a "T" shape, this floor plan features the living room in the space covered by the front-gable roof. Although the front entry porch has been enclosed, the presence of a porch within an ell of the floor plan is another feature of the Queen Anne cottage.

The roof design of the cottage consists of a half cross-gable roof of moderately steep pitch. The front-gable roof covers the house from its south elevation midway over its main block.

This roof intersects a side-gable roof, forming a half cross-gable configuration. A hip roof covers the rear wing of the building. The front porch is covered with an extension of the front-gable. In this regard, this resource's roof configuration calls attention to the influence of Colonial Revival styling. The 1990 study "Towards a Greater Des Moines" identified the Cross Gable as one subtype within the Colonial Revival resources in the city.

The cross gable is one of the most complex residential designs. These houses feature side gables with an intersecting facade gable. The side gables can be either straight or gambrel or combinations. Other architectural elements, such as a tower, can also be included. (Page and Walroth:I, E-60.)

The porch roof of this house calls further attention to Colonial Revival influences in Des Moines. One conceit employed by this style inset the front porch under the main roof. For example, the 1990 report singled out houses at 1526 4th Street and 1464 4th Street as illustrations (*Ibid.*, I, E-60). The E. A. Temple House at 1330 West 9th Street, a design of Hallet and Rawson, is a particularly fine example. In this regard, the house at 2019 Woodland Avenue calls attention to the propensity for inset porches. As is evident from other studies in this series (HABS Nos. IA-193 and IA-191), houses constructed under Queen Anne influence are more likely to cover the front porch with a shed roof separate from that of the main block.

Finally, the employment of the hip roof is more prevalent in Colonial Revival than in Queen Anne taste in Des Moines. George E. Hallett and Oliver O. Smith, architects of Des Moines, frequently employed such roof designs, and several drawings of theirs have been documented (*Ibid.*:I, following E-64). The hip roof generally imparts an organic quality to a building because the planes of its roof surround the volume. By comparison, the gable roof tends to call dramatic attention to the elevation it surmounts, and houses erected under Queen Anne influence are more likely to cover rear wings with gable roofs. This can be seen in the HABS resources cited above.

It should also be noted that this discussion has addressed only the roof of the original building. The enclosed porch at the rear, covered with a shed roof, for example, is a later addition and plays no role in the architectural concept of the building.

The construction date of this cottage, circa 1897, was determined stylistic influences. City directory records are confusing for this property because the house number is not consistent. Title transfers in the Polk County Recorder's Office did not clarify this matter. Finally, the construction date, "1880 +/-," shown in the records of the Des Moines City Assessor's Office was of little help. This date is too early stylistically for a cottage in Des Moines with a rear wing covered with the type of hip roof it possesses.

The Affordable Cottage

The cottage evolved during the late Nineteenth Century in Des Moines as a new type of residential dwelling. Formerly the word "cottage" had euphemistically described a wide range of suburban dwellings. In 1887, for example, Palliser, Palliser, and Company, architects of New York City, published a pattern book illustrating dozens of "cottage" designs, which, in fact, were intended for the substantial, upper-middle class pocketbook.

Semantics notwithstanding, the economic prosperity of the 1880s and 1890s stimulated construction of many new "cottages" in Des Moines. As the *Iowa State Register* reported:

The homes now being built are of the most modern and ornate style of architecture and are much more roomy and extensive than formerly. Both the mansion and small, unpretentious cottage of to-day are not considered complete without the furnace, and hardwood finish, once luxuries only accessible to the rich. (*Iowa State Register*:1889a.)

In this regard, it appears that life styles of affluent and modest householders in Des Moines narrowed during the late Nineteenth Century as more and more homes featured modern conveniences and amenities.

The "small, unpretentious" cottage at 2019 Woodland Avenue calls attention to one example of such an affordable house. Although its original woodwork is nonextant, its full basement could easily have housed a furnace to provide the house with central heat. (It should be noted that the nature of this original heating system cannot be documented and the fireplace, which presently is situated in the living room, may or may not be original to the building.)

IV

SOURCES OF INFORMATION

A. ORIGINAL ARCHITECTURAL DRAWINGS

No original architectural drawings, plans, or elevations were found for this building.

B. HISTORIC IMAGES

No historic images of this property were discovered.

C. INTERVIEWS

Gerald A. Jewett with William C. Page, July 18, 1994. Jewett shared information about his family and the development of the Jewett Lumber Company. He also provided access to the company's file of corporation history.

John P. Zeller with William C. Page, at numerous times in 1994. Zeller shared his extensive knowledge about the history and development of Des Moines and answered specific questions about it.

D. BIBLIOGRAPHY

1. *Primary and Unpublished Sources*

Peoples Abstract Company
No date. Abstract of Title.

Bartholomew, Harland
No date. "A preliminary Major Street Plan for Des Moines, Iowa." Prepared for Des Moines Zoning Commission, circa 1925.

Des Moines City Directories
1861, 1866, 1869, 1871-72, 1873-74, 1892, 1900, 1908.

Journal of [Des Moines] City Council
1935 "Resolution No. 2655." October 10.

Plat Book A
Polk County Recorder's Office.

Plat Book C
Polk County Recorder's Office.

Plat Book D
Polk County Recorder's Office.

Title Transfer Book C-3.
Polk County Recorder's Office.

U. S. Census
1900

Dixon, J. M., editor
1876 Centennial History of Polk County, Iowa. Des Moines.

2. *Secondary and Published Sources*

Baker, John Milnes
1994 American House Styles: A Concise Guide. W. W. Norton
& Company, New York.

Gowans, Alan
1992 Styles and Types of North American Architecture. Icon
Editions, New York.

McAlester, Virginia and Lee
1984 A Field Guide to American Houses. Alfred A. Knopf, New
York.

Page, William C., and Joanne R. Walroth
1992 "Towards a Greater Des Moines: Early Suburbanization and
Development, circa 1880 - circa 1920." Des Moines Plan
and Zoning Department, River Bend Neighborhood
Association, and State Historical Society of Iowa, Des
Moines.

Phillips, Steven J.
1992 Old House Dictionary. The Preservation Press,
Washington, DC.

U. S. Department of the Interior
No date Manual for Editing HABS/HAER Documentation.
National Park Service.

3. *Newspapers*

Iowa State Register

1878a "Dr. Turner proposes to lay his street car track to Nineteenth street..." June 28.

Iowa State Register

1878b "University Place Items." June 18.

Iowa State Register

1880 "Our bretheren [sic] of the Jewish faith..." July 7.

Iowa State Register

1881 "The New Cemetery." August 23.

Iowa State Register

1888 "The Year 1888."

Iowa State Register

1889a "Building Up Des Moines." September 22.

Iowa State Register

1889b "Dr. Matthews has prepared this summary" [mortality rates].
June 15.

Iowa State Register

1889c "Cemetery Danger." November 24.

Iowa State Register

1889d "A Sad and touching sight..." [diphtheria]. November 28.

Iowa State Register

1889e "Water Pollution." December 8.

Iowa State Register

1890a "Des Moines in 1890." January 26.

Iowa State Register

1890b "Real Estate Talk." April 12.

Iowa State Register

1891a "The Death of T. E. Brown." May 7.

Iowa State Register

1891b "The Funeral of T. E. Brown." May 10.

Iowa State Register

1891c "Des Moines' Death Rate." October 17.

Iowa State Register

1891d "The Cemetery Question." November 7.

Iowa State Register
1895a "Death of Mr. Jacob Kuhn." July 2.

Iowa State Register
1895b "Funeral of Joseph [sic] Kuhn." July 5.

Iowa State Register
1902 "D. R. Ewing Dead." January 26.

Des Moines Tribune
1913 "Death of a Pioneer/George P. Leyner." May 21.

Des Moines Register and Leader
1913 "Pioneer Des Moines Business Man Dead." May 21.

Des Moines Register
1919a "New Traffic Highway proposed." October 20.

Des Moines Register
1919b "Realtors propose New Traffic Way North From Grand."
October 20.

Des Moines Register
1935 "Shovels, Tractors, Mixers Grind on Street Project."
October 12.

4. *Maps*

Huebinger, M.
1909 *Map of the City of Des Moines, Iowa.*

Sanborn Map Company
1901 *Map of Des Moines, Iowa.* New York.

Sanborn Map Company
1920 *Map of Des Moines, Iowa.* New York.

Sanborn Map Comany
1920-1943
Map of Des Moines, Iowa. New York.

E. LIKELY SOURCES NOT YET INVESTIGATED

As further scholarly work investigates the "house to rent," this information can be used to reevaluate this aspect of affordable housing in Des Moines.

F. SUPPLEMENTAL MATERIAL

The following supplemental material is added here to outline the methodology used in this report. Because of the scarcity of good historical accounts of Des Moines, particularly its

architectural development, the use of primary materials was mandated. In an effort to conduct a systematic, yet realistic, search within the time constraints imposed by the contract deadline, a few variables were defined. The search then focused on finding the following facts:

- Year of the resource's construction.
- Name of the first owner.
- First owner's occupation.
- Determination whether the property was owner occupied and/or a rental.

Primary research was conducted using newspapers, federal census records, Des Moines city directories, and Sanborn fire insurance maps. Each of these sources has its own limitations. The search was further complicated because the address of the resource has changed several times due to city renumbering and renaming of the street.

Although numerous newspapers were consulted, no direct citation was found to document the year of construction of the resource. The modest size of this house, the low level of its architectural detailing, and the quantity of similar houses being constructed in Des Moines during the late Victorian period made it unlikely that this house was the subject of newspaper attention.

The Federal census of 1880 was consulted for data concerning Ward 4 in Des Moines. This census listed individuals by name. The researcher noted every address whose location was near the study area. None of these addresses related to the resource under study.

The results of this research were then checked against the Des Moines City Directory of 1882. This directory lists individual's dwellings in an various ways, often mentioning only an area of the city. From this sketchy data, the researcher determined that none of the 1880 census names appeared in Kuhn's Addition or Leyner's Plat, although this determination is imprecise. Analysis of this research concluded, therefore, that no residents were living in either Kuhn's Plat or Leyner's Addition in the summer of 1880.

The Federal census of 1900 was then consulted. This enumeration has addresses for individuals, and it also shows whether the occupant of the property is an owner or renter.

The Des Moines City Directory of 1908 was then consulted. This is the first city directory that contains a street-by-street index with addresses the same as the homes retain today.

The earliest Sanborn fire insurance map for the neighborhood shows the neighborhood in 1901. Two other Sanborns mapped the area, one in 1920 and one in 1943. All of the resources under study in this series of HABS recordations appeared on the earliest Sanborn map. The single exception was the cottage at 810 Martin Luther King Jr. Parkway, which appeared for the first time on the 1920 map.

G. PROJECT STATEMENT

This documentation stems from the proposed construction of the Martin Luther King Jr. Parkway loop bypass in Des Moines, Iowa. This project requires demolition of the building documented in this recordation.

This documentation was prepared for the Des Moines Community Development Department in partial fulfillment of a Memorandum of Agreement signed by the City of Des Moines, the Iowa State Historic Preservation Officer, the Advisory Council on Historic Preservation, and the Federal Highway Administration.

Specifications for this recordation were outlined by Gregory D. Kendrick, Chief, History Branch, Division of National Preservation Programs, Rocky Mountain Regional Office of the United States Department of the Interior in a letter of May 1993.

William C. Page, Public Historian of Des Moines, acted as principal investigator for the project and prepared the written narrative. He was assisted by John P. Zeller, researcher, and Joanne R. Walroth, editor. Ralph J. Christian, Architectural Historian of the State Historical Society of Iowa, consulted the principal investigator in developing historical context for this recordation.

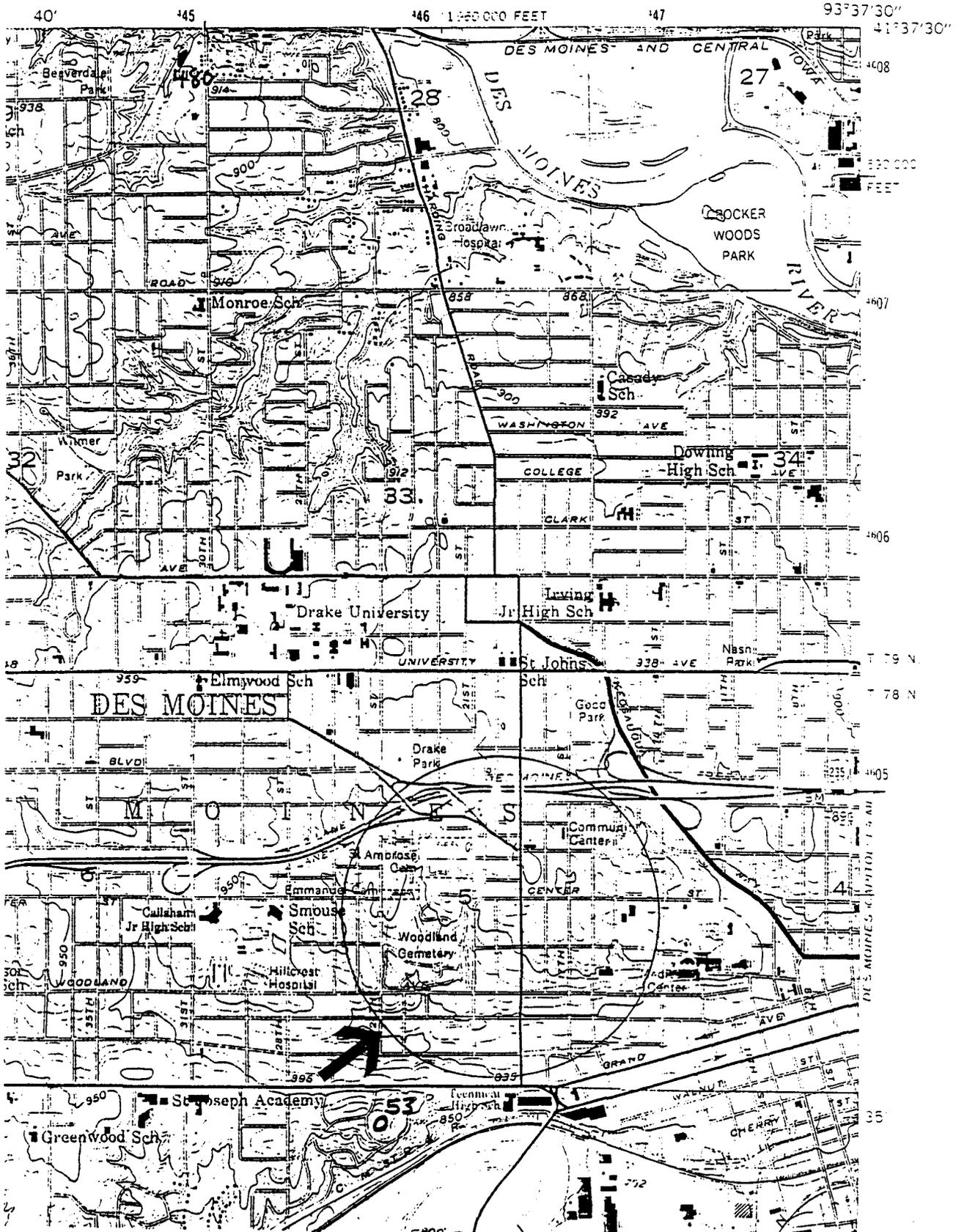
Steven Alexander, Alexander's Photography of Des Moines, served as photographer. He shot all photos for this project and supervised development and printing of the photographic products.

Mary Neiderbach, Associate Planner of the Des Moines Community Development Department, served as coordinator.

Christine Whitacre, Historian, Rocky Mountain Regional Office, United States Department of the Interior, served as project reviewer.

All work for this recordation was accomplished in July, August, and September 1994.

AREA MAP DES MOINES, IOWA



Source: U. S. G. S. Des Moines SW Quadrangle, Iowa.
Figure 1



SITE MAP

2019 WOODLAND AVENUE

Scale: 1" = 200'



Source: City of Des Moines Engineering Department.

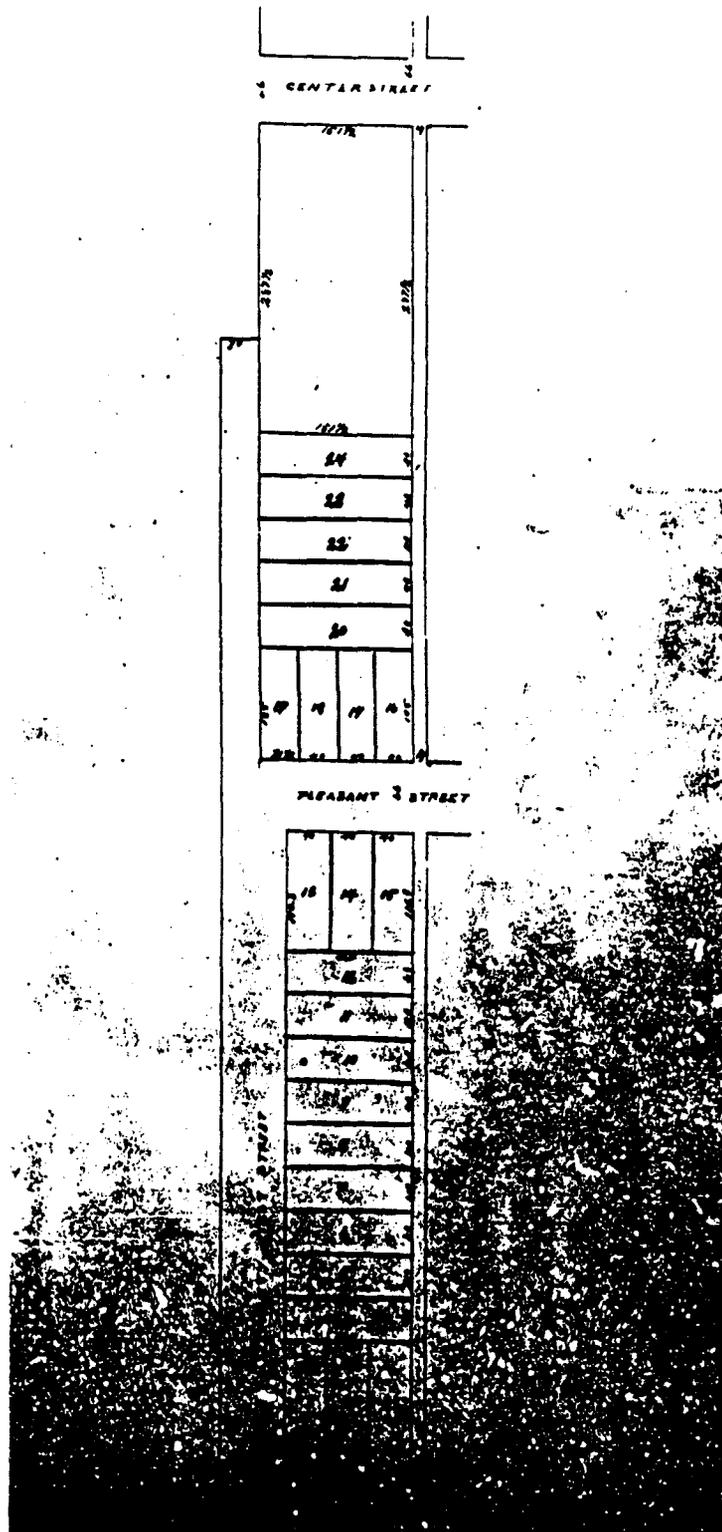
Figure 2



PLAT

T. E. BROWN'S 4TH ADDITION

DES MOINES

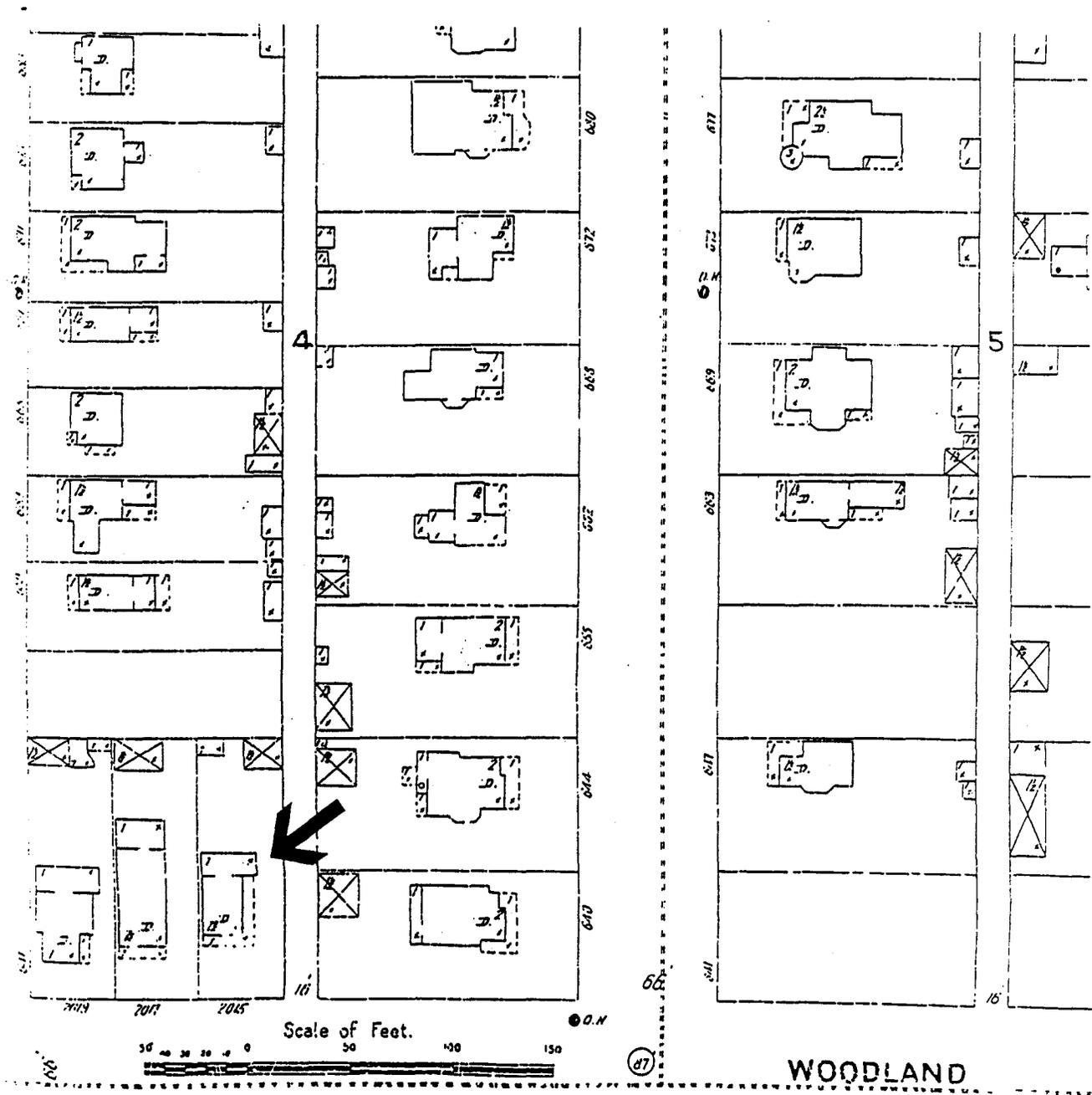


Source: Polk County Recorder's Office, Plat Book C.

Figure 3



NEIGHBORHOOD MAP CIRCA 1901 2015 INDICATED BY ARROW



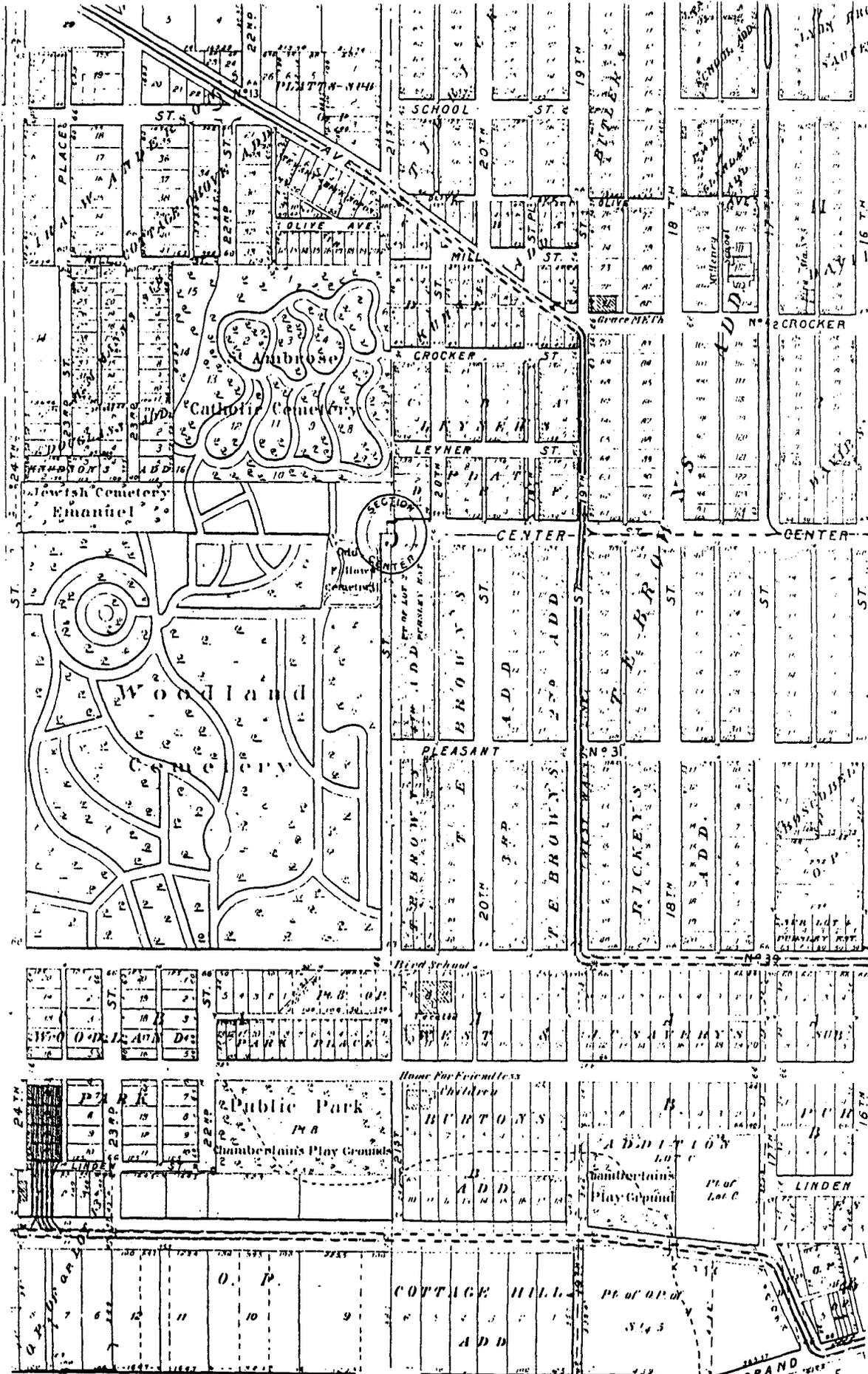
Source: Sanborn Map Company, 1901.

Figure 4



NEIGHBORHOOD MAP CIRCA 1909

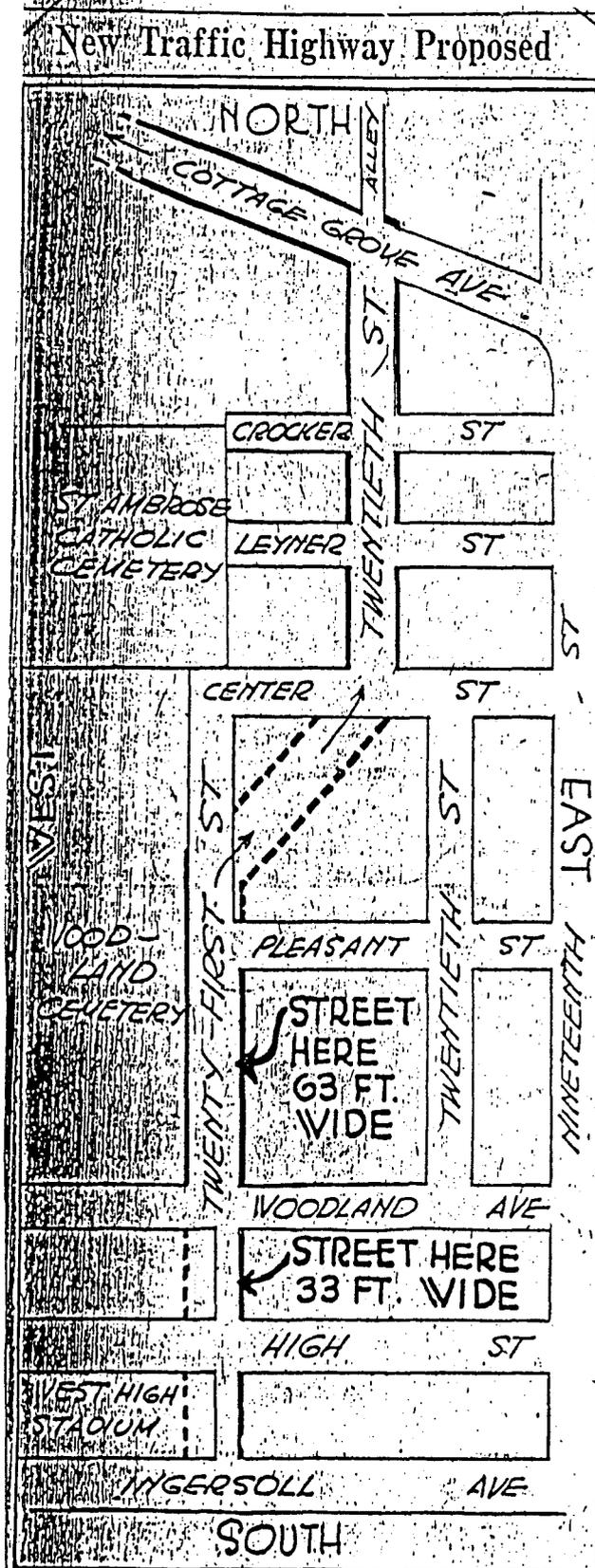
COTTAGE
HABS No. IA-194
Page 27



PAGE 57



PLAN FOR HARDING ROAD 1919



Source: *Des Moines Register*, October 20, 1919.



Figure 6