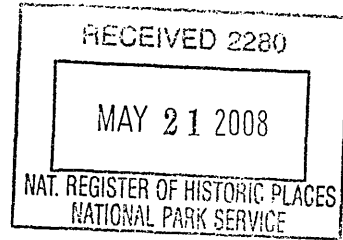


United States Department of the Interior
National Park Service



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

1. Name of Property

Historic name Park Avenue Apartment District
Other names/site number See continuation sheet page 1, Section 1

2. Location

Street & number See continuation sheet page 1, Section 2 Not for publication
City or town Omaha Vicinity
State Nebraska Code NE County Douglas Code 055 Zip code 68102

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this 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 meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Mabel J. Paul May 16, 2008
Signature of certifying official Date
Director, Nebraska State Historical Society
State or Federal agency and bureau

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

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.
 see continuation sheet.

determined eligible for the National Register.
 see continuation sheet.

determined not eligible for the National Register.
 removed from the National Register.

other, (explain): _____

Edson H. Bell 7-2-06

for Signature of Keeper Date of Action

Park Avenue Apartment District
Name of Property

Douglas County, Nebraska
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	
4	0	Buildings
		Sites
		Structures
		Objects
4	0	Total

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

Number of contributing resources previously listed in the National Register
N/A

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Domestic; Multiple Dwelling

Current Functions
(Enter categories from instructions.)

Domestic; Multiple Dwelling

7. Description

Architectural Classification
(Enter categories from instructions.)

Late 19th and Early 20th Century American Movements;
Other
Prairie School

Materials
(Enter categories from instructions.)

Foundation Masonry
Walls Masonry
Roof Asphalt/EPDM
Other _____

Narrative Description

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

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Narrative Statement of Significance

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

Areas of Significance

(Enter categories from instructions.)

Community Planning and Development

Transportation

Period of Significance

1902-1916

Significant Dates

1902, 1904, 1916

Significant Person

(Complete if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Latenser, John, Sr.;

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

- Preliminary determination of individual listing (36 CFR 67) has been requested
- Previously listed in the National Register
- Previously determined eligible by the National Register
- Designated a National Historic Landmark
- Recorded by Historic American Buildings Survey # _____
- Recorded by Historic American Engineering Record # _____

Primary location for additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local Government
 - University
 - Other
- Name of repository: Omaha Main Public Library

Park Avenue Apartment District
Name of Property

Douglas County, Nebraska
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10. Geographical Data

Acreage of property less than 1 acre

UTM References (place additional UTM references on a continuation sheet).

	Zone	Easting	Northing		Zone	Easting	Northing
1.	15	252323	4570824	3.			
2.				4.			

[] See continuation sheet

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

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

11. Form Prepared By

name/title Jennifer Honebrink, AIA, and Chris Jansen
organization Alley Poyner Macchietto Architecture P.C. date Mar 2008
street & number 1213 Jones St telephone 402-341-1544
city or town Omaha state Nebraska zip code 68102

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

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

Additional items

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

Property Owner

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

name/title Omaha Social Capital 1 LLC
street & number 12925 West Dodge Road telephone (308) 249-9065
city or town Omaha state Nebraska zip code 68154

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determined 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, (15 USC 470 et seq.).

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

United States Department of the Interior
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National Register of Historic Places Continuation Sheet

Park Avenue Apartment District

Name of Property

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Section 1/2/7 Page 1

Section 1: Other Names / Site Number

Barnard Apartments (aka Portland Apartments) – DO09:0205-016
Unitah Apartments (aka Canterbury Square Apartments) - DO09:0207-045
(Duplex) 811-813 South 30th Street – DO09:0205-106
(Duplex) 810-812 Park Avenue – DO09:205-105

Section 2: Location (Street Numbers)

Barnard Apartments (aka Portland Apartments) – 2935 Leavenworth Street; 804 Park Ave; 803 South 30th Street
Unitah Apartments (aka Canterbury Square Apartments) - 2934 Leavenworth Street; 720 Park Ave; 721 South 30th Street
(Duplex) 811-813 South 30th Street (aka the Portland Annex)
(Duplex) 810-812 Park Avenue (aka the Portland Annex)

Section 7: Narrative Description

General Description:

(See Sanborn map on next page)

(See typical floor plan on Continuation Sheet Section 7, page 3)

Construction of the Barnard Apartments, Unitah Apartments and two duplexes at the intersection of Park Avenue and Leavenworth spans a period from 1902-1916. The buildings have no single architectural style or unifying layout. Instead, they illustrate the typical development of a dense, urban core along popular streetcar lines.

In 1882 a streetcar line was constructed connecting the popular Hanscom Park to Omaha's growing downtown area. The line became very popular – especially for Sunday afternoon excursions. In 1900, this neighborhood was generally a scattered collection of single family residences with open lots between many houses. The density increased dramatically with the addition of the Barnard Apartments in 1902. The success of the first apartment building led to demand for the Unitah Apartments in 1904, which again increased the population of the neighborhood and started a cycle of construction and rising population. The popularity of these two buildings and the street car line spurred growth in the area and led to the construction of a wide variety of multi-family dwelling types and a few commercial buildings to support the larger population base.

During this growth cycle, in 1916 the Barnard and Unitah Apartments were sold and the new owner contributed to the increasing density of the neighborhood by constructing two duplexes to the South of the Barnard Apartments. The new owner renamed the Barnard, the Portland and referred to the duplexes as the Portland Annex. He renamed the Unitah, the Canterbury Square Apartments.

These four buildings have been vacant for the last 15 years. Over the last 10 years, they have been through a series of owners who have each intended to rehabilitate them. Each owner took his/her turn at cleaning out the abandoned furniture, clothing, toys, etc., then the garbage and then the perceived debris from the buildings. All kitchen cabinets and bathroom fixtures have been removed, but the interior walls, trim and unit layouts are in fair condition despite the vandals and itinerants.

United States Department of the Interior
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National Register of Historic Places
Continuation Sheet

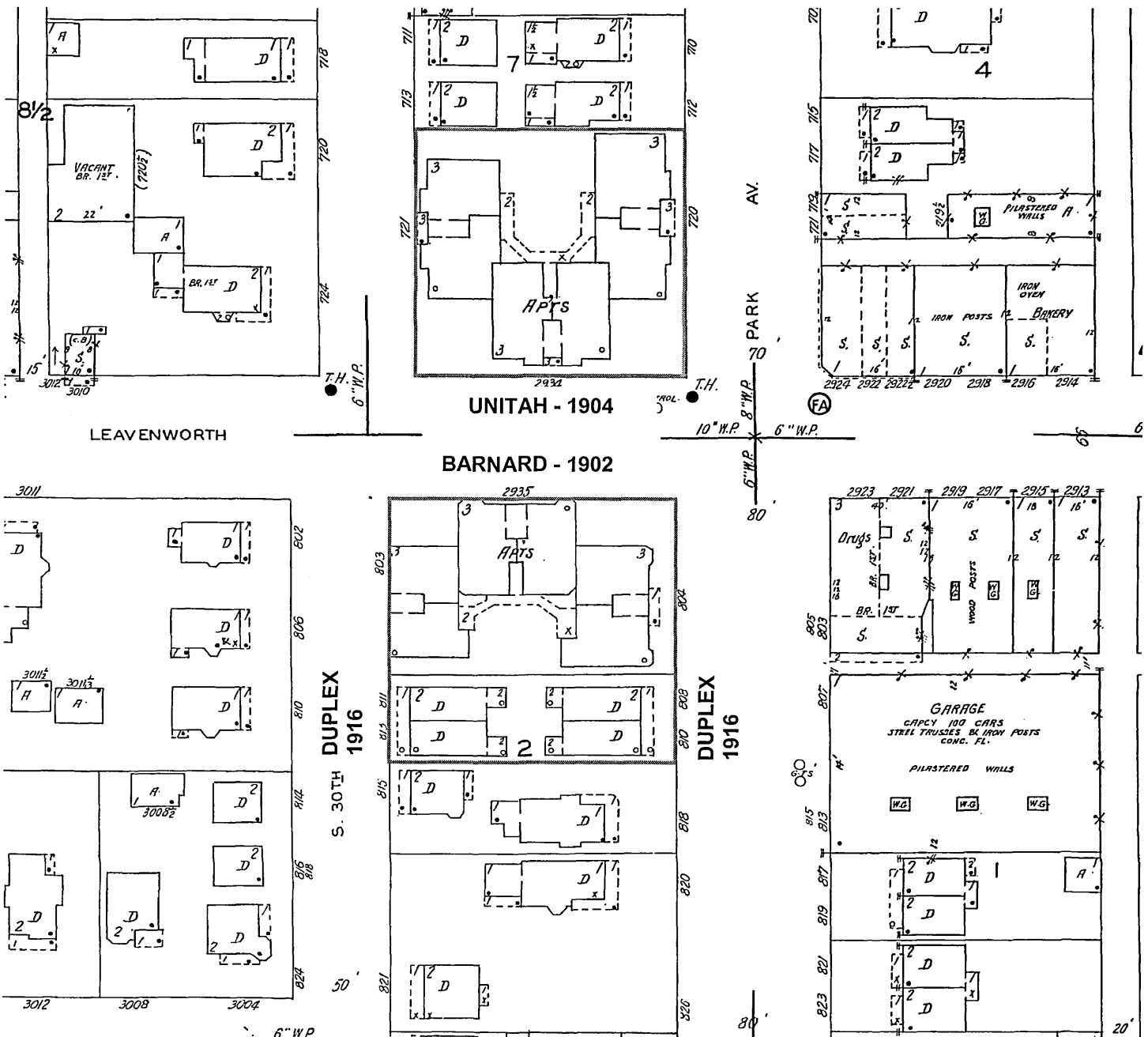
Park Avenue Apartment District

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Section 7 Page 2



1 Sanborn Map, 1934, vol 1, page 44

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National Park Service

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Continuation Sheet

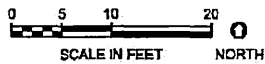
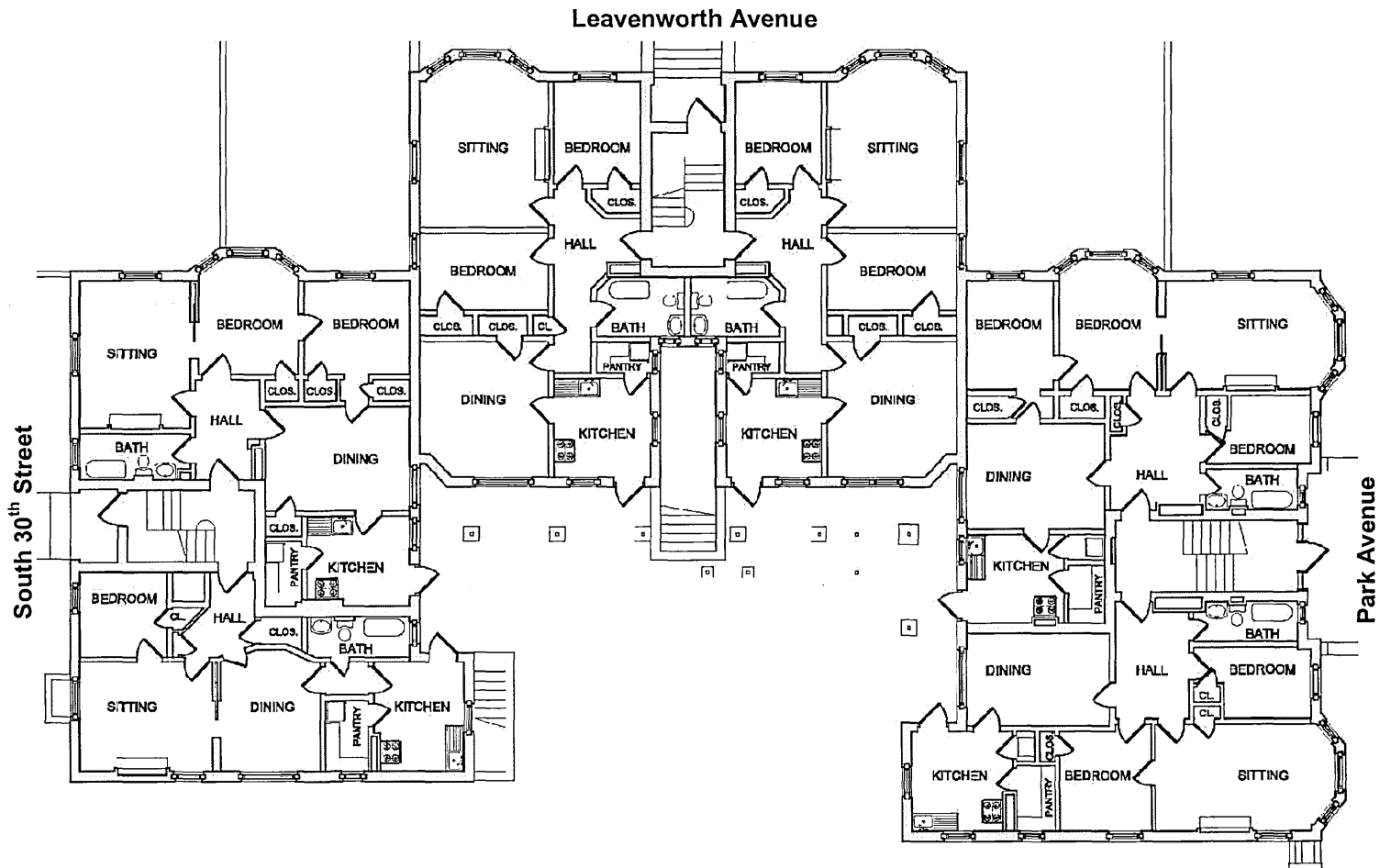
Park Avenue Apartment District

Name of Property

Douglas County, Nebraska

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Section 7 Page 4



2 Barnard First Floor Plan Based on Original Drawings

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Park Avenue Apartment District

Name of Property

Douglas County, Nebraska

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Section 7 Page 3

**2935 Leavenworth Street; 804 Park Ave; 803 South 30th Street
Barnard Apartments (Portland Apartments); Built 1902**

Architect: John Latenser Sr. **Builder:** unknown

Original Owner: John C. Barnard

Physical Description:

The Barnard Apartment Building was constructed in 1902 and referred to as the Portland after 1917. It is a three-story reverse courtyard apartment building type. The three wings of the building each align with a separate street forming a "U" shaped building and creating a private courtyard in the center of the "U". It was the first of only four structures in Omaha to be sited in such a fashion.¹ A monumental stair and covered porch centered on the east side of the building indicates the primary façade, although stairs and an elegant and simply detailed round arch signifies the building can be entered on the north and west facades. The covered porch is enclosed by a brick knee-wall and the porch roof is supported by brick piers at either end. Stone columns frame the doorway and are crowned by a simple stone entablature and an unusual stone balustrade. Above each entrance is an arched window configuration at the third floor. On the primary façade two circular windows flank either side of the arched window. Each face of the building addressing the street is finished with a blond colored brick, while the south courtyard face utilizes red brick. On each façade with the exception of the south, a narrow stone water table, evenly spaced horizontal stone banding and flat arch window openings accented with stone voussoirs and stone window sills visually separates the basement and first floor levels from the second and third floors. Recessed brickwork accents the window surrounds of the upper floors along with stone window sills. The majority of the windows on each façade are one over one, double hung wood units although there are a few two over two units sprinkled throughout the building. Rafter tails and brackets enliven the overhang of the hipped asphalt shingled roof.

Integrity:

The Barnard was one of two buildings listed when the Omaha City Directory first made a classification for apartments in 1906. It has remained an apartment building throughout its lifetime and has been altered little over the years.

Originally, each apartment contained a living room, dining room, kitchen, pantry, bathroom and one to two bedrooms. Over time units were subdivided to create more apartments. Bathrooms were added in former pantries and dining rooms were converted to bedrooms. Each entry opens into a central staircase with apartments flanking either side. The East and West stair towers retain much of their mosaic tile floor, tin ceiling on the underside of the stair flights, stained wood trim and wooden balustrade. The North stair tower has been heavily damaged by fire, which also caused heavy smoke damage to the central portion of the building. Each apartment is composed of a small kitchen, bathroom, bedroom and living/dining room. In the East and West wings, much of the stained trim and a few of the wood mantles are still extant. The units adjacent to the North stair have suffered smoke damage.

Overall the exterior has excellent integrity and the interior has a fair level of integrity.

¹ The Athlone (1913), the Colbert (1915), the Barnard (1902) and the Unitah (1904) are the four apartment buildings in Omaha which have three different street addresses. Both the Barnard and the Unitah are in this Nomination. All were possible because of narrow blocks due to re-platting.

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Park Avenue Apartment District

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**2934 Leavenworth Street; 720 Park Ave; 721 South 30th Street
Unitah Apartments (Canterbury Square Apartments); Built 1904**

Architect: John Latenser Sr. **Builder:** unknown

Original Owner: John C. Barnard

Physical Description:

The Unitah Apartment Building was constructed in 1904 and is a three-story reverse courtyard apartment building type with amenities and style that put it in the luxury apartment category. It is one of only four apartment buildings in Omaha with three street frontages, one on each leg of the "U" shape which creates a private courtyard at the rear of the building. The street facades are arranged in a mixture of classical and prairie style detailing. The dark red brick is set in a rusticated base and quoins at the second and third floors. A thin stone water table and belt course separate the base of the building from the shaft. Decorative stone lintels dress the heads of the second floor windows. A wooden dentil molding provides transition from the brick wall to the wooden soffit. A modern gutter edges the asphalt roof. The windows are generally double hung, one over one units, with the exception of the third floor, single unit windows, which have a divided lite in the upper sash in a prairie style pattern. The windows on floors 1-3 which flank each entry alcove have a three lite transom that spans a pair of double hung windows. Each entry is recessed within the façade, and highlighted with an entry porch and an arched-top window at the third floor. The arched window has an arched transom consisting of 4 divided lites surrounding a half-round window, which span over a double hung window with fixed sidelights. A monumental stair leads to each entry porch. The porch is surrounded by a brick knee-wall that is topped by four brick columns with stone bases and capitols. The entablature above the columns consists of a simple stone architrave, a running bond brick frieze, and a simple stone cornice. This is capped by a stone balustrade. A hoist beam hangs in the center to assist with moving furniture in. These facades are simple running bond in dark red brick with double hung one over one windows in a functional arrangement along each floor level.

Integrity:

The Unitah Apartment Building was constructed two years after the Barnard Apartments for the same owner, by the same architect. The floor plans and interior detailing show a refinement of the earlier plan. Although completed in 1904, the building was not listed in the city directory under apartment houses until 1907. It has remained an apartment house throughout its lifetime with only minor modifications. In 1984 it changed its name to Canterbury Square Apartments.

Each entry opens into a central staircase with an apartment on either side of each floor. All three central stairs retain their mosaic tile floor, stained wood trim and wooden balustrade. Originally, each apartment contained a large entry foyer, and more typically sized living room, dining room, kitchen, pantry, bathroom and one to two bedrooms. Over time two units have been combined to create larger apartments. Bathrooms were added in former pantries and dining rooms were converted to bedrooms. Each two bedroom apartment is outfitted with a small kitchen, a private bathroom, and a large living/dining room. Gas fireplaces with wood mantles and tile surrounds, and stained wood trim adorn each apartment.

The building retains an excellent level of integrity on the exterior and good level of integrity on the interior.

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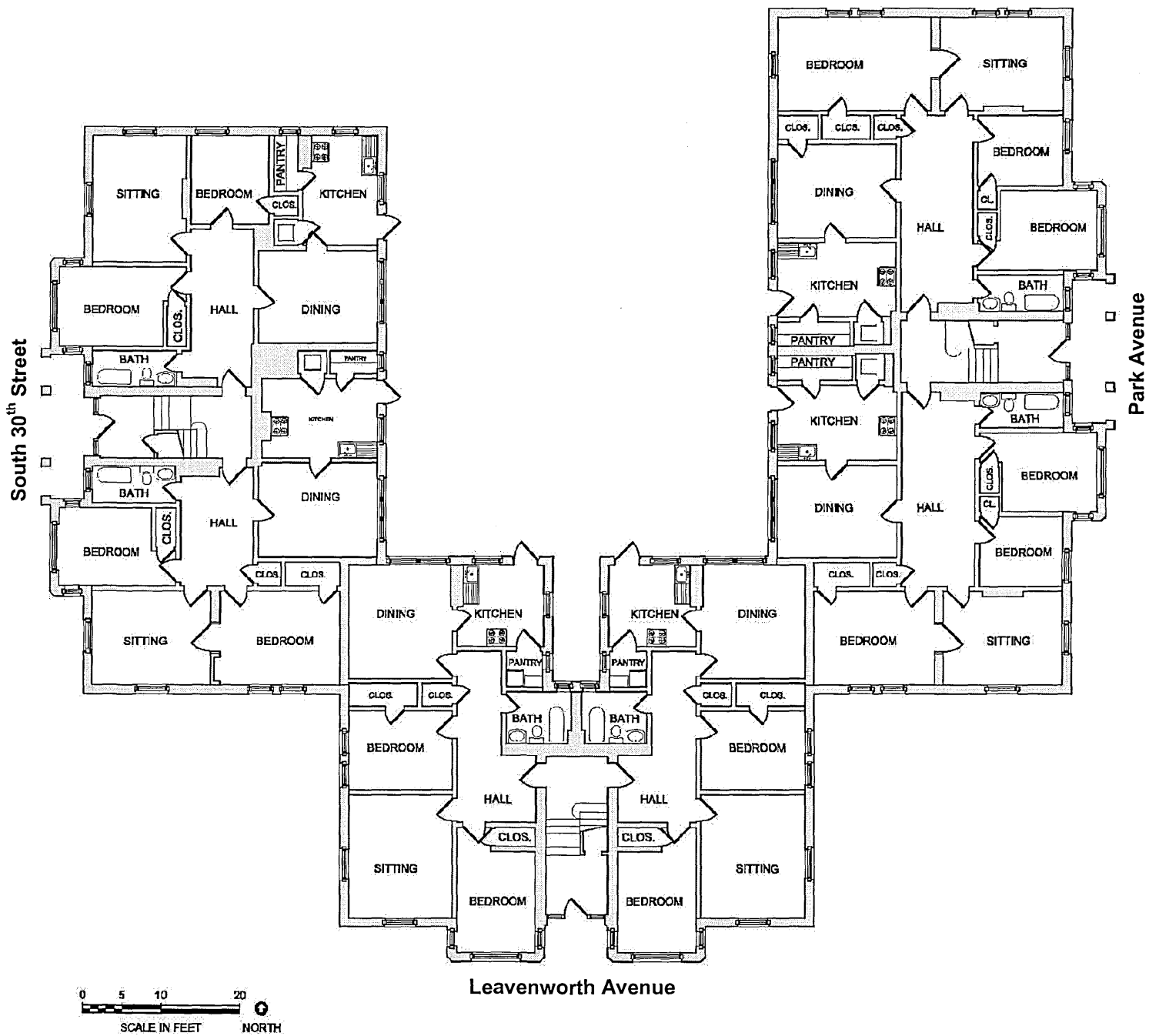
Park Avenue Apartment District

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3 Unitah Original First Floor Plan Based on Field Measurements and Comparison to Barnard Floor Plans Kitchen Layout Approximate

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Park Avenue Apartment District

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4 Unitah Apartments March 2, 1929 Bostwick-Frohardt Collection

**810-812 Park Avenue
Duplex (Portland Annex Apartments); Built 1916**

Architect: A.M. Moore

Builder: unknown

Original Owner: James C. Ish

Physical Description:

This duplex was constructed in 1916 and referred to as the Portland Annex. The primary façade of this building addresses Park Avenue while the rear façade opens to a shared courtyard with an identical building sited in a similar fashion on 30th Street. A single story porch runs along the front of this two-story, asphalt shingle, hipped roof, masonry structure. A blond brick was used on the front façade tying into the Barnard located directly to the north. The secondary facades are constructed of a builder's grade red brick and an addition to the rear is finished with stucco. Simple detailing includes a soldier course running level with the main floor on the primary facade, flat arches above each opening, stone window sills and one over one, single hung wood windows.

Integrity:

This building has remained a residential building throughout its life. In 1955, this building began to be referred to as the Portland Annex Apartments. On the interior, the building was originally divided into two equal units by a center demising wall. Over time, each unit was subdivided, creating a total of four units. Separate stairs on either side of the demising

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Park Avenue Apartment District

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wall lead up to the second floor or down to the unfinished basement. Although much of the building has been remodeled a number of times, most of the simple historic trim work remains. The building retains a good level of integrity on the exterior, and a fair level of integrity on the interior.

811-813 South 30th Street
Duplex (Portland Annex Apartments); Built 1916

Architect: A.M. Moore

Builder: unknown

Original Owner: James C. Ish

Physical Description:

This duplex was constructed in 1916 and referred to as the Portland Annex. The primary façade of this building addresses 30th Street while the rear façade opens to a shared courtyard with an identical building sited in a similar fashion on Park Avenue. A single story porch runs along the front of this two-story, asphalt shingle, hipped roof, masonry structure. A blond brick was used on the front façade tying into the Barnard located directly to the north. The secondary facades are constructed of a builder's grade red brick and an addition to the rear is finished with stucco. Simple detailing includes a soldier course running level with the main floor on the primary facade, flat arches above each opening, stone window sills and one over one, single hung wood windows.

Integrity:

This building has remained a residential building throughout its life. In 1990, this building also began to be referred to as the Portland Annex Apartments. On the interior, the building was originally divided into two equal units by a center demising wall. Over time, each unit was subdivided, creating a total of four units. Separate stairs on either side of the demising wall lead up to the second floor or down to the unfinished basement. Although much of the building has been remodeled a number of times, most of the simple historic trim work remains. The building retains a good level of integrity on the exterior, and a fair level of integrity on the interior.

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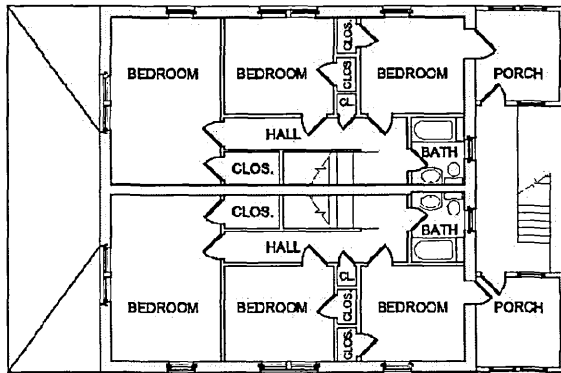
Park Avenue Apartment District

Name of Property

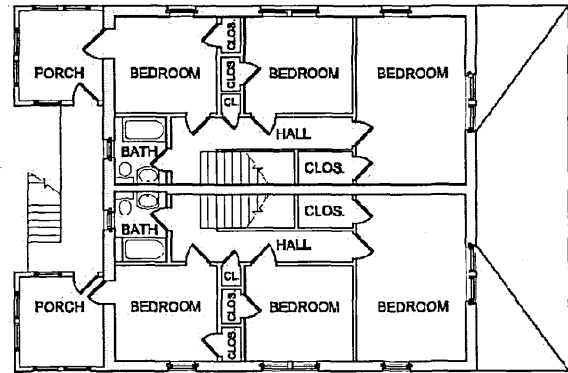
Douglas County, Nebraska

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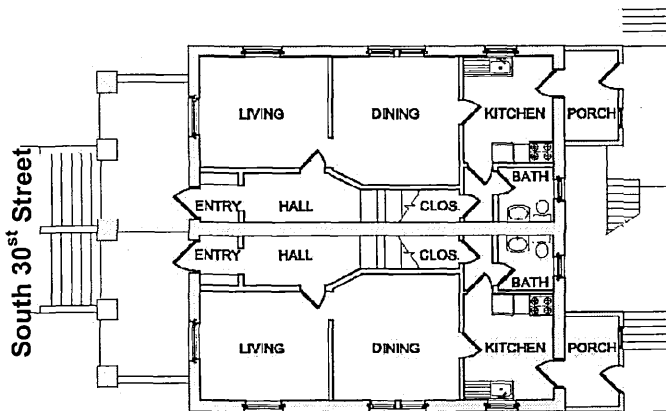
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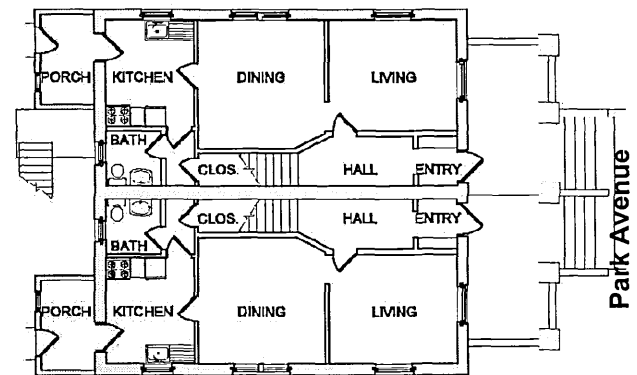
Second Floor



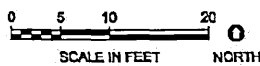
Second Floor



First Floor



First Floor



5 Duplexes - Approximate Original Floor Plans based on Field Measurements and Site Investigation Kitchen and bathroom layouts assumed

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Park Avenue Apartment District

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Section 8: Statement of Significance

Synopsis

The Park Avenue Apartment District is significant under Criterion A for its association with transportation and the growth and success of streetcar lines in Omaha, Nebraska's only major metropolitan area. The proximity of these buildings to the streetcar lines ensured the success and stability of both the streetcar lines and the apartment developments. Together the apartments and streetcar lines made it possible for more people to live in a smaller area outside of the city's downtown core yet maintain access to jobs downtown, thereby creating a dense urban environment which literally defines a city and urban living.

This apartment district is also significant under Criterion A in the area of Community Planning and Development for its association with the development of the apartment building housing type in Omaha. The change in size from large, luxury units to smaller, more modest units, illustrates the changes taking place at a larger scale in the remainder of the neighborhood. Large lots were taken early when apartment living was still limited to the upper class and projects were larger in scope. As the neighborhood developed, smaller units were constructed as in-fill and geared more towards the middle class who became the majority of tenants in these types of dwellings.

Development of Streetcar Lines and Apartments across the United States

Most streetcar lines began with a horse drawn system of cars and tracks. The track provided a clear route and the ability to apply brakes to the car. The system was limited however by the unpredictability of relying on horses. It was constantly threatened by various horse diseases and run-away horses. In addition, feeding enough horses to provide fresh horses for each line proved to be a costly endeavor. When the first electric streetcar was installed in Richmond, Virginia in 1888, it was quickly followed by electric systems in cities across the country. These electric systems grew in popularity and size of service area until the late 1920s when buses began replacing streetcars. Nationally, by the 1950s most streetcar systems were discontinued.

In most cities, the streetcar lines paved the way for residential development by providing access to popular suburbs without the hassle of owning and boarding a horse. Streetcar lines generally developed in three stages. First, lines were developed to out-lying areas with infrequent service. This was financially viable since many streetcar owners were also land speculators who wanted to attract customers to their new developments. In addition, they were able to generate fares from Sunday riders following the custom of going to the park or cemetery on Sunday afternoon.² "To real estate men, the simple procedure of placing a coach on iron rails seemed a miraculous device for the promotion of out-of-town property."³ Homes of the upper-middle class would generally appear in lines parallel to the tracks. In the second stage, regular service would begin, bringing a jump in building that continued to follow the streetcar lines. These buildings were generally built by the central middle class. Finally, as these lots were filled in, development began behind them, within walking distance to the streetcar lines, encouraging development of additional near-by lines to handle the traffic. As development increased, it tended to mature into architecturally and economically homogeneous areas, as most home owners and developers sought safety in their investment by building to meet a narrow price range with a specific appeal.

At the same time streetcars were developing, a new building type began to emerge – the apartment building. The first structure to call itself an apartment building was introduced in New York in 1869 by William Morris Hunt. He had studied in Paris at a time when that whole city was undergoing dramatic change – Napoleon III and Baron Haussmann began a 17 year building campaign that tore out the medieval Paris and replaced it with a city full of wide boulevards and grand buildings. Lining many new streets were apartment buildings.⁴ Hunt's first apartment building in New York was greeted

² Sam B Warner Jr., *Streetcar Suburbs: The Process of Growth in Boston, 1870-1900*, Cambridge, MA: Harvard University Press, 1962, p. 60.

³ *Ibid*, p. 23.

⁴ Elizabeth Hawes, *New York, New York: How the Apartment House Transformed the Life of the City (1869-1930)*, New York: Alfred Knopf, 1993, p. 16-17.

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Park Avenue Apartment District

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with ridicule – what middle/upper class person would want to live in a building filled with demising walls like the tenements of the poor?! Once inside though, they were pleasantly surprised at how attractive it was.⁵

Apartment buildings quickly gained in popularity as many middle and upper class people began looking to them as an alternative to owning their own home for a wide variety of reasons. Typically, apartments were less expensive than owning a single family dwelling. Public transportation also meant that they could live out in the more popular suburbs and not require room to board a horse. Additionally, apartments provided many amenities and new technology that most could not afford in a single family dwelling. Apartment buildings were often the first to own telephone lines, washers, dryers, electric stoves, and electric lights. Moreover, changes in building codes and new methods of concrete construction began allowing larger, fireproof structures, which in turn gave architects room to manipulate space and create luxurious residences.

Although often promoted as “house-like”, the apartment building type developed unique features of its own. By nature it was more social. Doormen, lobbies, access to cultural events, and views onto busy streets meant that people had more interaction. Early apartments were also more focused on presentation than function. They developed a particular set of requirements for the sequence of spaces and types of finishes. From grand entries and gilded lobbies to carved fireplaces and elaborate light fixtures, they were intended to look lavish and artistic. All of this was intended to appeal to the upper-middle class, who began to endorse this new lifestyle, lending popularity and credibility to the apartment building type.

As streetcar systems grew, the apartment building type developed and diversified. The upper-class of apartments continued to be designed in consistent architectural styles while maintaining the feel of a high-end single-family residence. The more modest apartments became more efficient and less house-like. The focus of developers of these buildings changed from attracting aspiring upper-class tenants to providing housing for the middle class who now had reliable and timely transportation to the city core. This second class of apartments typically maintained exterior features that were icons of high-style architecture, while minimizing or eliminating some interior rooms and finishing the interior at the same level as an average house of the period. On the exterior, buildings of this class exhibit pieces of Sullivanesque terra cotta, or an Arts and Crafts covered entry porch, or similar easily-recognized details that are associated with various architectural styles, while on the interior the kitchen may become a kitchenette, or a Murphy Bed may allow a dining room to double as a bedroom.

Streetcar Line and Apartment Development in Omaha

Omaha followed a development pattern very similar to these national models. A horse drawn streetcar line came first. In 1867 the Omaha Horse Railway Company was granted a 50-year franchise and began planning the city's first streetcar lines. By 1870, the streetcar zigzagged south and east from the corner of 21st and Cuming to the corner of 9th and Jones. Extensions in 1872-76 stretched the streetcar line north to 18th and Ohio, and South to 9th and Leavenworth. By 1889 the streetcar lines covered most of the major Omaha streets and several apartments⁶ began appearing along the major lines. More apartments appeared along rail lines between 1900 and 1909. The major boom however, was from 1909-1930, when an average of 6 apartment buildings was constructed per year. In the first half of the construction boom, most of the apartment buildings were constructed along the streetcar lines. In the early 1920s, apartments began filling the lots between the streetcar lines as the lots along the streetcar lines were no longer open and as cars began to detach people from their reliance on the streetcar for transportation.

Two of the Omaha streetcar's early investors were A.J. Hanscom and James G. Megeath, who donated 57 ½ acres to the City of Omaha in November of 1872 which become known as Hanscom Park.⁷ As soon as the park was created, talk

⁵ Ibid, p. 7.

⁶ Apartments refer to multiple dwellings that are entered from an internal corridor system and are arranged as units within a larger structure.

⁷ Richard ORR, *O&CB Streetcars of Omaha and Council Bluffs*, Omaha, NE: Richard Orr, 1996, p. 15.

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began of extending the streetcar line down to it, but it was not until 1882 that this became a reality. After several trial runs, on April 30, 1882 the first Sunday trips to Hanscom Park were made. The newspaper listed points of interest along the way, including Hoaglund's and Turner's new residences, St. Felix's new grocery, Bishop Clarkson's residence, and Judge Woolworth's "Cortland Palace".⁸

Like many streetcar suburbs across the United States, as streetcar schedules became more frequent, this upscale neighborhood on a popular destination route developed from high-end single family residences to multiple-dwellings for the upper-middle class. In 1902, John Barnard hired John Latenser to design an apartment building. The Barnard apartments (Portland) were constructed at a streetcar intersection along the route through this neighborhood. It was one of two buildings in Omaha to first be labeled "Apartment Buildings".⁹ A top-of-the line apartment building, it took advantage of unusual site conditions to provide three street entrances into the building and maintain a private courtyard in the rear. The grand setting it created with majestic entrances and well-appointed rooms appealed to Omaha's upper-middle class. The exterior is designed in the Italian Renaissance Style as a cohesive ensemble. On the interior, each unit was laid out as a single family residence with entry foyer, living room with built-in fireplace, dining room, bedroom, bathroom, full-sized kitchen and rear exit. The trim work matches that of upper-class residences of the period.

The Barnard was very successful and was followed two years later on the North side of the street by the Unitah. Designed by the same architect for the same owner and taking advantage of the same narrow lot configuration, it is an equally striking building that refined the finishes and layout of the first. Larger entry foyers and built-in bookcases enhanced the original design on the interior, while the exterior of this building was given elements of Prairie Style, appealing to the most modern tastes.

The Barnard and Unitah continued to be popular as the neighborhood developed around them into a mix of single and multi-family residential units, widening the housing options available in the area. In 1916, the Barnard and Unitah were sold to a new owner who was also able to purchase the North half of the lot to the South of the Barnard. With such a small parcel, construction options were limited. However, Mr. Ish commissioned two smaller multi-family dwellings. Built in the same colored brick, although not attached, the two duplex buildings were referred to as the Portland Annex and the Barnard was renamed the Portland. By their nature, each unit in the duplexes was laid out as a two-story, single-family residence. At the same time, the Unitah was renamed the Canterbury Square Apartments.

Altogether, this cluster of buildings is significant for its association with two broad patterns in our history, transportation and community planning and development. Traffic and construction trends seen across America were repeated in Omaha as streetcars enticed people out into the suburbs and began a cycle of increasing construction and residential density. These buildings clearly illustrate how the Omaha and Council Bluffs Street Car lines influenced the development of this urban Omaha neighborhood. Without the streetcars providing transportation to jobs in the downtown area, this would not have been such an ideal location for a collection of apartment buildings. Additionally, the buildings exemplify the broad pattern of apartment building development from early, large and impressive architect-designed structures such as the Barnard and Unitah, to the wider variety of speculative owner buildings of the late nineteen-teens and early nineteen-twenties such as the two smaller multi-family dwellings.

⁸ Ibid, p. 31.

⁹ The other was Hamilton Apartments at the NW corner of 24th and Farnam, which was also a major streetcar intersection. This building no longer exists.

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- The Building Owner's and Manager's Association of Omaha*, Omaha NE, 1953.
- "Drake Building Flats Worth About Million," Sunday World Herald, Omaha NE, June 19, 1921, p. W.
- Gillan, J.M. "Industrial Notes," Omaha Chamber of Commerce Journal, April 10, 1920.

Verbal Boundary Description:

J.I. Redicks Subdivision, Block 7, the S 127.5 feet of Lot 5; Terrace Addition, Block 0, Lot 1 and Terrace Addition, Block 0, the North half of Lot 2; otherwise known as all of the area bound by Park Avenue on the East, 30th Street on the West, a line parallel to and 127' north of Leavenworth, and a line parallel to and 150' south of Leavenworth.

Boundary Justification:

This area includes all of the property historically associated with the apartments at the intersection of Park Avenue and Leavenworth.

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Photos

All photographs were taken by Chris Jansen in January 2008. Negatives were retained by Alley Poyner Macchietto Architecture P.C. at 1213 Jones Street Omaha NE 68102.

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|---|--|
| 1. Barnard Apartments – E Façade | 8. Unitah Apartments – N Facades |
| 2. Barnard Apartments – N & W Facades Looking SE | 9. Unitah Apartments – Typical Interior Stair |
| 3. Barnard Apartments – S Façade | 10. Unitah Apartments – Typical Sitting Room |
| 4. Barnard Apartments – Typical Interior Stairway | 11. 810-812 Park Ave Duplex – E Façade |
| 5. Barnard Apartments – Typical Fireplace in Sitting Room | 12. 810-812 Park Ave Duplex – Dining Room |
| 6. Unitah Apartments – S & E Facades Looking NW | 13. 811-813 S 30 th Street – W Façade |
| 7. Unitah Apartments – W Façade | 14. 811-813 S 30 th Street – E Façade |

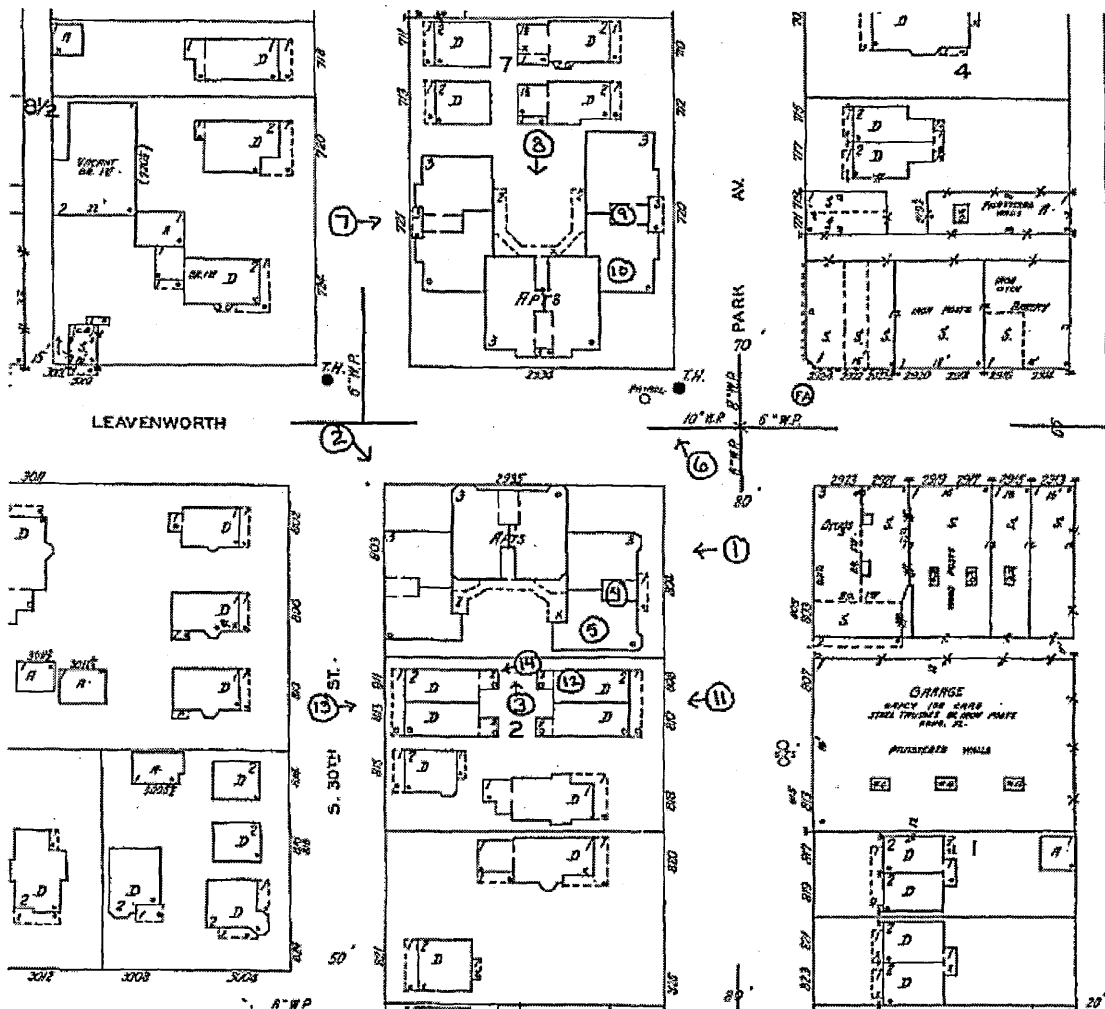


Figure 6 Photo Key