

AUG 24 2010



894

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" on the appropriate line or by entering the information requested. If an 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 HUBBELL WAREHOUSE

other names/site number Hawkeye Transfer Co.; Brown-Camp Hardware Co. Warehouse, Great Atlantic & Pacific Tea Co. Warehouse

2. Location

street & number 340 Southwest 5th Street N/A not for publication

city or town Des Moines N/A vicinity

state Iowa code IA county Polk code 153 zip code 50309

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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.)

Barbara Mitchell / DSHPO September 7, 2010
Signature of certifying official/Title Date

STATE HISTORICAL SOCIETY OF IOWA

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 the 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)

Signature of Keeper

Date of Action

Edson H. Beall

11.12.10

Hubbell Warehouse
Name of Property

Polk County, Iowa
County and State

5. Classification

Ownership of Property **Category of Property**
(Check as many lines as apply) (Check only one line)

- | | |
|---|---|
| <input checked="" type="checkbox"/> private | <input checked="" type="checkbox"/> building(s) |
| <input type="checkbox"/> public-local | <input type="checkbox"/> district |
| <input type="checkbox"/> public-State | <input type="checkbox"/> site |
| <input type="checkbox"/> public-Federal | <input type="checkbox"/> structure |
| | <input type="checkbox"/> object |

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
		sites
	0	structures
		objects
1	0	Total

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

**Number of contributing resources
previously listed in the National Register**

Architectural Legacy of Proudfoot & Bird in Iowa, 1882-1940 MPD

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

COMMERCE/TRADE/warehouse

Current Functions
(Enter categories from instructions)

NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

LATE 19TH AND 20TH CENTURY REVIVALS/
Classical Revival

Materials
(Enter categories from instructions)

foundation Brick
walls Brick

roof Asphalt
other Stucco
Asphalt

Narrative Description

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

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7 Page 1

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

PHYSICAL DESCRIPTION

The Hubbell Warehouse is located on the west side of Southwest 5th Street in the southern reaches of Des Moines' former warehouse district. The building comprises two units, a 7-story main block of masonry construction erected in 1913 from a design by the Des Moines architectural firm of Proudfoot, Bird & Rawson, and a 3-story addition, also of masonry construction, attached to the north side of the main block, and erected in 1926-1927.

Des Moines' warehouse district developed during the late 19th through the mid-20th centuries on the south end of the city's downtown. Many railroad lines ran east-to-west through this area, including the Chicago, Rock Island & Pacific Railroad and the Des Moines Union Railway. The passenger and freight depots were generally located adjacent to these lines and south of downtown Des Moines. A second series of railroad tracks, operated by the Chicago, Burlington & Quincy Railroad, ran east and west several blocks to the south in the Elm Street public right-of-way. By the early 20th century, a densely built-up warehouse district had developed to the north of Elm Street, with a less densely built-up warehouse district to the south.

At the turn of the 21st century, the City of Des Moines redeveloped Elm Street, a public right-of-way, which included the CB&Q tracks, converting it into the Martin Luther King, Jr., Parkway, a divided arterial road to bypass the south side of downtown Des Moines. The construction of the new bypass further separated these two sections of the city's former warehouse district. Today, a Northern Warehouse District and a Southern Warehouse District stand as distinct areas. Although these are nonhistoric terms, they help define the present lay of the land.

The Hubbell Warehouse is situated in the Southern Warehouse District. Farther removed from downtown Des Moines than the Northern Warehouse District, this district lacked the same intensive development that occurred in the northern district. Most of the southern portion is located in an area known as the Factory Addition to Des Moines. F. M. Hubbell interests have owned this area for many years. (Mills: 54) It was originally platted in 1855 as Mumma and Jacoby's Hydraulic Addition, an industrial tract with an irregular layout oriented to the Raccoon River. The plat included a large, U-shaped millrace to harness the river's power for industrial purposes, but this development never occurred. The Iowa State Fair held its exposition there in the 1870s but later relocated elsewhere. Recurrent floods depressed the value of the plat. F. M. Hubbell acquired much of this land, allowing it to lie fallow of improvement. Then, in 1907, Hubbell began to replat the area, first as the Factory Addition and then in a series of other plats using variations on the Factory Addition's name. The area subsequently developed with industrial, light industrial, and warehouse improvements in areas less prone to flooding.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7 Page 2

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

The Factory Addition plats embrace more than 100 city blocks laid out in various sizes and shapes. They are bounded, generally, by the Raccoon River on the west and south, the former CB&Q tracks on the north, and public grounds abutting the Des Moines River on the east. The latter includes the original land settled in the 1840s by the U.S. Government for Fort Des Moines #2. In the flood plain of two rivers, the topography of the Factory Addition is low-lying and was never developed for residential purposes. In fact, the western reaches of the addition never really were developed except as a railroad freight yard for the Hubbell-owned Des Moines Terminal Co., to shunt boxcars to and from the various industrial and warehouse operations to the east and north.

Most of the warehouses in the Southern Warehouse District are three or four stories high. As a result, the 7-story Hubbell Warehouse soars above the others in the area. The warehouses in the Northern Warehouse District tend to be somewhat taller, but none exceed the height of the Hubbell Warehouse. Some of the historic warehouses have been razed or reduced in size in both the Southern and Northern Warehouse Districts; and, although this has impacted the historic integrity of the areas, a sense of light-industrial purposes—distinct from the business and commercial activities farther to the north—remains tangible.

The immediate environs of the Hubbell Warehouse include a public alley situated immediately to its west. The alley measures about 16 feet wide and runs north from Tuttle Street to Martin Luther King, Jr., Parkway. During the early 20th century, two sets of railroad tracks were located along this alley and served the Des Moines Terminal Co. A railroad spur stood adjacent to these two sets of tracks and facilitated railroad deliveries directly to dock doors under the west elevation of the building.

MAIN BLOCK

The Hubbell Warehouse is a rectangular-shaped, 7-story, masonry warehouse. The footprint of the building measures 68 x 121 feet, the narrower dimension forming the east elevation and primary facade of the building. This design extensively utilizes reinforced concrete for the warehouse's structural support system, foundation, and floors. Together these materials offered the era's best protection against the threat of fire and enabled warehouses to rise to greater height than hitherto practical. A flat roof of built up composition covers the warehouse. Two penthouses surmount the top story. The one on the south elevation includes space for elevator hoisting equipment and an access to the roof, and one near the northeast corner provides another access to the roof. A flagpole approximately 30 feet in height originally surmounted the front facade of the building and centered on it. By 1926, this flagpole had been removed, likely for safety reasons.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7 Page 3

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

Several historic photographs picture the building. One, shot in September 1918, shows the building in the context of the city's warehouse district with its 7-story height soaring above its neighbors. (See Continuation Sheet 38.) Another, shot in 1926, pictures the building when in use as a warehouse for the Brown-Camp Hardware Company. (See Continuation Sheet 39.) A third photo, shot in 1928 pictures the 1926-1927 addition along with the main block and their use by the Great Atlantic & Pacific Tea Co. (See Continuation Sheet 40.)

East Elevation

Although the building's reinforced concrete construction and its height are the most significant features of its architectural design (see Section 8 of this nomination), its east elevation—influenced by Classical Revival styling—serves as its front facade and features its richest architectural detailing. Dark and light-brown-colored brick covers this elevation and wraps around a narrow portion of the south elevation. This brick is laid in running bond. Every sixth course laid in alternating headers and stretchers. A triangular-shaped pediment surmounts the composition.

The east elevation features four bays across each of its seven floors. The two inside bays feature paired window openings. The end bays are spaced slightly wider apart from the inside two.

The main pedestrian entrance to the building is situated in the most northerly bay, surmounted by a transom with 14 panes of glass, flanked by cream-colored terra cotta surrounds, and capped with a triangular-shaped terra cotta pediment in a Classical Revival design. A sidelight originally was situated adjacent to the front door, but this was removed when a new aluminum door was installed.

Terra cotta further embellishes the east elevation. The first floor stands on a basement podium surmounted by a water table of terra cotta. Terra cotta bands are situated between the first and second floors, sixth and seventh floors, and seventh floor and the parapet. The original architectural plans for this entrance included a name plaque, worked in terra cotta, to be situated above this entrance. The client was to provide the lettering for this plaque. Although this plaque was installed (see Continuation Sheets 39 and 40), it subsequently was removed.

The other bays on the east elevation feature window openings. On the first floor, these openings feature 3/3 double-hung wood sash with fixed transoms with tri-partite panes above them. During the rehabilitation of the warehouse, these sash were removed, numbered as to location, and stored. They will be repainted and remounted in place as the project progresses. The bays on the upper floors of the building (including those above the main entrance) were treated in similar fashion to those on the first floor, although lacking transoms. The sash in these windows had deteriorated

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7 Page 4

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

badly, and the rehabilitation project will replace them, as approved for the project by the National Park Service, in a design of compatible configuration and material to the originals.

South Elevation

The south elevation faces Tuttle Street and provides the most expansive streetscape view of the building. This elevation features seven bays on each of its seven floors. These bays are defined by the exposed posts and beams of the building's reinforced concrete skeleton.

Regrettably, the building's secondary elevation (south) and tertiary elevations (west and north) no longer reveal the grid pattern of its reinforced concrete system. It is covered with stucco. Originally, heavy-duty paving brick infilled the spaces within this grid. Although neither these pavers nor the exposed concrete grid is any longer visible on the exterior of the building, these materials remain visible on its interior perimeter walls.

On the first floor, the six westerly bays are of similar height and width. The most westerly bay originally provided an entrance to shunt railroad boxcars under the upper floors of the building so that goods being unloaded were protected from the elements. An historic photograph of the building pictures one such boxcar partially inside the building. (See Continuation Sheet 40.) The five bays to the east of this bay originally featured dock doors for trucks to load or unload goods. The same historic photograph also pictures them. At some time in the past, probably following World War II, the openings to all of these bays were infilled with masonry. This infill now has been removed in anticipation of another infill treatment, with reveal, as approved by the National Park Service for the rehabilitation. The most easterly bay on the south elevation features a window opening. Its original 3/3 double-hung wood sash have been removed and stored prior to repainting and reinstalling them in the rehabilitated building. (Its tripartite-paned transom remains in place.)

The second through sixth floors on the south elevation are all alike. Originally, the west six bays featured window openings extending across the top of each bay surmounting brick bulkheads and filled with multi-light commercial style steel windows. The most easterly bay originally featured 3/3 double-hung wood sash, as the one on the first floor, but lacking transoms. All of these windows were removed, possibly in the 1960s, and all of these openings infilled with masonry. This produced very dark interiors on the upper floors. The seventh floor (where the warehouse offices were located) featured 1/1 double-hung wood windows. They too were removed and their openings infilled with masonry as described above. As part of the Hubbell Warehouse rehabilitation in 2009-2010, this masonry was removed and new steel windows were installed conforming to the "Secretary of the Interior's Standards for Rehabilitation."

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7 Page 5

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

A single ladder metal fire escape was originally situated on the south elevation of the building. This fire escape has been removed as part of the building's rehabilitation.

An advertising sign historically was painted—white on a dark field—across the top floor of the south elevation. Over the years, this sign has read “Brown-Camp Hardware Co.,” “Great Atlantic & Pacific Tea Co.,” and “L. & L. Insulations,” each sign having been superimposed successively on the earlier ones. The most recent sign is now covered by paint.

West Elevation

The west elevation faces an alley, which runs north from Tuttle Street. Each of the floors on the west elevation is divided into four bays defined by the concrete posts and beams, which support the warehouse. The first floor is recessed from the main plane of the west elevation with the building's upper floors cantilevered over it to form a trainwell. A series of four dock door openings are situated on the first floor. Some of these door openings retain wood over-head doors, while some of the door openings have been infilled with masonry. Originally, a railroad spur ran under the cantilevered upper floors so that boxcars could be shunted under that section of the building and unloaded somewhat protected from the elements. A coalbunker is situated in the basement beneath the spur, and shipments of coal to heat the building could be gravity fed from railroad cars directly into it. The boiler is situated nearby in the basement for convenient firing.

On the upper floors of the west elevation, each of its bays is treated in similar fashion to those on the south elevation. The window sash in these openings have been removed and will be replaced, as approved by the National Park Service, in a design of compatible configuration and material to the originals.

As with the south and north elevations, the west elevation of the building is now parged with stucco. Likely done in the 1960s or thereabouts, this was likely undertaken to mask the “unsightly” look of the exposed concrete post and beams and to “improve” the look of the building. The stucco has no utilitarian use otherwise.

North Elevation

The north elevation features six bays visible above its third floor. These bays reflect a similar treatment as on the west and south elevations.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7

Page 6

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

Structural Engineering

A plan view of the main block reveals the structural configuration of its reinforced concrete system. (See Continuation Sheets 42 and 43.) A grid of concrete columns with vertical steel rods embedded in them forms the vertical support for the building. A north-south row of five columns is repeated eight times across the east-west footprint of the main block. These columns are cylindrical in shape and measure about 36 inches in diameter. Mushroom-shaped capitals with square-shaped caps surmount these columns. A series of concrete beams, embedded with reinforced horizontal steel rods, spans these columns.

Changes to Architectural Plans

As planning for the construction of the Hubbell Warehouse progressed, certain changes were made to its original plans, which were implemented during construction. James E. Jacobsen, who has studied the architects' specifications for the main block, notes:

A number of changes were made subsequent to the completion of the plans. The plans depicted square concrete columns and these were changed to the round mushroom form prior to calling for bids. The plans envisioned stone as an ornamental facade material, but terra cotta was substituted sometime after contracts were awarded. It is probable that the terra cotta was a cheaper material and that the plainness of the terra cotta was due to the desire to approximate the lines first envisioned as being of stone.

The specifications also offer information on building materials. Paving brick (4" x 4" x 8.5") was used in all below grade walls. The same brick was specified for all exterior walls that didn't employ face brick. Indeed an exposed third floor north side wall (easternmost bay) is composed of this same material, specifically "D Moines" paving brick. Hollow tile (8" x 7" x 12") was used on the subwalls. All interior partition walls used "4" hollow American Improved Partition blocks made of pure gypsum and wood fibre. (Specifications, p. 12)

The building was built to sustain very heavy loads. The Specifications set the following dead loads by floor level: first and second floors, 400 pounds per square foot; third floor, 375 pounds; fourth floor, 250 pounds, fifth floor, 225 pounds, sixth and seventh floors, 200 pounds and the roof, 50 pounds. The concrete floors are finished with a two-inch thick finishing coat of concrete (Specifications, p. 25) (Jacobsen 2007: n.p.)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7 Page 7

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

While some of the changes added cost-effectiveness to the construction expense—terra cotta instead of stone trim, for example—other changes—such as the substitution of cylindrical instead of the square columns—also increased the aesthetic appeal of the interior.

ADDITION

The addition is a 3-story, masonry building of reinforced concrete construction. It abuts the north elevation of the main block. The footprint of the addition measures 65 x 121 feet. Its structural system repeats that of the main block as described above. The F. M. Hubbell Son & Co. built this addition in 1926-1927 as a long-term lease for the Atlantic & Pacific Tea Co. That firm used the addition as a bakery and to augment its warehouse space in the 7-story main block, which it also leased.

Each of the addition's three front facade floors feature four bays defined by its exposed concrete posts and beams. A series of three, equally sized vehicular openings are situated symmetrically on the first floor along with a narrower bay at the far north end. Wood panel overhead doors fill the vehicular openings and are post-World War II replacements of the originals. A pedestrian door is situated in the north bay and provides access to the interior of the warehouse and a staircase that leads to the upper floors and basement of the building. Protective metal guards edge the vertical concrete columns by the vehicular doors to protect them against damage from trucks loading and unloading goods. The second and third floors of the front facade feature the same bay arrangement as the first floor.

The 1928 historic photograph of the addition pictures steel commercial-style awning windows filling the bays on the front facade and surmounted by fixed steel transom windows. (See Continuation Sheet 40.) Water from the roof had rusted these windows and their metal lintels. When these windows were removed during the rehabilitation of the building in 2009, the lintels failed, and their collapse precipitated the collapse of the brick veneer, which had clad the facade.

On the north elevation, only a portion of the third floor is visible from the street because a 2-story building abuts the Hubbell Warehouse on the north. The west elevation features a series of three bays defined by the reinforced concrete posts and beams of the addition's structural skeleton. Steel commercial-style windows and brick fill the openings formed by these structural elements. Both the north and west elevations now are parged with stucco of natural color.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7 Page 8

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

INTERIOR

The interior of the Hubbell Warehouse is plain and simple with little architectural detailing, as expected in a utilitarian warehouse. The visitor enters the building at grade. A short flight of stairs leads to a small vestibule. The vestibule walls are clad with plaster. Double fire doors stand at the head of the vestibule and lead to a stairwell with metal stairs providing access to the upper floors and to the basement. (See Continuation Sheet 42.) Similar sets of fire doors remain extant on all the upper floors of the warehouse. The rest of the first floor is given over to open spaces.

A powerful freight elevator (capacity 6,000 pounds) is situated on the south side of the first floor within the third bank of columns from the western end of the building. The elevator platform measured 16.3 x 25 feet. The plan for the warehouse's adaptive reuse (see below) proposes to reform the elevator hoist equipment and platform and to convert the elevator shaft into a staircase.

The upper floors of the building generally repeat an open floor plan. (See Continuation Sheet 43.)

Each of the warehouse floors features a concrete slab embedded with horizontal steel rods laid in a grid pattern. The first floor slab is scored in 3 x 3 inch squares, and the second floor slab similarity is scored in 4 x 4 inch squares. All of these concrete floors are polished.

The perimeter walls on each floor are constructed of clay tile. Each floor possesses a concrete ceiling featuring heavy texture reflecting the grain of the wood forms employed in their construction. Electrical conduit is contained within these original concrete ceilings.

The interior of the addition is equally plain and simple in its basement and upper floors. Originally, a passenger elevator was situated on the south side of the addition in the fourth bay to the west of its front facade. As approved by the National Park Service, this elevator's equipment was removed and its shaft rebuilt to house a new elevator for the building.

REHABILITATION

The Hubbell Warehouse is currently undergoing an adaptive reuse rehabilitation to convert it into market-rate apartment units with financial support provided, in part, by federal and state historic preservation tax credits. This rehabilitation has gone through several permutations. One developer initiated the project in the 1990s. These planning efforts were never implemented. Then, under the ownership and direction of ND 25 SW 5th, L.L.C., the current developer, the project resumed with another architectural firm refining the original design. These changes included a new floor plan

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7 Page 9

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

configuration, the preservation of the original freight elevator shaft, the warehouse metal staircases, and retention of the warehouse fire doors at their original locations. This new scheme included using the basement and the first floor of the addition for vehicular parking. The National Park Service approved this new design, with conditions, in a Part 2 application for federal historic preservation tax credits on May 29, 2009. Four amendments to this Part 2 application subsequently received National Park Service approval to address these conditions. It is anticipated that the construction of the project will be complete in June 2010.

CONDITION AND INTEGRITY

Condition

The condition of the main block is excellent. It has remained occupied and well maintained throughout its life. Minimal damage occurred to the main block and the addition during the Great Flood of 1993 in Des Moines. Although water penetrated both of these units, water damage was relatively minor. During late 2009, portions of the brick on the addition's upper front facade collapsed when its windows were removed. The lintels of these windows had badly deteriorated over the years from water penetration from the roof. This reduced their strength and caused them to give way when the window frames were removed. This same water penetration also softened the mortar joints of the addition's front facade, which collapsed when the windows were removed. The rehabilitation project is in the process of replacing this damage with brick and mortar appropriate to the facade's original design.

Exterior Integrity

The Hubbell Warehouse retains an excellent or good level of exterior integrity according to six of the National Register's seven qualities and good quality according to its seventh.

The building's integrity of *location* is excellent. It remains on its original site along with some of its late 19th and early 20th century surroundings along SW 5th Street.

The integrity of the building's *design* is high on the east elevation and good on the other elevations. Although the south, west, and north elevations of the building have been parged with stucco, their original bays, defined by the building's posts and beams, retain their original openings. While the dock doors on the south elevation of the main block have been infilled (with one exception), their original openings remain visible.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7 Page 10

CEN-259-1116

Hubbell Warehouse, Polk County, Iowa.

The *setting* of the Hubbell Warehouse is good. Other historic warehouses remain extant in the Southern Warehouse District; and, although some have been razed or reduced in size and several 1-story office parks have been built in the area, the district retains the setting of a warehouse district with its network of streets and alleys that facilitated the transfer of goods to and from the warehouses intact.

The integrity of *materials*—particularly those of reinforced concrete—is high. All of the original reinforced concrete posts remain extant in both the main block and addition to the building. Original fire doors, metal staircases, and freight elevator shaft also remain intact. Although the stucco parging on the exterior has covered up the building's exposed post and beam skeleton, the reinforced concrete columns remain visible in the interior of the building, and the brick and terra cotta on the front facade remain unaffected.

The *workmanship* evident in the building today is best seen in the craftsmanship of its poured concrete skeleton and its firm foundation, which shows no sign of settling although supporting massive weight. As noted in Section 8 of this nomination, Des Moines is noted for the quality of its skilled labor trades in working with reinforced poured concrete. This skill is evident in the fabrication and finishing of these materials in the Hubbell Warehouse and witnesses to excellent quality of integrity.

The Hubbell Warehouse retains an excellent *feeling* of a warehouse. Other warehouses from the early 20th century are situated nearby and, taken as a collection, convey the sense of a warehouse district, distinct and separate from other types of retail and/or office environments.

The Hubbell Warehouse retains a high quality of *association*. Visitors from its period of significance would recognize the building and much of its surroundings today. The Hubbell Warehouse continues to dominate its surroundings because of its 7-story height and because nearby new construction has remained single-story in height, thus preserving the Hubbell Warehouse's commanding presence in the area, which it has enjoyed since its original construction.

Interior Integrity

The interior of the Hubbell Warehouse retains excellent location, design, setting, materials, workmanship, and feeling integrity. The building's location and setting remain unaltered since its construction. Its design, materials, and workmanship are best seen in the construction of its reinforced concrete posts with their mushroom-shaped capitals, which remain visible throughout the building. The feeling and association qualities of the building's interior are good. Although the

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7 Page 11

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

floor plan will be substantially altered (including the conversion of the basement and a portion of the addition's first floor into vehicular parking), the building retains the sense of a warehouse because of the heavy fire doors in the vestibule, the steel staircase and concrete stairwell, which runs from the basement to the top of the building, and the huge elevator shaft constructed to transfer goods of massive weight from floor to floor.

Hubbell Warehouse
Name of Property

Polk County, Iowa
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" on one or more lines 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" on all the lines 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 of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

COMMERCE

TRANSPORTATION

Period of Significance

1913 – circa 1960

Significant Dates

1913

1927

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

Architect/Builder

Proudfoot, Bird & Rawson

Narrative Statement of Significance - (Explain the significance of the property on one or more continuation sheets)

9. Major Bibliography 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):

- ☐ previous determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Record
- ☐ designated a National Historic Landmark
- ☐ recorded by American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary location of additional data:

- ☒ State Historical Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Page 12

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

SUMMARY OF SIGNIFICANCE

Built in 1913, the Hubbell Warehouse is National Register eligible, locally under Criterion C because of its structural engineering. The warehouse employed reinforced concrete for its skeletal support system and helped pioneer the use of this construction technology in Des Moines. Further, the Hubbell Warehouse is National Register eligible under Criterion C and the Multiple Property Documentation Form (MPD) entitled "The Architectural Legacy of Proudfoot & Bird in Iowa, 1882-1940" because of its association with that architectural firm. The Hubbell Warehouse is one of a limited number of such property types associated with Proudfoot, Bird & Rawson and shows how that firm manipulated reinforced concrete and Classical Revival styling for the front facade of the building.

The Hubbell Warehouse is National Register eligible, locally under Criterion A, because it calls attention to Frederick M. Hubbell, to the F. M. Hubbell, Son & Company, to the Hubbell Estate, and to their development of the Factory Addition in Des Moines—the city's largest industrial tract during the first half of the 20th century. The Hubbell Warehouse is of further significance because it calls attention to transportation. The Hubbell Warehouse included a spur line of the Des Moines Terminal Company in its design along with a trainwell and five railroad docks—under the building's cantilevered main block—to facilitate the shipment of goods. The Des Moines Terminal Company was another Hubbell enterprise, established in 1902 to shunt freight cars back and forth within the Factory Addition and to link it to the city's major railroads, thereby promoting the industrial and commercial expansion of the area.

The period of significance, under Criterion C, is 1913, the year the warehouse was completed and 1927, the year its addition, which also employed reinforced concrete construction, was completed. The period of significance, under Criterion A, is 1913 through circa 1960, the historical era when the Hubbell Warehouse functioned in this capacity. The property includes the 7-story warehouse and the 3-story addition, which together are counted as one contributing resource and classified as a building. The MPD Registration Requirements are satisfied because the resource is attributable to Proudfoot, Bird & Rawson, because it retains its original reinforced concrete elements and much of its architectural detailing, and because the addition and alterations to it are not intrusive. (Long 1988b: F3-F4)

STRUCTURAL ENGINEERING

The 7-story Hubbell Warehouse was one among a small group of buildings to introduce reinforced concrete to Des Moines in the early 20th century and validate its utility as a building technique. This technique continues to influence new construction in the city to the present day. The fireproof security

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8

Page 13

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

offered by reinforced concrete was unequalled at the time and provided another quality recommending its use, also demonstrated by the Hubbell Warehouse. The use of concrete—an historic method of construction—experienced a revival in the United States during the early 20th century because it successfully addressed two architectural challenges of the age—how to construct tall buildings and how to make them “fireproof.” When the Hubbell Warehouse opened in 1913, it signaled this new era of warehouse design in Des Moines. Elsewhere in Iowa at about the same time, the Jensen construction firm of Kimballton adopted this building technique and helped spread its use to the northwestern parts of the state, including Sioux City.

Reinforced concrete had debuted in Des Moines about 1908. Constructed in that year, the Hubbell Building on the northeast corner of Walnut and 8th Streets (not the Hubbell Building [NRHP] at 904 Walnut Street) employed reinforced concrete for the first time for a major building in the city. The *Des Moines Daily News* touted the new store for Chapman Bros., located in the eastern section of the Hubbell Building at 713-715 Walnut Street, as the first absolutely fireproof building in the city because of its use of reinforced concrete. (July 18, 1908)

Still relatively unknown, the design for the Hubbell Warehouse helped promote the use of reinforced concrete in Des Moines. Indeed, the use of reinforced concrete by Proudfoot, Bird & Rawson likely further encouraged its use if not actually acting as an *imprimatur* on it, belying the common assumption that that the firm was conservative in its architectural philosophy and uninterested in new technologies.

While presenting a stylistically attractive façade, the building’s significance lies internally in this structural technology, which incorporated fire resistant materials in an effort to construct an “absolutely fireproof” building. The need for such safety was of great concern to merchants at this time. Local news accounts, for example, described the city’s “fire loss” in 1912 as the greatest in a decade and underscored the importance of fire safety. In 1912 alone, six major fires occurred in the downtown business section as well as “hundreds” of small fires in the downtown and residential areas. (*Des Moines Register and Leader*, January 1, 1913)

Fire posed a serious threat to life and property in cities across the country at the turn of the 20th century. The nomination of the Randolph Hotel to the National Register of Historic Places discusses this historic context and efforts by architects—both nationally and locally—to address this problem and devise fireproof buildings. As noted in that nomination:

In many ways, the Des Moines of 1912 was a reflection of the nation, particularly of Chicago whose lead it often followed. In January of that year a Des Moines newspaper

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Page 14

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

revisited the events and accomplishments of the city's previous year: "Fire Loss in 1912 Greatest in Ten Years" headlined an article about this ever-present challenge. Six major fires in downtown Des Moines, as well as "hundreds" of smaller fires in the downtown and residential areas, resulted in significant property loss. With buildings constructed of combustible materials and a general lack of strictly enforced building laws the city struggled to gain a hold on property losses due to fire. (*Des Moines Register and Leader*, January 1, 1913) The pending increase in the use of reinforced concrete construction would soon contribute significantly to the shift to fire-resistant construction in Des Moines. (Page & McDowell: E26)

The following table lists some of its contemporaries and witnesses to the status of the Hubbell Warehouse as a pioneer:

EARLY REINFORCED CONCRETE IN DES MOINES
(NONINCLUSIVE)

Name	Date of Construction	Address	Notes
Blue Line Transfer Co.	1905	208-226 Elm Street	Advertised as only "absolutely fireproof storage in Iowa" (City Directory 1913 bet. pp. 1620-1621)
F. M. Hubbell Building Chapman Bros. store in eastern section	1908	n. e. cor. 8th & Walnut Sts.	First "absolutely" fireproof bldg. in Des Moines, (<i>Des Moines Daily News</i> , July 18, 1908)
Hotel Randolph	1912	200-204 Fourth St.	Design & construction by H. L. Stevens of Chicago, 8-story, "The only Absolutely Fireproof Hotel in Des Moines" (City Directory 1913 bet. pp. 530-531)
Herring Motor Car Co. Building.	1912	220 10th Street	NRHP, Proudfoot, Bird & Rawson 4-story, fireproof warehouse with 2 stories added in 1913-1914 (Jacobsen 2005a)

United States Department of the Interior
National Park ServiceNATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEETSection number 8 Page 15

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

EARLY REINFORCED CONCRETE IN DES MOINES (continued)
(NONINCLUSIVE)

Hubbell Warehouse	1913	340 SW 5th Street	Proudfoot, Bird & Rawson, 7-story warehouse bldg. Classical Revival influence (Jacobsen 2007)
Name	Date of Construction	Address	Notes
Hubbell Building	1913	904 Walnut Street	NRHP, Proudfoot, Bird & Rawson, 10-stories, concrete clad steel frame (Page 2005)
Northwestern Hotel	1916	321 E. Walnut Street	NRHP, Proudfoot, Bird & Rawson, cast concrete (Long 1984)
Hotel Irwin	1917	Sixth & Cherry Streets	"Fireproof ("Des Moines—Spokes- man for the City of Des Moines," October 10, 1917)

It should be noted that the Hotel Irwin is nonextant. The F. M. Hubbell Building has been altered and now forms part of the Younker Brothers Department Store at 713 Walnut Street (NRHP). The Hotel Randolph, Herring Motor Car Co. Building, Northwestern Hotel, and Hubbell Building are listed on the National Register. The Blue Line Transfer Co. has lost its historical integrity.

This pioneering period of reinforced concrete construction continues to influence Des Moines to the present day. Although this technology is expensive, contractors became accustomed to it, workers became skilled at it, labor unions came to promote it, and Des Moines' ever-conservative businessmen came to rely on its safety for their property. As a result, reinforced concrete remained viable as a construction method in Des Moines at a time when other cities tended to turn to structural steel, the up-and-coming building technique, which would soon surpass the employment of reinforced concrete across the nation. For example, one is much more likely to find reinforced concrete still used for new construction in Des Moines than, say, in Kansas City, Missouri, where structural steel is much more common. (Steve King) In 2010, the new headquarters of Wellmark Blue Cross Blue Shield under construction in downtown Des Moines uses reinforced concrete for its structural support. By the same

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Page 16

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

token, this kind of construction is not cheap. This is one reason often cited to explain why new construction in Des Moines has a reputation for being expensive. The author has heard similar accounts of this from out-of-state architects and developers over the years.

DESIGN

The Hubbell Warehouse calls attention to Proudfoot, Bird & Rawson, the architectural firm responsible for its structural engineering. The firm's design influenced the adoption of reinforced concrete technology in Des Moines and proved to the Des Moines business community that local architects possessed competence with this new building technique. (Page 2005: E26) As such, the Hubbell Warehouse helped to establish Proudfoot, Bird & Rawson's reputation as "Iowa's Pre-eminent Architectural Firm." (Long 1988b) This firm and its successors subsequently won most of the commissions for the other skyscrapers built in Des Moines during the first half of the 20th century.

While it is true that the Hubbell Warehouse does not meet the requisite 10-story height—the historic threshold for such properties in Des Moines—the construction of the warehouse coincided with a frenzy of new tall building construction in Des Moines, and its design is driven by the urge to compete in this phenomenon. Proudfoot, Bird & Rawson, prompted possibly by their client, crowned its design for the warehouse with a flagpole rising more than 30 feet above its roof. (See Continuation Sheet 35 and 36.) Although this amenity had been removed by 1926, it soared above the skyline of Des Moines' warehouse district while it remained in place and called attention to the status of the Hubbell family and its dominant position within the local real estate market.

The east elevation of the Hubbell Warehouse—its front facade—shows the influence of Classical Revival styling on its design and Proudfoot, Bird & Rawson's ability to manipulate that influence. This elevation clearly expresses the tenets of the Chicago Commercial Style, which utilized the tripartite organization of the facade. Such a scheme called for the division of the elevation into base, shaft, and capital, creating a visual organization. As designed, that approach was manifested in the Hubbell Warehouse by the readily apparent differentiation between the ground level facade, the upper stories, and the cornice, by terra cotta belt courses.

Within the broader scope of the building, however, this employment of Classical Revival styling remains disingenuous. The east elevation lacks visual presence. It is viewed only partially when seen from its primary approach from downtown. The north and south elevations of the building—its most visible elevations—are twice the width of the east elevation and severe in their utilitarianism.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Page 17

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

As a result, the warehouse suffers a dichotomy of design with only a weak attempt at integration—a 15-foot return of the front facade wrapped around the south elevation. If Proudfoot, Bird & Rawson failed locally to solve this challenge of industrial design, it should be noted that this problem largely remained an unanswered challenge of the era until the International School stripped away nonessentials and reduced architectural design to its basic elements.

By the same token, Proudfoot, Bird & Rawson's design for the Hubbell Warehouse pointed in this direction. The firm's design for the Hubbell Warehouse stylized only one of its elevations, setting it apart from other contemporary warehouses in Des Moines. The Rumely-Des Moines Drug Company Building (NRHP) at 110 Southwest 4th Street and the Rumely Warehouse on Southeast 3rd Street, for example, featured stylized elements on multiple elevations.

FREDERICK M. HUBBELL *ET AL.*

The Hubbell Warehouse is National Register eligible, locally under Criterion A, because it calls attention to Des Moines' Factory Addition—the city's largest industrial and an important warehouse tract during the first half of the 20th century. (See Continuation Sheet 41.) Frederick M. Hubbell, the F. M. Hubbell, Son & Company, and the Hubbell Estate were largely responsible for this development, one of the Hubbells' greatest achievements. When first erected in 1913, the Hubbell Warehouse was the tallest building in the Factory Addition. It remains so to the present day, as well as now the largest edifice in the addition, other notable properties such as Pittsburgh-Des Moines Steel Co. at 1015 Tuttle Street, having been demolished. As such, the Hubbell Warehouse calls attention to Des Moines' rise during the early 20th century as a warehouse center of Iowa providing facilities to such enterprises as the Hawkeye Transfer Company, the Brown-Camp Warehouse Co., and the Great Atlantic & Pacific Tea Co.

Further, the Hubbell Warehouse is significant, under Criterion A, because it calls attention to the Des Moines Terminal Company, a railroad switching service, also created by the Hubbells, to shunt freight cars back and forth within the Factory Addition and to link it to the city's major railroads. The Hubbell Warehouse included in its design a spur line so the terminal company could ship goods to the building and five railroad docks—tucked under its main block—to facilitate the transfer of this freight.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Page 18

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

Background

Prior to the Civil War, F. M. Hubbell had studied law and joined the law and real estate firm of Jefferson S. Polk and P. M. Casady. The firm was reorganized as Polk & Hubbell when Casady retired. The new partnership became a leader in Des Moines business, organizing a railroad line and establishing the Des Moines Waterworks Company. On January 2, 1889, Polk and Hubbell terminated their partnership. The next day, F. M. established a new partnership with Frederick C. Hubbell, his elder son, and DeVere Thompson, his brother-in-law. (Fredericks: 60)

The assets of the new firm included a narrow gauge railway, stock in the Des Moines Northwestern Railway, stock in a railroad line to Boone, Iowa, and stock in the Des Moines Waterworks, coal companies, and other interests. (Page 2005) In 1903, the firm incorporated. (Abstract of Title, No 22)

In 1903, F. M. Hubbell created the Frederick M. Hubbell Estate, a trust designed to manage his property throughout his lifetime and that of his heirs. (Abstract of Title: No. 30) The trust included Frederick M. Hubbell and his sons, Frederick C. Hubbell, and Grover C. Hubbell, as its trustees. Hubbell's property was grouped into three categories: Schedule A, real property not to be sold; Schedule B, real property, which could be sold; and Schedule C, personal property.

In 1925, the real estate holdings of F. M. Hubbell & Son Company, Inc., received net rents totaling \$242,865, including those from the Hubbell Warehouse. This statistic alone points to the firm's financial strength and its size. (Mills: 221)

The holdings of the F. M. Hubbell & Son Company, Inc., and that of the Hubbell Estate were closely entwined. In 1955, for example, these entities together held the title to the land at 5th and Grand Avenues in Des Moines, where the Insurance Exchange Building stands. (Mills: 153) Such close relationships among these, and other legal entities, make for confusion.

Factory Addition

The Hubbell Warehouse is located in Lot 17 of the Factory Addition to the City of Des Moines. F. M. Hubbell's involvement with this industrial tract is indistinct as to its date of origin. Historians have speculated but have not agreed upon the date of Hubbell's original purchase. According to one:

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Page 19

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

It may have been in the Civil War period (or shortly after) that Hubbell bought the land now known as "Factory Addition" immediately south of downtown Des Moines. This industrial tract stretches south to the Raccoon River. Says one authority: "Prior to 1890, F. M. Hubbell acquired a large tract of land lying south of the railroad tracks which came to be known as the 'Factory district.' It was low land, subject to overflow from the Raccoon River, but if protected, was an ideal location for industries requiring transportation facilities; and it was within a reasonable distance of the business district. Beginning in about 1890, and continuing for many years thereafter, the Hubbell interests. . . began the development of this Factory district by protecting it from overflow. . ." (Mills: 58)

According to another:

in 1870, Fred made the firm's initial acquisition of lots in Mumma and Jacoby's Addition. Later replatted as the Factory Addition, this large tract of land was just south of the downtown area, between Cherry Street and the Raccoon River, and extending from roughly Twelfth Street east to Third Street. Eventually, this would be very valuable commercial and industrial area, and by 1907, Fred owned most of this property. (Friedricks: 25)

When Hubbell and Jefferson S. Polk terminated their partnership and split their assets:

the partners' division of the firm's real estate was straightforward as well. Polk happily took mostly residential property and holdings in the outlying areas, while Fred retained much of the firm's downtown and commercial properties, including the area to the south of downtown known as the Factory Addition. (Friedricks: 59)

Polk County property transfer records remain silent on this property, and the lack of any definitive statements has contributed to these discrepancies.

The Hubbell Warehouse calls attention to the development of the Factory Addition as an enterprising place. During its heyday, it housed a number of prominent Des Moines firms, thereby promoting the city as a commercial and warehouse center of Iowa. These businesses included the

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Page 20

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

Hawkeye Transfer Co. from 1913 to circa 1917. This firm retailed carriages and frequently moved its headquarters from one location to another in and around downtown Des Moines. (Jacobsen 2007: n.p.) In 1917, the Brown-Camp Hardware Co. occupied the building and remained there until 1925. This firm imported and wholesaled hardware goods throughout Iowa under the "I.O.A." trademark and later constructed a warehouse at First and Elm Streets in Des Moines. (City directory 1941: 1300-1301) Then, circa 1926, the Great Atlantic & Pacific Tea Co. leased the Hubbell Warehouse from the Hubbells, who had constructed the north addition of the building for the A&P. The firm used its upper two floors as a bakery and remained on the site to circa 1945. The Consumers Co-op Association, an agricultural implement firm subsequently had occupied the Hubbell Warehouse by 1954. (City directory 1954: 27) L. & L. Insulation & Supply was the last occupant of the building before its adaptive reuse began. That firm used the warehouse as its headquarters and storage site for its service business.

By 1956, the improvements in the Factory Addition had grown to include, among others, the Pittsburgh-Des Moines Steel Company, Des Moines Steel Company, New Monarch Machine & Stamping Company, Carr & Moehl & Company, Iowa Concrete Block & Material Company, and Crown Concrete Company. (*Des Moines Register*, December 10, 1956; Mills: 232-233) None of these firms and none of their buildings remain extant today in the Factory Addition. The Hubbell Estate had classified the Hubbell real estate in the Factory Addition as a Schedule A holding; and, since the land could not be sold, even following F. M.'s death, the Hubbell Estate's continued to reap revenue from this property. (Mills: 162)

Lot 17 in the Factory Addition—the site of the Hubbell Warehouse—remained among Hubbell holdings into the mid-20th century. Then, in 1969, a number of Hubbell heirs filed suit in district court to nullify certain stipulations in the Frederick M. Hubbell Estate, which denied the sale of certain real estate. (Lot 17 in the Factory Addition was included among the trust's "Schedule A"—property which could not be sold.) In 1970, the court ruled that certain terms of the trust were no longer in the interests of its recipients and that these terms were null and void. As a result, the Lot 17 property came onto the market and has subsequently changed titleholders several times.

Des Moines Terminal Company

In 1902, the Hubbells created the Des Moines Terminal Company. The purpose of this company was to facilitate the movement of railroad freight cars to various points within the Factory Addition. The establishment of this switching company led to the massive expansion of this area with those

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Page 21

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

industrial and commercial operations mentioned above, including the Hubbell Warehouse in 1913 among others.

The Des Moines Terminal Company subsequently built a network of tracks, incrementally, throughout the Factory Addition. One of these improvements directly affected the site where the Hubbell Warehouse now stands. In 1907, the F. M. Hubbell, Son & Company deeded a strip of land on the western edge of Lot 17, where the Hubbell Warehouse is located, to the Des Moines Terminal Company. (Abstract of Title, No 16) At the same time, the Hubbells deeded additional strips of land to the terminal company to extend the terminal company's rights-of-way into the central reaches of the Factory Addition. This transfer of property and the laying of railroad tracks along this strip opened up the present site of the Hubbell Warehouse for development and the subsequent construction of the building in 1913. Along with the two sets of tracks laid by the terminal company adjacent to the warehouse, the Hubbells had constructed a spur line solely dedicated to servicing the warehouse itself.

Hubbells and Proudfoot, Bird & Rawson

Throughout the early 20th century and spanning at least two generations, the Hubbell Family and the Proudfoot, Bird *et al.* firm continued to work together on both commercial and personal commissions. In her seminal study of "The Architectural Legacy of Proudfoot & Bird in Iowa, 1882-1940," Barbara Beving Long noted that the firm:

maintained a close relationship with the Hubbell family, a prominent and wealthy pioneer family who owned (and owed) [ed. own] considerable real estate in Des Moines. In addition to designing the ten-story Hubbell Building (9th and Walnut, Des Moines) in 1912, where the successor firm still has its offices, they provided at least seven other designs for speculative buildings the Hubbells built. Such was the relationship that Proudfoot, Bird & Rawson even designed Grover Hubbell's dark room for his house and also the Hubbell Mausoleum in Woodland Cemetery. (Long 1988b: E7)

The years 1912-1913 helped form this relationship. In that period, the Hubbells and Proudfoot, Bird & Rawson undertook the construction of both the Hubbell Warehouse and the Hubbell Building (NRHP), two major buildings in downtown Des Moines.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Page 22

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

REPRESENTATION IN PREVIOUS SURVEYS AND NOMINATIONS

The Hubbell Warehouse has a long trail of survey and evaluation documentation, which reveals how research and fresh information can affect a property's National Register status. The building was long known as the Hawkeye Transfer Company and its association with the Hubbell family was overlooked. The building's design by Proudfoot, Bird & Rawson also was unknown.

In 1988, Barbara Beving Long prepared a groundbreaking Multiple Property Documentation Form entitled "The Architectural Legacy of Proudfoot & Bird in Iowa, 1881-1940." Although this major work did not identify the Hubbell Warehouse by name, it recognized the warehouse as an important property type within the work of the Proudfoot & Bird firm:

Commercial and Industrial Buildings. Twenty-seven extant examples of commercial buildings by Proudfoot & Bird, et al. including seven office buildings, still stand in Des Moines. The range of extant examples and known commissions show significant concentrations of specialized commercial buildings. Important subtypes (not all have good unaltered examples) are: office buildings, retail stores (including small department stores), hotels, warehouses, factory/warehouse complexes, office/factory units, banks, *47 [sic] publishing and printing houses, and automobile-related buildings. (Long 1988b: E10)

In 1998, Tallgrass Historians, L.C., found the Hubbell Warehouse ineligible for the National Register. (Tallgrass Historians: 2) The Iowa State Historic Preservation Office concurred with this evaluation that same year. James E. Jacobsen subsequently uncovered fact that Proudfoot, Bird & Rawson had designed the building. (Jacobsen 2007) This discovery broke the logjam of its National Register ineligibility, and the Deputy Iowa State Historic Preservation Officer determined the warehouse National Register eligible on November 9, 2006. (Mitchell)

The Jacobsen report continued the use of the Hawkeye name for the property, although he quoted an unreferenced newspaper article about the building from July 1926, which reported:

The Hubbell estate will repair and remodel the building to fit it to the needs of the company which is rapidly expanding its chain of stores throughout the state. Such additions and alterations as may be necessary can be made, it is announced by the Hubbells. (Jacobsen 2007: n.p.)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 8 Page 23

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

Jacobsen also uncovered the construction date for the addition to the warehouse, documenting its ownership by the Hubbells.

Just one single building permit survives in the Des Moines records and that was for this addition. The Trustees of the Frederick M. Hubbell Estate were issued a building permit on September 28, 1926. The estimated cost of the addition was \$35,000 (Des Moines Building Permits). (*Ibid.*)

Land transfer records in the Polk County Auditor's Office make no mention of a property transfer in Des Moines from the Hawkeye Transfer Company to any Hubbell interest on Lot 17 in the Factory Addition. From this and other sources cited above, the author concluded that the Hubbell family was responsible for the 1913 construction of the Hubbell Warehouse.

RECOMMENDATIONS FOR FUTURE SURVEY AND REGISTRATION

Archives of the Hubbell Building Company remain extant at the State Historical Society of Iowa. They include ledgers, cash journals, payroll summaries, lease and rental registers, and other company records. The Hubbell Project Archivist has indexed this collection. Although research to date in this collection has not uncovered information concerning the Hubbell Warehouse, further research in this extensive resource is recommended.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 9 Page 24

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

BIBLIOGRAPHY

PRIMARY

Abstract of Title. Property of ND 25 SW 5th, L.L.C.

Baldwin, Sara Mullin, editor
1929 *Who's Who in Des Moines*. Des Moines, Robert M. Baldwin Corporation.

Brigham, Johnson
1911 *Des Moines, The Pioneer of Municipal Progress and Reform of the Middle West*. S. J. Clarke Publishing Co., Chicago.

Cyclopedia of Fire Prevention and Insurance
1912 American Technical Society, Chicago.

Des Moines City Directories
various

"Des Moines Spokesman for the City of Des Moines"
1917 Des Moines Chamber of Commerce, October 1917.

Iowa State Commercial Directory 1938-1939
1938 Briven, Inc. The Laurance Press Co., Cedar Rapids, Iowa.

"Men & Women of Iowa Biographies"
n.d. Scrapbook of Newspaper Clippings. Public Library of Des Moines, Des Moines, Iowa.

Polk County Assessor's Office
2009 Property record card.

Proudfoot, Bird & Rawson
1912 "Warehouse For The Hawkeye Transfer Company." Archives of Brooks, Borg, Skiles, Architects Engineers, Des Moines, Iowa. Nine sheets of drawings for project #419.

SECONDARY

"Architects in Iowa"
n/a Files of the Historic Preservation Office of the State Historical Society of Iowa, Des Moines, Iowa.

Briggs, Martin S.
1959 *Everyman's Concise Encyclopaedia of Architecture*. J. M. Dent & Sons, Ltd., London.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 9 Page 25

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

Condit, Carl W.

n.d. *The Chicago School of Architecture: A History of Commercial and Public Building in the Chicago Area 1875-1925*. University of Chicago Press, Chicago. Circa 1960.

Condit, Carl W.

1982 *American Building: Materials and Techniques from the Beginning of the Colonial Settlements to the Present*. University of Chicago Press, Chicago.

Eckhardt, Patricia Ann Lacey

1990 *Proudfoot and Bird Campus Architects: Building for Facilities for Professional Education at the University of Iowa, 18998-1910*. Ph.D. dissertation, University of Iowa.

Eckhardt, Patricia A.

1995 *Des Moines' Commercial Architecture 1876-1937: An Historic Context and Survey of Sites*. Prepared for and on file at the City of Des Moines and State Historical Society of Iowa.

Friedricks, William B.

2007 *Investing in Iowa, The Life and Times of F. M. Hubbell*. The Iowan Books, Des Moines, Iowa.

Gowans, Alan

1992 *Styles and Types of North American Architecture, Social Function and Cultural Expression*. HarperCollins Publishers, New York.

Jacobsen, James E.

2005a "Herring Motor Car Company Building." National Register of Historic Places nomination on file at the State Historical Society of Iowa, Des Moines.

Jacobsen, James E.

2005b "Hawkeye Transfer Company." Iowa Site Inventory Form 77-01803 on file at the State Historical Society of Iowa, Des Moines.

Jacobsen, James E.

2007 "Hawkeye Transfer Company." Part I Historic Preservation Certification Application for National Park Service on file at the State Historical Society of Iowa, Des Moines.

Jacobsen, James E.

2010 "Hawkeye Transfer Company Warehouse." National Register of Historic Places nomination (in process) on file at the State Historical Society of Iowa, Des Moines. This building is located at 702 Elm Street in Des Moines.

King, Steve, A.I.A.

2010 Oral informant interview with William C. Page. A member of Invision Architecture in Des Moines, King shared insights from his previous architectural practice in Missouri and Kansas.

Long, Barbara Beving

1983 "Des Moines, Center of Iowa: Survey of Historic Sites." Report prepared for the State Historical Society of Iowa and on file at its Historic Preservation Office, Des Moines.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 9 Page 26

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

Long, Barbara Beving

1984 "Northwestern Hotel." National Register of Historic Places nomination on file at the State Historical Society of Iowa, Des Moines.

Long, Barbara Beving

1988a *Des Moines and Polk County, Flag on the Prairie*. No location indicated, Windsor Publications.

Long, Barbara Beving

1988b "The Architectural Legacy of Proudfoot & Bird in Iowa, 1882-1940." Multiple Property Documentation Form, National Register of Historic Places. On file, State Historical Society of Iowa, Des Moines, Iowa.

Maves, John

1975 Iowa Site Inventory Form for 216 Court Avenue. On file at the Historic Preservation Office of the State Historical Society of Iowa, Des Moines.

Mills, George S.

1988 *The Little Man with the Long Shadow: The Life and Times of Frederick M. Hubbell*. Iowa State Press, Ames, Iowa. Paper edition.

Mitchell, Barbara A.

2006 Determination of Eligibility, Hawkeye Transfer Company-Brown-Camp Hardware. On file at the Iowa State Historic Preservation Office with Iowa Site Inventory Form 77-01803, Des Moines, Iowa.

Page, William C.

1989 "Rumely-Des Moines Drug Company Building." National Register of Historic Places nomination on file at the State Historical Society of Iowa, Des Moines.

Page, William C.

2005 "Hubbell Building." National Register of Historic Places nomination on file at the State Historical Society of Iowa, Des Moines.

Page, William C.

2006 "Taft-West Commercial Block." National Register of Historic Places nomination on file at the State Historical Society of Iowa, Des Moines.

Page, William C., and Alexa McDowell

2008 "Hotel Randolph." National Register of Historic Places nomination on file at the State Historical Society of Iowa, Des Moines.

Raabe, Sylvia

1983 *Court Avenue Historic Area Study*. Des Moines Development Corporation, Court Avenue Area Owners, and City of Des Moines Plan & Zoning Department. Privately published.

Shank, Wesley, I.

1999 *Iowa's Historic Architects, A Biographical Dictionary*. University of Iowa Press, Iowa City, IA.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 9 Page 27

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

Tallgrass Historians

1998 Iowa Site Inventory Form for Hawkeye Transfer Co./Brown-Camp Hardware Co. On file at the Historic Preservation Office of the State Historical Society of Iowa, Des Moines.

Wermiel, Sara E.

2000 *The Fireproof Building: Technology and Public Safety in the Nineteenth-Century American City.* The John Hopkins University Press, Baltimore.

Whiffen, Marcus

1969 *American Architecture Since 1780, A Guide to the Styles.* The M.I.T. Press, Cambridge, Massachusetts

Zeller, John P.

1990 "Iowa's Tallest Buildings: Tallest In Town" in *Iowa Architect*, Winter 1990.

Zingsheim, Patricia

1995 "Downtown Des Moines: Architecturally and Historically Significant Structures." Report prepared by the Community Development Department of the City of Des Moines.

MAPS

Sanborn Map Company: 1901, 1920, 1957 (1920 updated).

Sidwell Studio

1953 *Aer-O-Plat Atlas of Polk County, Iowa, City of Des Moines*, Volume Two. Sidwell Studio, West Chicago, Illinois.

United States Geological Survey; Des Moines SE Quadrangle; 1976.

Hubbell Warehouse
Name of Property

Polk County, Iowa
County and State

10. Geographical Data

Acreage of Property Less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

1 | 1 5 | 4 4 8 2 0 0 | 4 6 0 3 1 4 5

Zone Easting Northing

2 | | | | |

Zone Easting Northing

3 | | | | |

Zone Easting Northing

4 | | | | |

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 William C. Page, Public Historian
organization ND 25 SW 5th, L.L.C. date February 10, 2010
street & number 520 East Sheridan Avenue (Page) telephone 515-243-5740 (Page)
city or town Des Moines state Iowa zip code 50313-5017

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 SHPO or FPO.)

name ND 25 SW 5th, L.L.C.
street & number 1045 - 76th Street telephone 515-689-3000
city or town West Des Moines state Iowa zip code 50266

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

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

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 10 Page 28

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

VERBAL BOUNDARY DESCRIPTION

All of Lot 17 in the Replat of Part of the Factory Addition to the City of Des Moines, a parcel measuring 132.4 x 135.6 feet, as shown on the attached map.

BOUNDARY JUSTIFICATION

Contains all land associated historically with the property.



Source: *Aer-O-Plat Atlas of Polk County, Iowa, City of Des Moines*, Volume 23, Sidwell Studio, West Chicago, Illinois, 1953, p. 291.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 10 Page 29

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa

LIST OF PHOTOGRAPHS

1. Hubbell Warehouse
340 Southwest 5th Street
Des Moines, IA 50309
Looking northwest
William C. Page Photographer
February 10, 2010
2. Hubbell Warehouse
340 Southwest 5th Street
Des Moines, IA 50309
Looking northeast
William C. Page Photographer
February 10, 2010
3. Hubbell Warehouse
340 Southwest 5th Street
Des Moines, IA 50309
Detail of first floor looking west
William C. Page Photographer
February 10, 2010
4. Hubbell Warehouse
340 Southwest 5th Street
Des Moines, IA 50309
Addition looking northwest
William C. Page Photographer
February 10, 2010
5. Hubbell Warehouse
340 Southwest 5th Street
Des Moines, IA 50309
Interior main entrance looking west
William C. Page Photographer
February 10, 2010
6. Hubbell Warehouse
340 Southwest 5th Street
Des Moines, IA 50309
Interior first floor under rehabilitation looking south
William C. Page Photographer
February 10, 2010

These photographs were printed on Hewlett-Packard Premium Plus Photo Paper with Viverra HP ink.

United States Department of the Interior
National Park Service

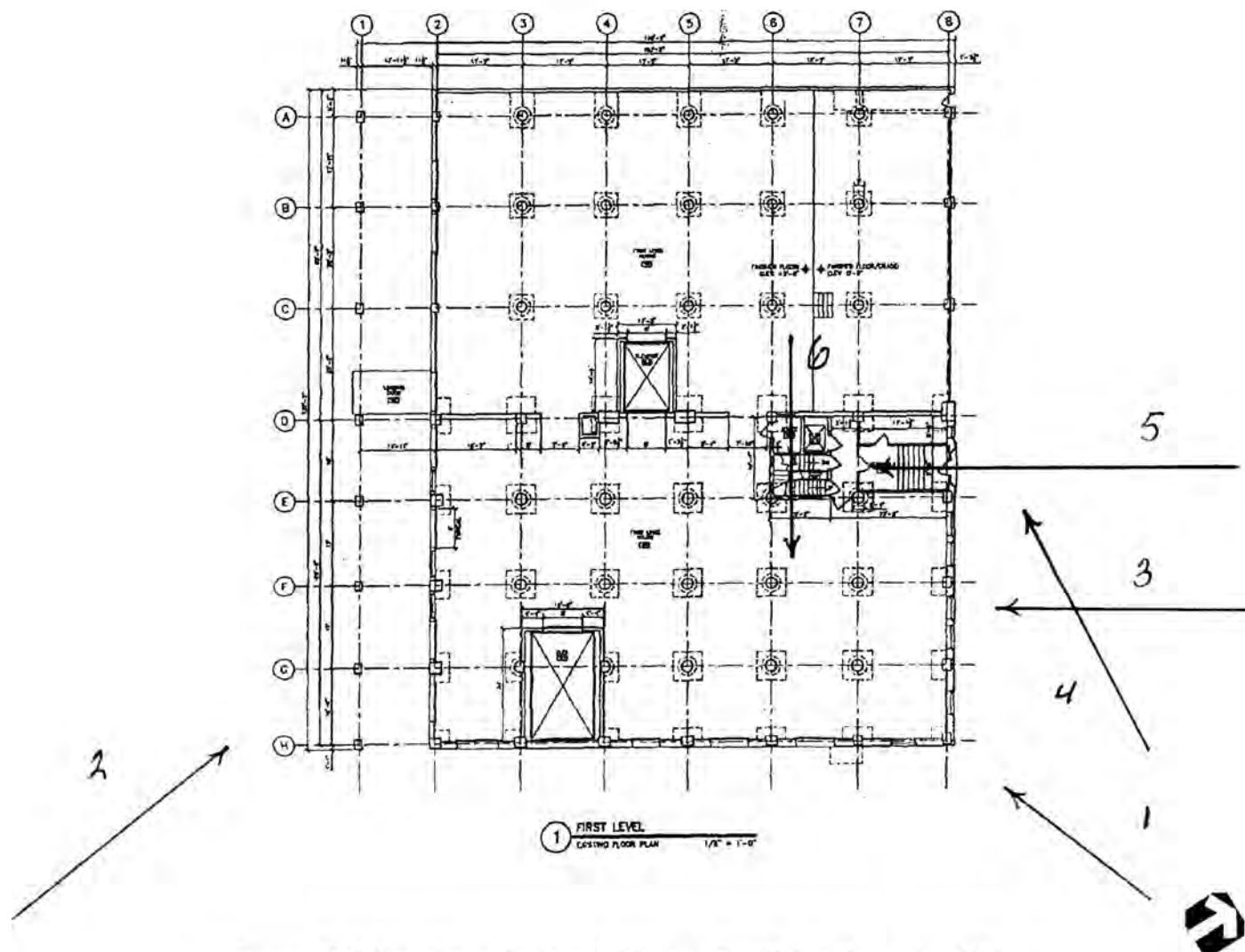
NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section number 10 Page 30

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

PHOTO MAP



Source: Mark Nevenhoven, Invision Architecture, Des Moines, Iowa, circa 2009.

Source: City of Des Moines Assessor's Office, 2010.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

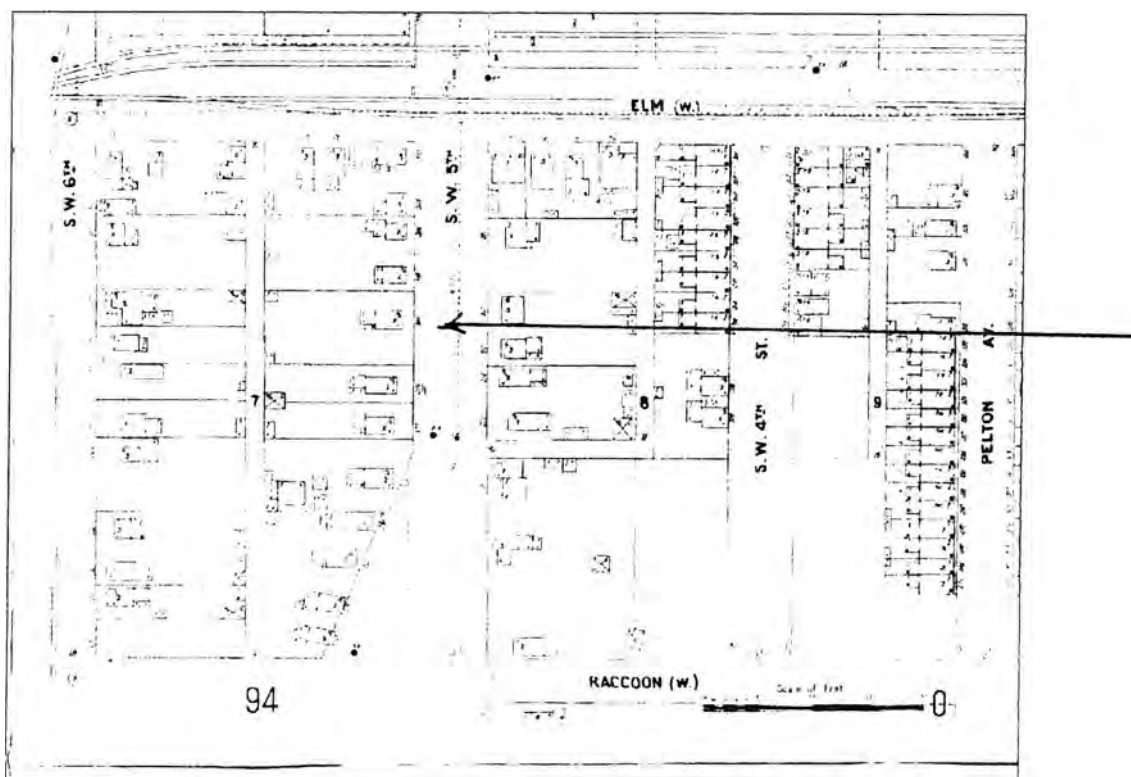
Section number 7 Page 32

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

1901 FIRE INSURANCE MAP

ARROW LOCATES SITE BEFORE CONSTRUCTION OF THE HUBBELL WAREHOUSE



This map shows a diagonal bend in SW 5th Street, just one of the many irregularities created by the original 1855 plat of the area, which had laid it out. The street network in this area was subsequently changed to rationalize it, including the creation of Tuttle Street. The diagonal bend in SW 5th Street also was removed, that street was straightened, and the building lots abutting that street were enlarged, where the bend in it had run. (Compare with map on next page.) The site of the Hubbell Warehouse remains unimproved. No north-south railroad lines articulate the site's immediate vicinity

Source: Sanborn Map Company, Des Moines, 1901, Volume 1, Sheet 3.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section number 7

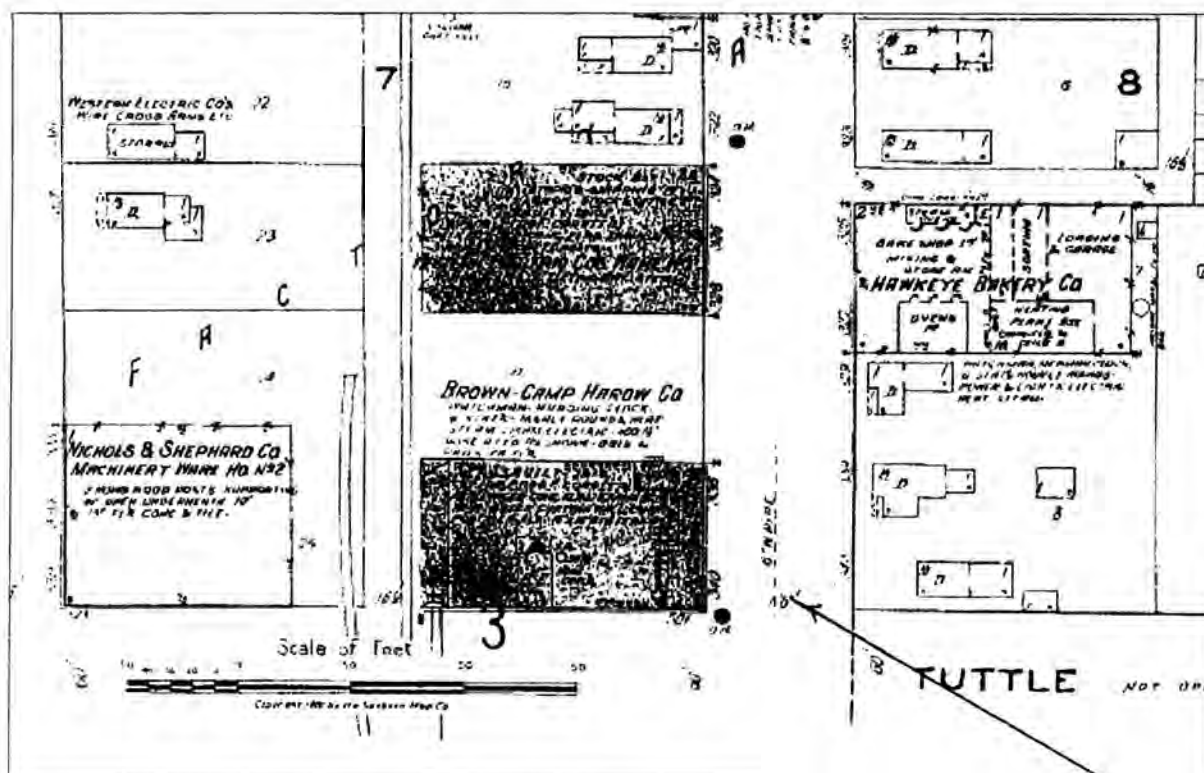
Page 33

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

1920 FIRE INSURANCE MAP

ARROW LOCATES MAIN BLOCK



This map shows the Hubbell Warehouse now occupied by the Brown-Camp Hardware Co. and the building lot to the north unimproved. Tuttle Street has been created and runs east-to-west on the south side of the main block. Three sets of railroad tracks now serve the warehouse's environs, including the siding serving the building exclusively.

Source: Sanborn Map Company, Des Moines, 1920, Volume 1, Sheet 7.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section number 7

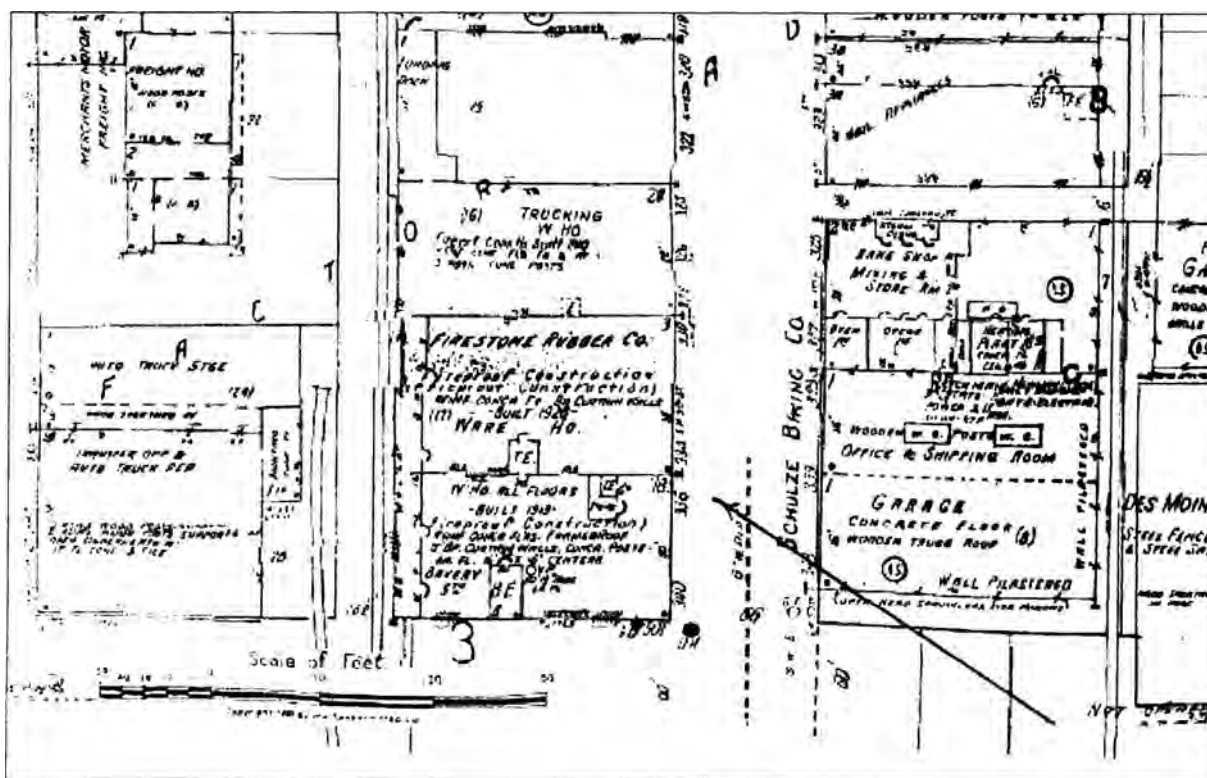
Page 34

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

1950 UPDATED FIRE INSURANCE MAP

ARROW LOCATES MAIN BLOCK AND ADDITION



The Firestone Rubber Co. now occupies the main block and addition of the Hubbell Warehouse.

Source: Sanborn Map Company, Des Moines, 1920 (November 1950 Update), Volume I, Sheet 7.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section number 7

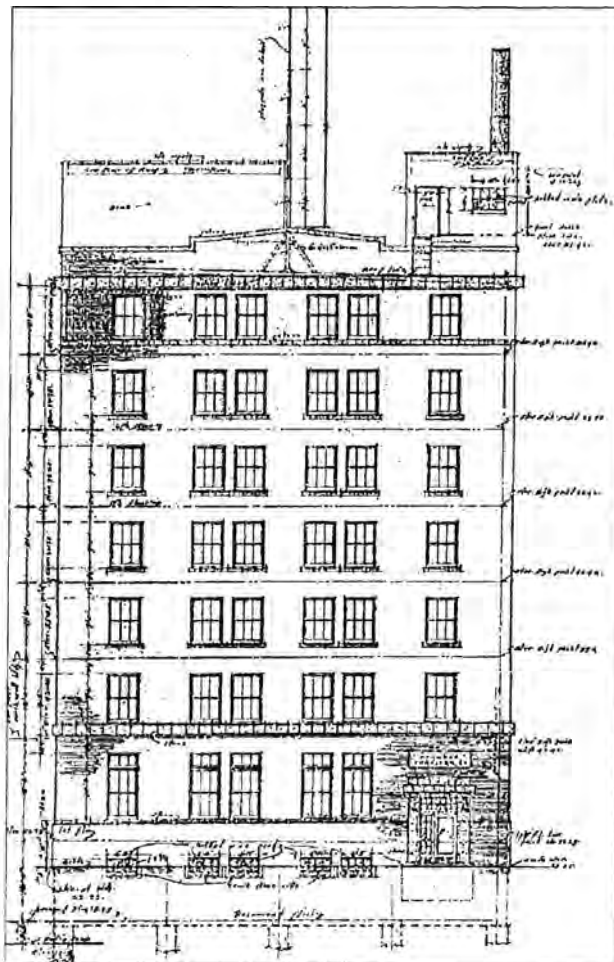
Page 35

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

“EAST ELEVATION”

PROUDFOOT, BIRD & RAWSON, 1912



This original architectural drawing pictures the front facade with its exceptionally tall flagpole and terra cotta name plaque now missing above the main entrance to the building (first floor far right).

Source: Archives of Brooks Borg Skiles, Architects Engineers, Des Moines, Iowa.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section number 7

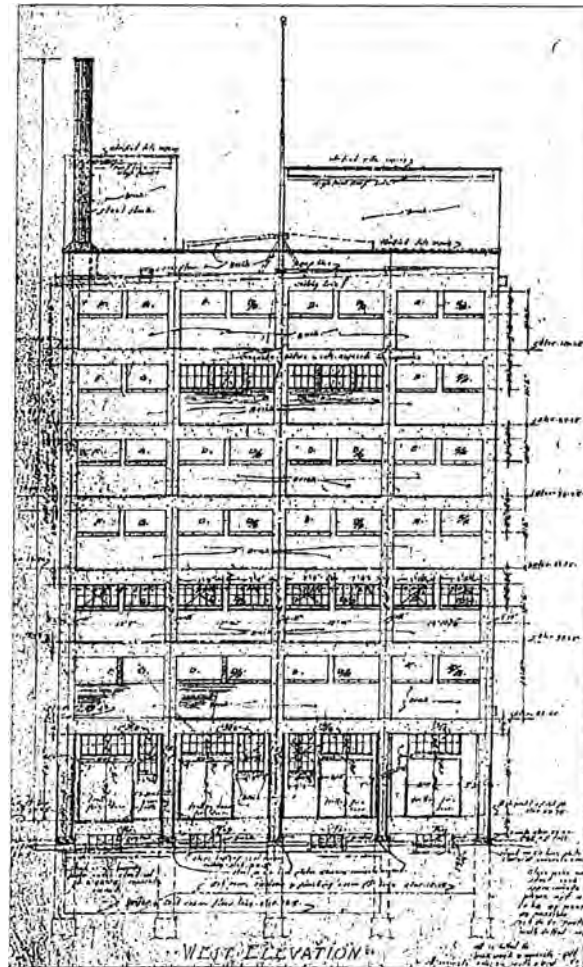
Page 36

CEN-259-1116

Hubbell Warehouse, Polk County, Iowa.

“WEST ELEVATION”

PROUDFOOT, BIRD & RAWSON, 1912



This original architectural drawing pictures four dock doors for railroad boxcars on the first floor under the building's cantilevered upper floors.

Source: Archives of Brooks Borg Skiles, Architects Engineers, Des Moines, Iowa.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

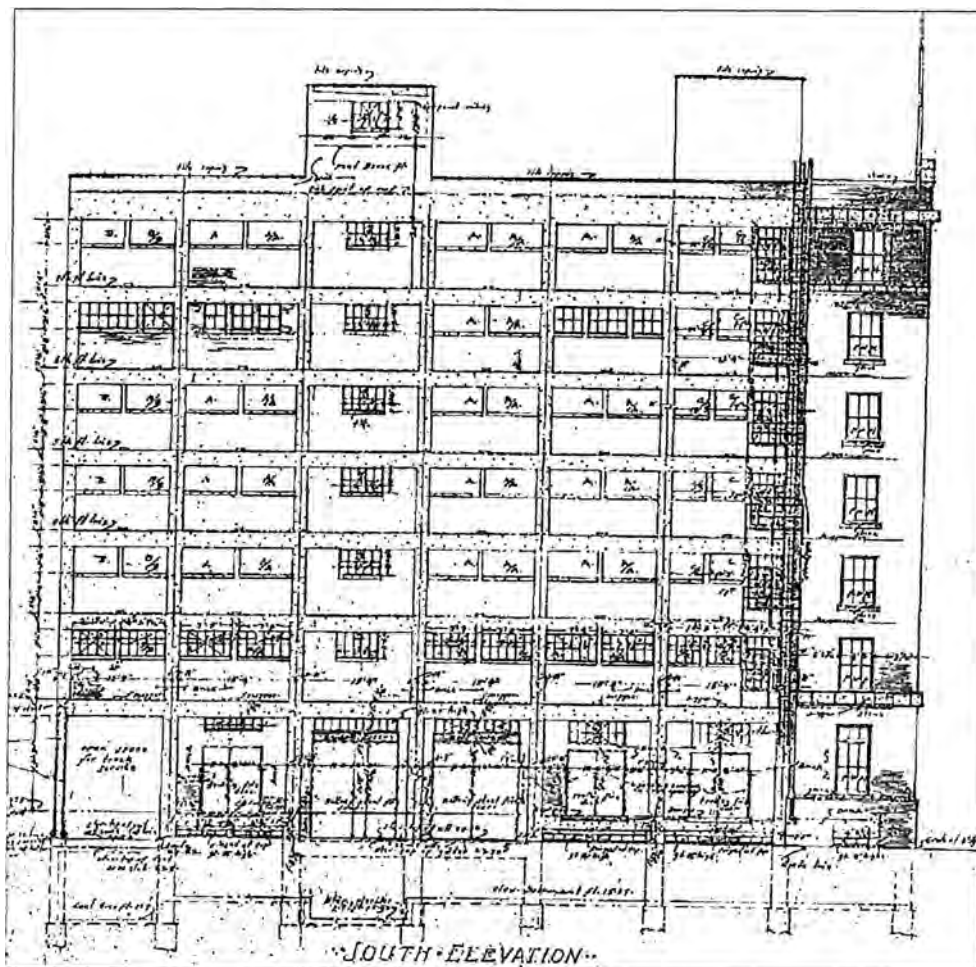
Section number 7 Page 37

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

“SOUTH ELEVATION”

PROUDFOOT, BIRD & RAWSON, 1912



The first floor on the south elevation provided the dock doors for the distribution of goods to trucks.
The bay on the far west is unenclosed for boxcar deliveries to the building.

Source: Archives of Brooks Borg Skiles, Architects Engineers, Des Moines, Iowa.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

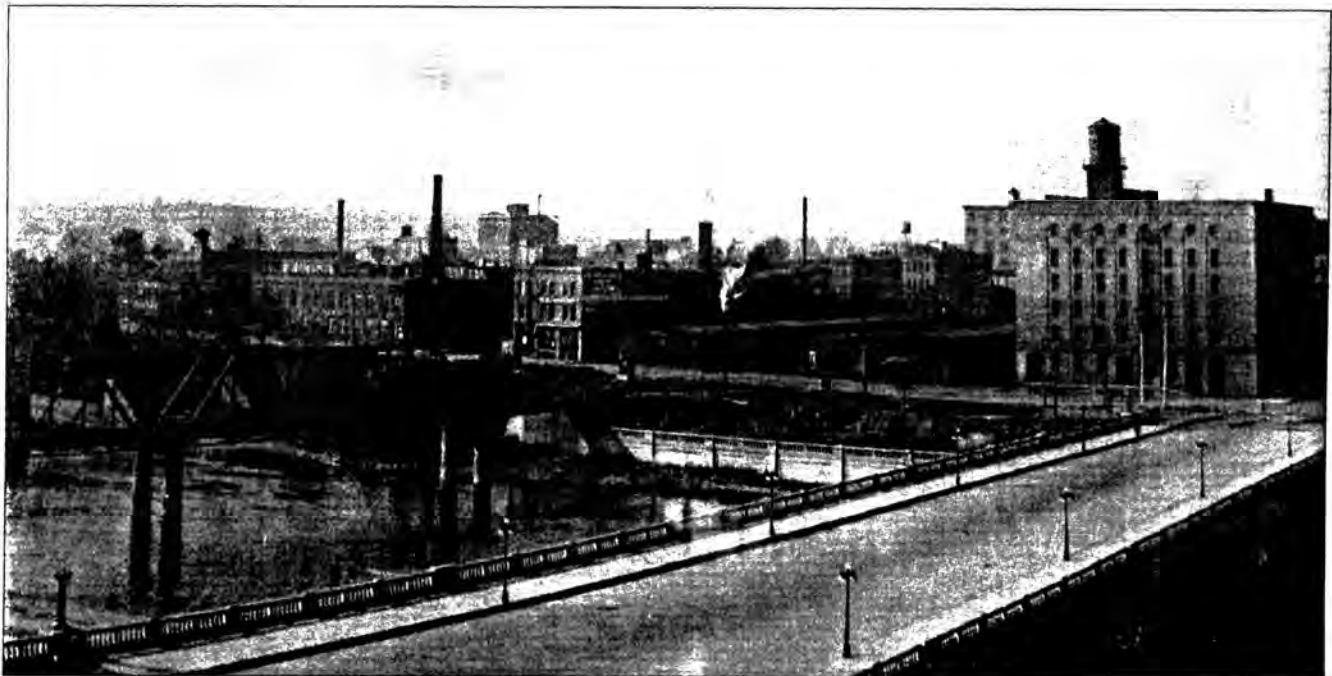
Section number 7 Page 38

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

WAREHOUSE DISTRICT SKYLINE

SEPTEMBER 1918



This historic view, part of a larger circuit photograph, looks to the southwest and pictures the skyline of the Des Moines warehouse district. The Court Avenue Bridge is in the foreground. The Hubbell Warehouse (left center on horizon) dominates the skyline. The Warfield, Pratt and Howell Company Warehouse (NRHP) stands at the head of the bridge with the Rumely-Des Moines Drug Company Building (NRHP) behind it to the left. They appear to be taller than the Hubbell Warehouse but are actually one-story shorter and of later construction.

Source: Original photograph framed and hanging in main staircase at City Hall, City of Des Moines, Iowa.
Date of photograph researched by John P. Zeller. Photograph donated by Jack Bassford.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section number 7

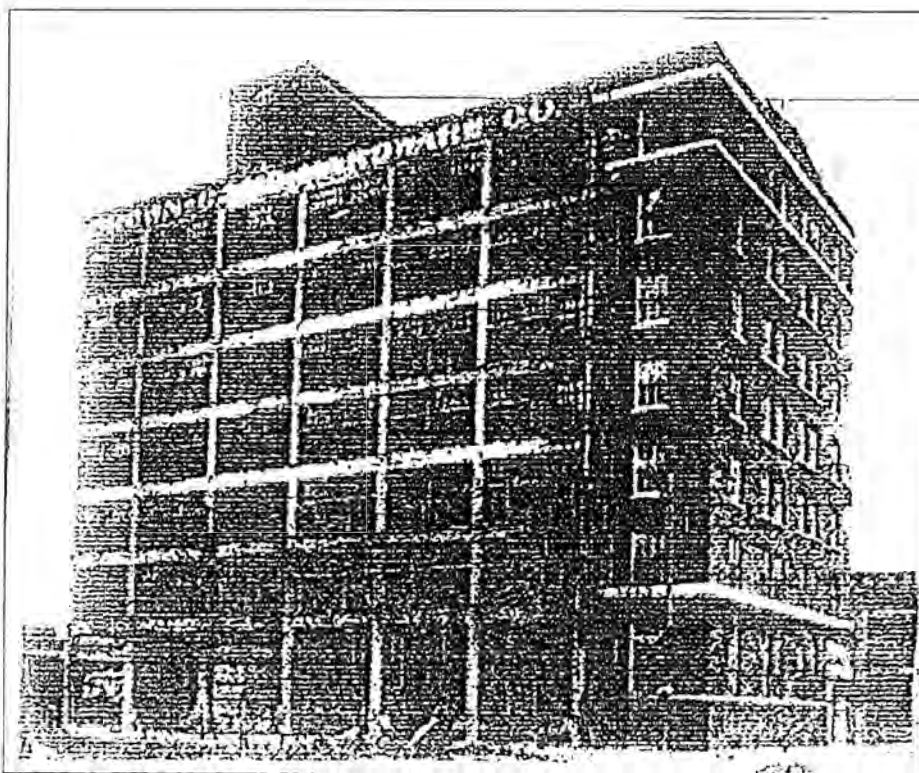
Page 39

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

“Tea Firm Leases Eight-Story Building Here for Iowa Chain-Store Warehouse”

1926



This historic photograph nicely pictures the poured concrete post and beam skeleton of the Hubbell Warehouse. By 1926, the Brown-Camp Hardware Co. had occupied the building, advertising its name across the top floor. The building's soaring flagpole, centered on its front facade and prominent in its architectural drawings and September 1918 photograph, is missing.

Source: *Des Moines Tribune*, July 29, 1926.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

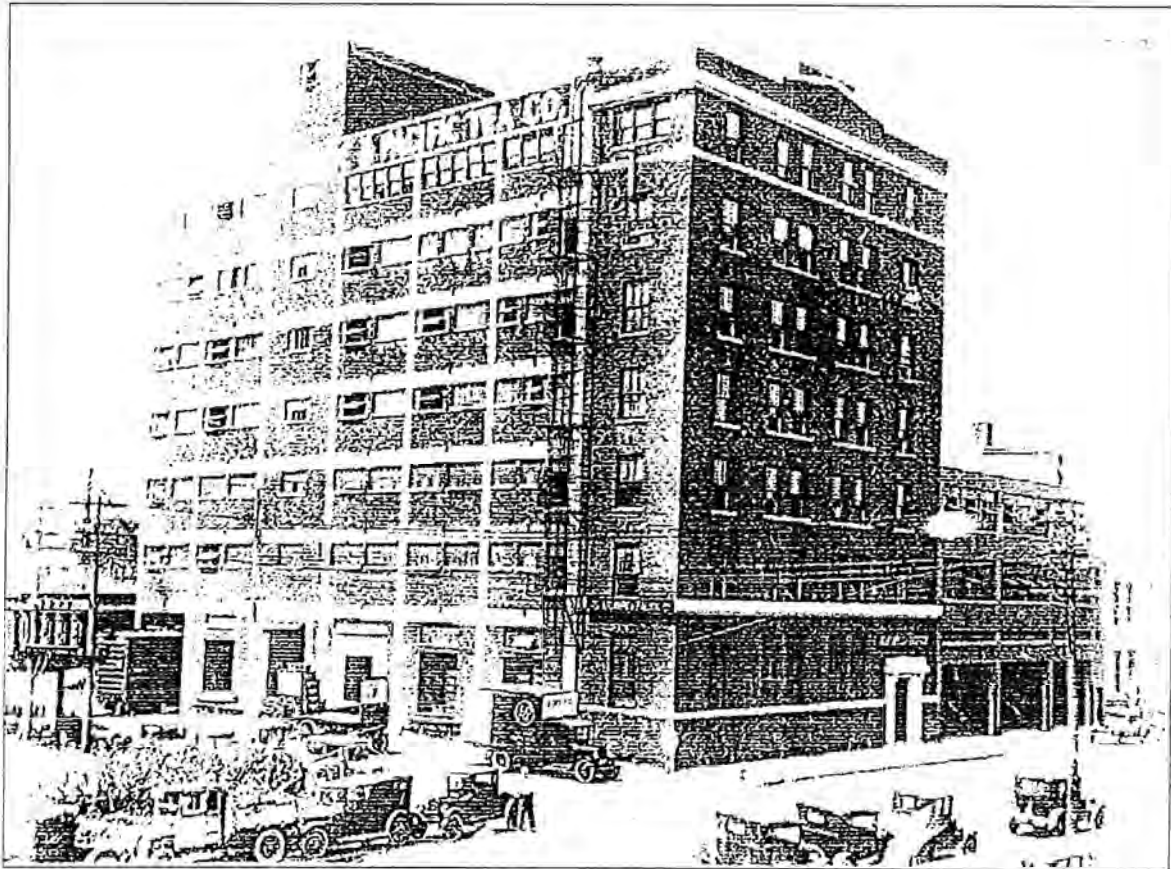
Section number 7 Page 40

CEN-259-1116

Hubbell Warehouse, Polk County, Iowa.

HISTORIC PHOTOGRAPH

1928



This photograph nicely pictures the logistical flow of goods in-and-out of the Hubbell Warehouse, leased in 1926 by the Great Atlantic & Pacific Tea Co. A boxcar, shunted partially in the far western bay of the building (far left), unloads goods. A delivery truck (by fire escape and emblazoned with the company's distinctive A&P logo) prepares to load goods or to set off from the warehouse to delivery them to local merchants. The scene is that of a busy entrepot.

Source: State Historical Society of Iowa.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section number 7

Page 41

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

FACTORY ADDITION

CIRCA 1955



This aerial photograph of Des Moines pictures the Factory Addition in the foreground and shows the Hubbell Warehouse (arrow) standing proud as its tallest improvement. The development of the Factory Addition was one of Hubbell's greatest achievements.

Source: Dust jacket, *The Little Man with the Long Shadow*, George S. Mills.

CFN-259-1116



Source: Mark Nevenhoven, Invision Architecture, Des Moines, Iowa, circa 2009.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

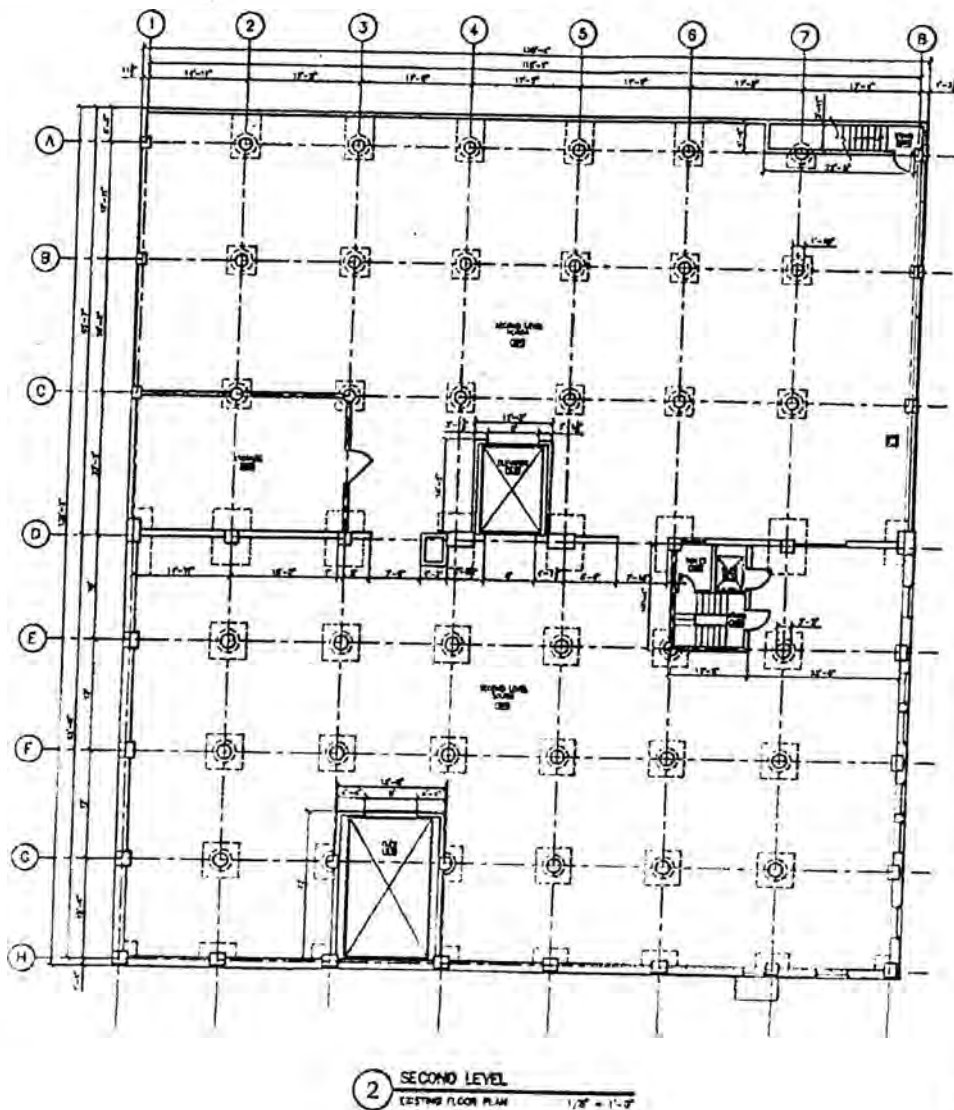
Section number 7

Page 43

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

REPRESENTATIVE EXISTING UPPER FLOOR PLAN



Source: Mark Nevenhoven, Invision Architecture, Des Moines, Iowa, circa 2009.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

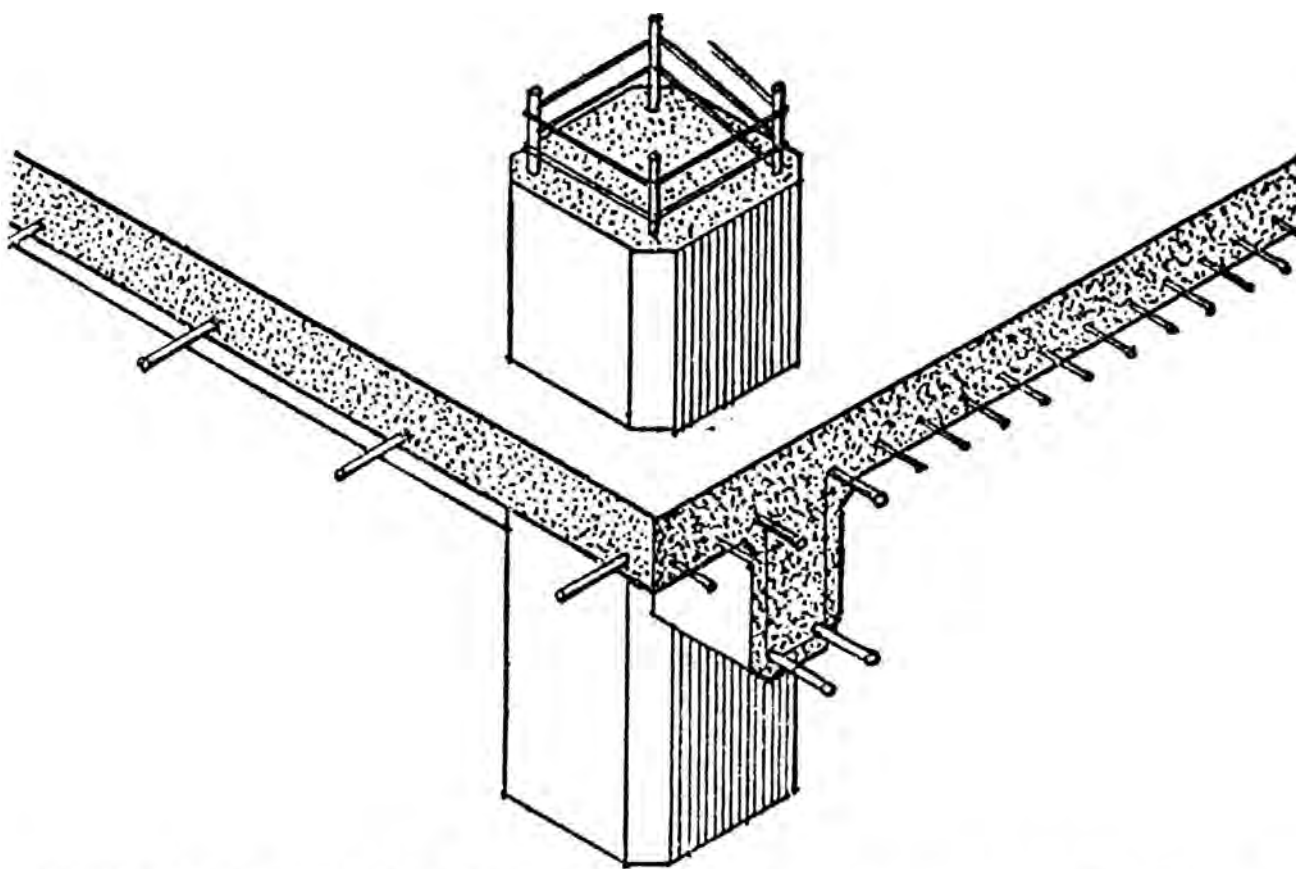
Section number 7

Page 44

CFN-259-1116

Hubbell Warehouse, Polk County, Iowa.

REINFORCED CONCRETE SCHEMA



REINFORCED CONCRETE. *Diagram showing construction of a column, a girder, and a floor slab*

This drawing pictures reinforcing rods of steel, embedded in concrete, and shows how these rods add tensile strength to a concrete framework. Metal mesh is often added to provide additional strength to the system.

Source: Briggs, p. 269.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Hubbell Warehouse
NAME:

MULTIPLE Architectural Legacy of Proudfoot & Bird in Iowa MPS
NAME:

STATE & COUNTY: Iowa Polk
~~MINNESOTA, OLMSTEAD~~

DATE RECEIVED: 9/30/10
DATE OF 16TH DAY: 11/10/10
DATE OF WEEKLY LIST:

DATE OF PENDING LIST: 10/26/10
DATE OF 45TH DAY: 11/14/10

REFERENCE NUMBER: 10000394
~~09000407~~

Appeal: N Data Problem: N Landscape: N Less than 50 Years: N
Other: N PDIL: N Period: N Program Unapproved: N
Request: Y Sample: N SLR Draft: N National: N

Comment Waiver: N

X ACCEPT _____ RETURN _____ REJECT 11/12/10 DATE

ABSTRACT/SUMMARY COMMENTS:

A Tax credit re-use project, Hubbell Warehouse is locally significant under Criteria C - Architecture as an example of reinforced concrete construction designed by Proudfoot, Bird, & Rawson under the MPS "The Architectural Legacy of Proudfoot & Bird in Iowa, 1882-1940." Hubbell Warehouse is also eligible under Criteria A - Commerce & Transportation at the local level for its association with the Factory Addition, Des Moines largest industrial tract during the early to mid-20th century, from 1913 to 1960.

RECOM./CRITERIA A-Commerce, Transportation and C- Architecture

REVIEWER Turkiye L. Lowe DISCIPLINE HISTORIAN

TELEPHONE 202-354-2266 DATE 11/12/10

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS



HUBBELL WAREHOUSE
POLK CO., IA
#1



HUBBELL WAREHOUSE
POLK CO., IA
2



HUBBELL WAREHOUSE
POLK CO., IA
#3



HUBBELL WAREHOUSE
POLK CO., IA
4



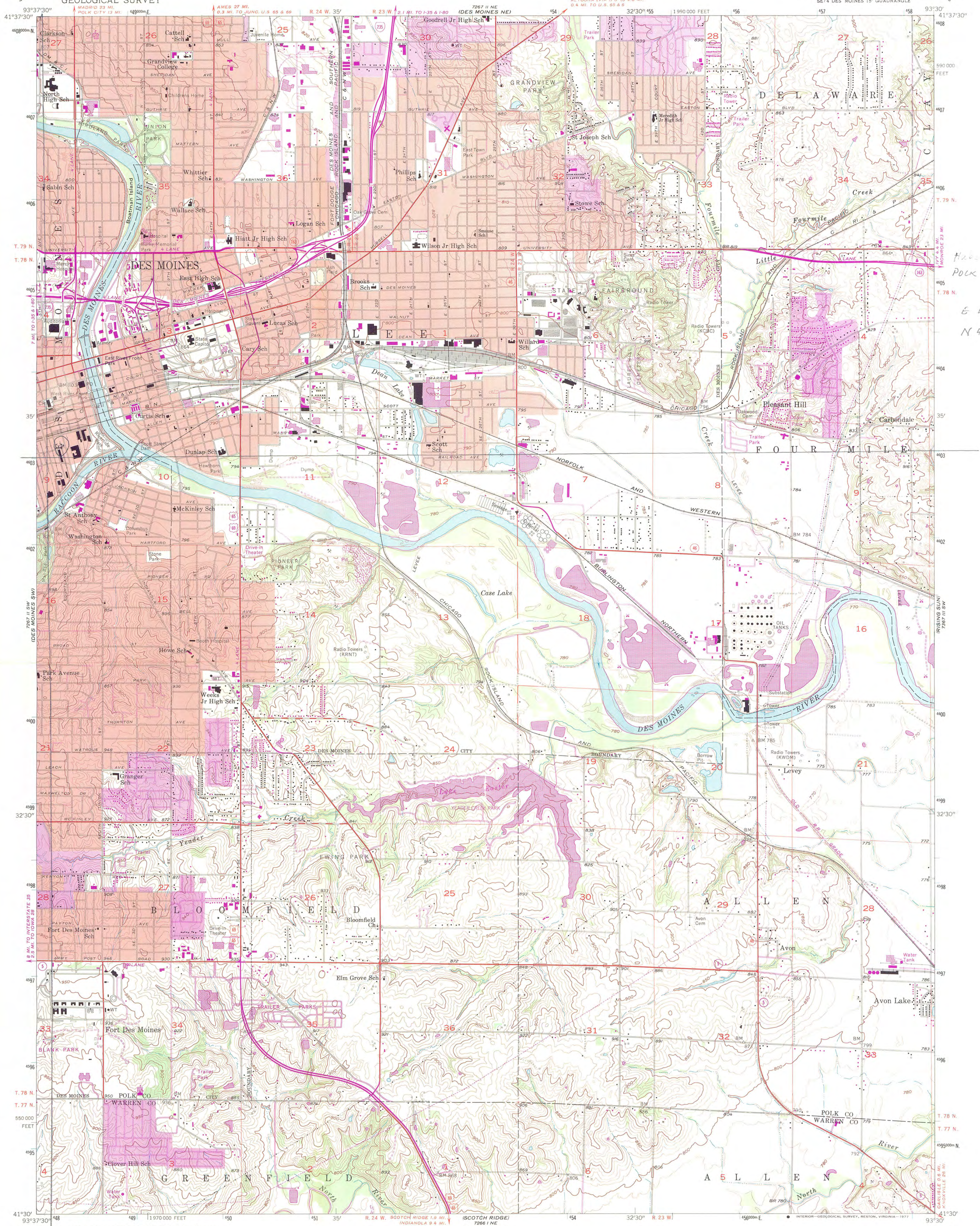
HUBBELL WAREHOUSE
POLK CO., IA
5



HUBBELL WAREHOUSE
POLK CO., IA
6

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

DES MOINES SE QUADRANGLE
IOWA
7.5 MINUTE SERIES (TOPOGRAPHIC)
SE 1/4 DES MOINES 15' QUADRANGLE



House number
POLK CO., IA
E 448200
N 4603145

Maped, edited, and published by the Geological Survey
in cooperation with Polk County and City of Des Moines
Control by USGS, USC&GS, and Iowa Geodetic Survey
Topography from aerial photographs by Kelsh plotter
Aerial photographs taken 1956. Field check 1956
Polyconic projection. 1927 North American datum
10,000-foot grid based on Iowa coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks,
zone 15, shown in blue
Red tint indicates areas in which only
landmark buildings are shown
Revisions shown in purple compiled from aerial photographs
taken 1967, 1971, and 1976. This information not field checked
Purple tint indicates extension of urban areas



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
AND BY THE IOWA GEOLOGICAL SURVEY, IOWA CITY, IOWA 52240
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
Interstate Route U.S. Route State Route
DES MOINES SE, IOWA
SE 1/4 DES MOINES 15' QUADRANGLE
N4130—W9330/7.5
1956
PHOTOREVISED 1967, 1971, AND 1976
AMS 7267 II SE—SERIES V876

FEB 17 2010

894



September 28, 2010

Carol Shull, Chief
National Park Service
National Register of Historic Places
1201 Eye Street, N.W.-- 8th Floor
Washington, D.C. 20005

Dear Ms. Shull:

The following National Register nomination(s) are enclosed for your review and listed if acceptable.

Hubbell Warehouse, 340 Southwest 5th Street, Des Moines, Polk County, Iowa

Sincerely,

Elizabeth Foster Hill
Tax Incentive Programs Manager/
National Register Coordinator