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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 WEST NINTH STREETCAR LINE HISTORIC DISTRICT
other names/site number Ninth Street Corridor; Ninth Street; 9th Street; W. 9th St.

2. Location

street & number West Ninth Street from University Avenue to Hickman Road N/A not for publication
city or town Des Moines N/A vicinity
state Iowa code IA county Polk code 153 zip code 50314

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this (X nomination
_ request for determination of eligibility) meets the documentation standards for registering properties in the National Register of
Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property
(X meets _ does not meet) the National Register criteria. I recommend that this property be considered significant (_ nationally
_ statewide X locally). (See continuation sheet for additional comments.)
Patricia Chalkins DSHP 3-11-98
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)

Edson H. Beall 4-23-98
Signature of Keeper Date of Action

West Ninth Streetcar Line Historic District
Name of Property

Polk County, Iowa
County and State

5. Classification

Ownership of Property
(Check as many lines as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one line)

- buildings(s)
- district
- site
- structure
- object

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

Contributing	Noncontributing	
97	48	buildings
2	0	sites
0	1	structures
0	0	objects
99	49	Total

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

Towards a Greater Des Moines (Amended 1997)

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

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

DOMESTIC/single dwelling

DOMESTIC/multiple dwelling

EDUCATION/college

LANDSCAPE/park

TRANSPORTATION/rail-related

Current Functions
(Enter categories from instructions)

DOMESTIC/single dwelling

DOMESTIC/multiple dwelling

GOVERNMENT/correctional facility; fire station

LANDSCAPE/parking lot

TRANSPORTATION/road-related (vehicular)

7. Description

Architectural Classification
(Enter categories from instructions)

LATE VICTORIAN

LATE 19TH AND 20TH CENTURY REVIVALS/

Colonial Revival

LATE 19TH AND EARLY 20TH CENTURY AMERICAN

MOVEMENTS/Bungalow/Craftsman

Materials
(Enter categories from instructions)

foundation BRICK

walls WOOD

BRICK

roof ASPHALT

other METAL

STONE

Narrative Description

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

West Ninth Streetcar Line Historic District
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)

TRANSPORTATION
COMMUNITY PLANNING AND DEVELOPMENT
ARCHITECTURE

Period of Significance

Circa 1883-1936

Significant Dates

Circa 1883
1936

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

Architect/Builder

Various (see Continuation Sheet)

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

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West Ninth Streetcar Line Historic District, Polk County, Iowa.

GENERAL DESCRIPTION

The West Ninth Streetcar Line Historic District is located in the River Bend neighborhood of Des Moines, Iowa. The historic district consists of several types of resources. They include the 9th Street public right-of-way, which binds the historic district together as a transportation corridor and materially adds to its character; the frontages of numerous plats abutting 9th Street between University Avenue and Hickman Road; the collection of residential and ancillary buildings situated on residential lots within those plats (which constitute the largest number of individual resources within the historic district); a fire station situated at the south end of this corridor, and the site of a school campus. In total, the West Ninth Streetcar Line Historic District contains 148 resources. Of them 99 are contributing and 49 are noncontributing resources.

The West Ninth Streetcar Line Historic District measures about one mile in length and fronts ten city blocks along its course. This street is straight in its configuration and runs directly north and south within the historic district. The historic district begins at University Avenue in the south and terminates at Hickman Road in the north. To the south of the historic district, 9th Street leads to downtown Des Moines. To the north, Prospect Park--the public parkland--and Prospect Park Second Plat are situated beyond the point where 9th Street terminates with Hickman Road. The public parklands are partially situated on the bluffs above the Des Moines River and partially situated in its floodplain. Public land is also situated at the foot of the historic district adjacent to University Avenue and presently used as the site for Fire Station No. 4.

The West Ninth Streetcar Line Historic District embodies a distinct sense of place as a streetcar corridor dating from the late Nineteenth and early Twentieth Century. This is evident in the physical layout of the street itself, the improvements which abut it, and the context of the urban area to its south. Ninth Street is uniformly laid out in a straight configuration. Many streets in North Des Moines jog, bend, and abruptly terminate--irregularities due in large part to the effects of laissez faire upon the community's development. Ninth Street is also wider than those streets adjacent to it, another expression of its importance. Ninth Street possesses more varied types of property--single-family dwellings, multiple-family dwellings, institutions, and a farmhouse--than those to the east and west. The resources along the corridor are also somewhat larger in size than those adjoining areas. A sense of place is readily apparent when the historic district is approached from the south. Ninth Street narrows from a four-lane to a two-lane street upon entering the district. The corridor's over-story canopy, provided by its street trees, provides another entrance feature at University Avenue. Urban redevelopment has removed most of the street trees to the south. Upon entering the historic district, the viewer continues to travel under this over-story canopy, which includes first growth oaks.

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RESOURCES

Outline of Resources

The following sub-paragraphs outline the resources within the West Ninth Streetcar Line Historic District. The sections following this outline described these resources in more detail.

SITE

The West Ninth Streetcar Line Historic District counts the sum total of all the district's elements as one contributing site to this nomination. These elements consist of the frontage lots of numerous plats along its route; a vehicular circulation network established to articulate transportation; the buildings, which abut 9th Street along its course; and one school campus. The frontage lots of the plats and the vehicular circulation network are not counted individually as resources.

BUILDINGS

The West Ninth Streetcar Line Historic District possesses numerous residential dwellings (single-family dwellings and multiple-family dwellings) and ancillaries (stables and automobile garages), which are classified as buildings. In addition to being included as one element within the site described above, these buildings are counted individually as contributing or noncontributing.

CAMPUS

In addition to the resources identified above, the historic district also possesses the Former University of Des Moines/Dowling High School Campus. This campus is classified as one site and evaluated as contributing to the historic district. Four noncontributing resources--three buildings and one monument--and one contributing resource, a structure--are located on this site. This campus illustrates the influence of the streetcar over stimulating the development of the West 9th Street corridor.

Notes on Nomenclature

Several notes concerning nomenclature should be mentioned. The name, "West Ninth Street," has been styled in several ways over the years. These stylings also include "Ninth Street," "West 9th Street," and "9th Street." This nomination employs the name "West Ninth Streetcar Line" as the

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historic name for this property because it was the name employed during the early years of this district's period of significance. Later, the other names were adopted. This nomination also uses "9th Street," however, because it provides a convenient shorthand and is most widely used today. For stylistic reasons, when a sentence begins with "9th Street" in this nomination, the numeral is spelled out.

Another note is also in order. Two important streets in Des Moines are named "Ninth Street"--East Ninth Street and West Ninth Street. Each of these streets featured a Victorian streetcar line and each route was named after its street. To distinguish between these two lines, the name of this historic district--"West Ninth Streetcar Line Historic District"--includes the directional adjective to distinguish from its East Ninth Street counterpart. In point of fact, west-numbered streets in Des Moines today usually delete the "West" directional adjective in their names, while those east of the Des Moines River continue to carry the "East" directional adjective.

Resource Descriptions

SITE

The West 9th corridor is counted as one contributing site. This site calls attention to the influence of streetcar transportation on the district's development and possesses historic value for reasons discussed in Section 8 of this nomination.

As a site, this corridor contains several types of man-made elements. They include the frontage lots of those plats abutting 9th Street; the vehicular circulation network formed by the long and straight thoroughfare of 9th Street itself, as well as the alleys to its east and west and the connecting east-west street intersections along its course; a large number of buildings; and a school campus. (The latter three of these elements are discussed below.)

This corridor should be counted as a site because the whole of its elements is greater than the sum of their parts.

As described above, the configuration of 9th Street is a straight thoroughfare running from University Avenue to Hickman Road. Numerous plats are situated along its course. They include, listed from south to north on the east side and then on the west side of 9th Street, those listed on the following page.

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PLATS FRONTING 9TH STREET--EAST SIDE OF STREET

North Park
Butt's Subdivision
Thompson's Subdivision
Fink's Addition Plat 1
Fink's Addition #2
Official Plat of the SW 1/4 of the Northeast 1/4 of Section 34 T79N R24W
Official Plat of Government Lot 2
Prospect Park Corrected Second Plat

PLATS FRONTING 9TH STREET--WEST SIDE OF STREET

Hallett's Subdivision
Official Plat of Lot 17 of Official Plat of Section 34 T79N R24W
Nash's Subdivision
Martin & Snell's Addition
Harlan & Tubb's Replat
Edgewood Park
Prospect Park
Prospect Park Third Plat

Further information about these plats is presented in Section 8 of this nomination.

The vehicular circulation network of this historic district includes 9th Street; the intersections of the streets which connect with it; and the alleys, which are situated to the east and to the west of 9th Street. Ninth Street serves as the spine for the vehicular circulation network; its intersecting streets collect traffic to flow along it; and the alleys provide corridors of access for stables, garages, and municipal services.

The vehicular circulation network includes the following:

STREET
West 9th Street

INTERSECTIONS
University Avenue intersection
Indiana Avenue intersection
Mary Avenue intersection
Forest Avenue intersection
Clark Street intersection

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College Avenue intersection
Jefferson Avenue intersection
Franklin Avenue intersection
Lincoln Avenue intersection
Hickman Road intersection

ALLEYS

Alleys between West 9th and 8th Streets from University Avenue to Franklin Avenue
(including the brick alley approach south from Indiana,
the entire brick alley between Indiana Avenue and 1353-1355 9th Street,
and the brick alley approach north from College Avenue).

Alleys between West 9th and 10th Streets from Fire Station No. 4 to Hickman Road
(including the dog-leg in the alley between Fire Station No. and Mary Avenue).

The layout of these streets and alleys is nonconforming. While some streets and alleys are long and straight, others are short, dog-legged, or otherwise irregular. Many of these streets form the edges of plats. Further descriptions of these streets and alleys and the historical significance of their layouts are discussed in Section 8 of this nomination

This vehicular circulation network is distinct from the site described above. The site embraces all of the property within the historic district. The vehicular circulation network serves a specific transportation function within that context by providing a collector system, a spine, and service corridors. Within the vehicular circulation network, the one brick alley and the one brick alley approach (listed above) are counted as contributing structures because of their building materials.

This vehicular circulation network calls attention to the influence of the U.S. Land Survey System and the principles of laissez faire economics on its development. It possesses historic value for reasons discussed in Section 8 of this nomination.

BUILDINGS

West Ninth Streetcar Line Historic District illustrates a multitude of responses to the framework embodied in the site attributes and vehicular circulation network described above. Although these responses mostly include the construction of buildings within the historic district, these responses also include corporate decisions for the establishment of other types of property, such a school campus. These buildings represent the fulfillment of West Ninth Street's purpose as a streetcar corridor and possess historic value for reasons discussed in Section 8 of this nomination.

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West Ninth Streetcar Line Historic District, Polk County, Iowa.

The West Ninth Streetcar Line Historic District contains 145 buildings. Ninety-seven buildings are contributing and 48 are noncontributing. Most of the buildings are single-family dwellings. There are also nine multiple-family dwellings, six institutional buildings, and 20 ancillary buildings. All of the institutional buildings are noncontributing. Twenty of the ancillary buildings are contributing and 22 are noncontributing. Of these ancillaries, 5 are stables and 37 are automobile garages.

The single-family dwellings are influenced by the following architectural styles:

Stick Style
Queen Anne
Colonial Revival
American Four Square
Craftsman
Other

Stick Style

These houses include the following:

STICK STYLE

1229 9th St.
1311 9th St.
1716 9th St.
1724 9th St.
1728 9th St.
1906 9th St.

Queen Anne

These houses include the following:

QUEEN ANNE

1225 9th St.
1245 9th St.
1331 9th St.
1429 9th St.
1431 9th St.
1433 9th St.
1509 9th St.

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1634 9th St.
1823 9th St.
1234 9th St.
1236 9th St.
1250 9th St.
1308 9th St.
1328 9th St.
1402 9th St.
1420 9th St.

Colonial Revival

These houses include the following:

COLONIAL REVIVAL

1543 9th St.
815 College Ave.
812 Washington Ave.
1825 9th St.
1230 9th St.
1334 9th St.
1530 9th St.
1534 9th St.
1810 9th St.
1814 9th St.
1826 9th St.

American Four Square

These houses include the following:

AMERICAN FOUR SQUARE

1334 9th St.
1438 9th St.
1934 9th St.
2008 9th St.
2028 9th St.

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Craftsman

These houses include the following:

CRAFTSMAN
812 Indiana Ave.
1307 9th St.
1345 9th St.
1435 9th St.
1521 9th St.
1525 9th St.
1711 9th St.
821 Jefferson Ave.
1807 9th St.
1426 9th St.
1502 9th St.
1546 9th St.
1548 9th St.
1712 9th St.
1818 9th St.
1900 9th St.
1928 9th St.
2010 9th St.
2014 9th St.
2024 9th St.

Other

Houses evidencing the influence of other styles include the following:

OTHER

1330 9th St.	E. A. Temple House	Shingle
2000 9th St.	J. Estey Wilkinson House	Prairie

By far, most of the single-family dwellings in the West Ninth Streetcar Line Historic District are constructed of wood. The brevity of the following list, which identifies single-family dwellings employing masonry materials for their exterior walls, demonstrates this fact.

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SINGLE-FAMILY DWELLINGS WITH MASONRY EXTERIOR WALLS

1345 9th St.	Brick & shingle combination	c. 1923
1510 9th St.	Brick	1870s
1530 9th St.	Brick decorative porch detailing	1897
1900 9th St.	Brick & shingle combination	c. 1917
2000 Hickman Rd.	Brick	c. 1917
2010 Hickman Rd.	Stucco on hollow tile	c. 1913

This list shows how brick was more likely to be used during the earliest construction period in the neighborhood (the 1870s) or during its later construction period.

The multiple-family dwellings are divided into following two functional types:

- Double Houses
- Apartment Buildings

Double Houses

The following double houses, with their stylistic influences, are situated in the historic district:

DOUBLE HOUSES

1603 9th St.	Double House	American Four Square
1606-1609 9th St.	Double House	American Four Square
1717-1719 9th St.	Double House	Neo-Colonial Revival
1315-1317 9th St.	Anawim Double House*	Modern compatible
1319-1321 9th St.	Anawim Double House*	Modern compatible
1323-1325 9th St.	Anawim Double House*	Modern compatible

Although the double houses marked with an asterisk (*) are noncontributing to the historic district, their design is sympathetic to the historic context of the neighborhood.

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Apartment Buildings

The following apartment buildings, influenced by the identified styles, are situated in the historic district:

APARTMENT BUILDINGS

1353-1355 9th St.	New Motzer Flats	Classical Revival
812-814 Forest Ave.	Bokhara Apartments	Classical Revival
1613-1621 9th St.	The Gables	Tudor Revival

Ancillary Buildings

Ancillary buildings are located adjacent to alleys at the rear of the city lots and are accessed by the alleys. A few of these ancillary buildings are also accessed by a driveway from the street.

The ancillaries are of two architectural types: stables and garages. The stables possess about the same square footage as the garages but usually have a half-story overhead for storage. The stables were intended to house cows, horses, and perhaps a carriage. They could also be called barns. "Stable" is used as a descriptive term because it is employed in Sanborn fire insurance maps. Local residents usually referred to them as "barns." (Parnham) The stables are all of wood construction.

The garages are similar in size and shape with the stables but are of later construction. Garage roofs are typically lower pitched than stables. Most of the garage roofs feature front gable configurations. A few of them possess shed roofs. Most of the garages are of wood construction. A few of the post-World War II examples are constructed of concrete block.

The following ancillary buildings are present in the historic district:

ANCILLARY BUILDINGS

1229 9th St.	1543 9th St.	1250 9th St.
1307 9th St.	1545 9th St.	1308 9th St.
1331 9th St.	1607-1609 9th St.	1312 9th St.
1345 9th St.	1711 9th St.	1312 9th St. (sic)
1429 9th St.	821 Jefferson Ave.	1318 9th St.
1435 9th St.	1809 9th St.	1328 9th St.
1501 9th St.	1234 9th St.	1330 9th St.
1505 9th St.	1236 9th St.	1334 9th St.

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1402 9th St.	1728 9th St.	1928 9th St.
1424 9th St.	1814 9th St.	1934 9th St.
1502 9th St.	1820 9th St.	2008 9th St.
1530 9th St.	1826 9th St.	2014 9th St.
1712 9th St.	1906 9th St.	2024 9th St.
1724 9th St.	1918 9th St.	2028 9th St.

Further information about these ancillary buildings is contained in the list below.

CAMPUS

Established in the 1880s, the University of Des Moines constructed its campus in the city block bounded by 11th Street on the west, Washington Avenue on the north, West 9th on the east, and College Avenue on the south. This institution is the reference for the latter street name. The school was later merged with Highland Park College and moved to the site of that institution's campus at the intersection of 2nd and Euclid Avenues in Des Moines. The campus on 9th Street was subsequently purchased by the Roman Catholic Diocese of Des Moines and converted into Dowling High School. Following that school's relocation in the 1970s, the University's main building was razed and the remaining property used for a variety of public and semi-public purposes.

LIST OF CONTRIBUTING AND NONCONTRIBUTING RESOURCES

The inventory list on the following pages and the accompanying map show resources within the West Ninth Streetcar Line Historic District by address and classifies them as contributing or noncontributing.

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LIST OF CONTRIBUTING AND NONCONTRIBUTING RESOURCES

Under "National Register Eligibility" below, "C" indicates a resource is contributing and "N" is noncontributing to the historic district under the criteria listed. All resources are classified as buildings unless noted.

Address	Resource Name	Construction Date	Eligibility	
			Criterion A	Criterion C
WEST NINTH STREET EAST SIDE				
1225	House, 2-story, frame, Queen Anne detailing, brackets, 1-story bay on south	c. 1887	C	C
1229	House, 2-story, frame, Stick/Queen Anne 2-story bay on south	c. 1889	C	C
	Stable, frame	c. 1900	C	C
1233-1235	House, 1-1/2 story, frame, front gabled cover-up siding	c. 1887	C	C
1243	House, 2-story, frame, front gable, steeply pitched, cover-up siding, Craftsman stoop porch	c. 1899	N	N
1245	House, 2-story, frame, Queen Anne infl.	c. 1897	N	N
812 Indiana Ave.	House, 1-story, frame, Craftsman infl., faces north	c. 1922	C	C
Indiana Ave.	Brick alley approach south from Indiana Avenue (included as a resource within the contributing site and classified as a structure)	c. 1890		
INDIANA AVENUE INTERSECTS				
Indiana Ave.	Brick alley running from Indiana Ave. to 1353-1355 Forest Ave. (included as a resource within the contributing site and classified as a structure)			
1303	House, 1-1/2 story, concrete block	c. 1948	N	N
1305	House, 1-story, frame, Ranch infl.	1950s	N	N

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WEST NINTH STREET EAST SIDE (CONTINUED)

1307	House, Craftsman, frame, cover-up siding Garage, frame	c. 1915 c. 1915	C C	C C
1311	G. G. Davisson House, Stick/Queen Anne, frame, canted bay type, cover-up sidings, shingles remain in gable ends, (DOE 1983)	c. 1889	C	C
1315-1317	Double House, 2-story, frame, Anawim project, design compatible w/historic neighborhood	late 1980s	N	N
1319-1321	Double House, 2-story, frame, Anawim project, design compatible w/historic neighborhood	late 1980s	N	N
1323-1325	Double House, 2-story, frame, Anawim project, design compatible w/historic neighborhood	late 1980s	N	N
1331	W. S. Keller House, Free Classic Queen Anne, cover-up siding, \$1,500. (<i>Iowa State Register</i> , documented construction) Garage, frame, shed roof	1901 c. 1923	C C	C C
1345	House, Craftsman brick & shingle, "airplane bungalow," architect designed Garage, frame	c. 1923 c. 1960	C N	C N
1353-1355	New Motzer Flats, Classical Revival, Oliver O. Smith, architect	1913	C	C
812-814 Forest Ave.	Bokhara Apartments, 3-story, brick, faces north	c. 1917	C	C

FOREST AVENUE INTERSECTS

801 Forest Ave.	Lou Williams-Variety Club Children's Center faces south	1990s	N	N
1429	House, Free Classic Queen Anne, colored glass window in Art Nouveau design, architect- designed Garage, frame	c. 1899 c. 1966	C N	C N

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WEST NINTH STREET EAST SIDE (CONTINUED)

1431	Cottage, Queen Anne, 1-story, facade gable, canted bay, cover-up siding, probably contractor- builder spec house (same as 1433)	c. 1895	C	C
1433	Cottage, Queen Anne, 1-story, facade gable, canted bay, cover-up siding, probably contractor- builder spec house (same as 1431)	c. 1895	C	C
1435	House, Craftsman influence, 1-story, frame Garage, frame	c. 1923 c. 1923	C C	C C

CLARK STREET INTERSECTS

1501	House, Victorian vernacular, 2.5-story, frame, probably contractor-builder spec house (mirror image of 1505) Garage, frame	c. 1896 c. 1939	C N	C N
1505	House, Victorian vernacular, 2.5-story, frame, probably contractor-builder spec house (mirror image of 1501), cover-up siding Garage, frame	c. 1896 c. 1917	C C	C C
1509	House, eclectic Queen Anne/Craftsman, 2-story, with tower, endangered, vacant	c. 1900	C	C
1521	House, Craftsman infl., 2.5 -story, frame & stucco	c. 1915	C	C
1525	House, Craftsman infl., 2.5-story, frame, cover-up siding, probably without front porch	c. 1918	C	C
1537	House, Victorian vernacular, 2-story, enclosed front porch, cover-up siding	c. 1897	C	C
1539	House, Victorian vernacular, 2-story, frame, 1-story bay on south, cover-up siding	c. 1895	C	C
1543	House, Colonial Revival infl., 2-story, frame, cover-up siding Garage, frame	c. 1898 c. 1920	C C	C C

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West Ninth Streetcar Line Historic District, Polk County, Iowa.

WEST NINTH STREET EAST SIDE (CONTINUED)

1545	House, Queen Anne infl., 1.5-story, frame, cover-up siding	c. 1898	C	C
	Stable, frame, 1-1/2 story, hip roof	c. 1900	C	C

COLLEGE AVENUE INTERSECTS

815 College Ave.	Julius Scheibe Cottage, 1-1/2 story, frame, Colonial Revival, attributed to George E. Hallett, faces south	1898	C	C
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College Ave.	Brick alley approach north from College Ave. (included as a resource within the contributing site and classified as a structure)	c. 1888		
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1603	Double House, American Four Square with flared hip roof	c. 1905	C	C
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1607-1609	Double House, American Four Square, frame	c. 1905	C	C
	Garage, frame	c. 1923	C	C

1613-1621	The Gables Apartment Building, 3-story, brick, stucco, half-timbering, Tudor Revival (site of C. O. Nourse's nonextant house)	1920	C	C
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1627	House, Victorian with Craftsman porch, 2-story, gable-on-hip roof, cover-up siding	c. 1898	C	C
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1634	House, Queen Anne infl., 1-story, frame, unusual curved porch window	c. 1910	C	C
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812	Washington Ave. House, 1-story, frame, hip roof, inset front porch faces north	c. 1913	C	C
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WASHINGTON AVENUE INTERSECTS

1711	House, Craftsman, 2.5-story, frame, large	c. 1913	C	C
	Garage, rough condition but original	c. 1913	C	C

1717-1719	Double House, 1-story, frame, cover-up siding Craftsman influence	c. 1924	C	C
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820	Jefferson Ave. House, frame, 1-story, Ranch, faces north	c. 1955	N	N
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West Ninth Streetcar Line Historic District, Polk County, Iowa.

WEST NINTH STREET EAST SIDE (CONTINUED)

JEFFERSON AVENUE INTERSECTS

821	Jefferson Ave.	House, 2-story, frame, Craftsman, clapboard & shingles, heavy braces, faces south	c. 1919	C	C
		Garage	c. 1955	N	N
1807		House, Craftsman, 1.5-story, clapboard & shingles, heavy braces	c. 1920	C	C
1809		House, frame, 2-story, compatible infill	c. 1996	N	N
		Garage, frame	c. 1996	N	N
1823		House, Free Classic Queen Anne with tower, frame, cover-up siding, 2.5-story, moderately rich architectural details	c. 1896	C	C
1825		House, Colonial Revival, 1.5-story, cover-up siding	c. 1898	C	C

WEST NINTH STREET WEST SIDE

917	University Ave.	Fire Station No. 4, faces south (Site of Former Nash Park)	c. 1965	N	N
1224		House, 2-story, frame, hip-on-gable, cover-up siding	c. 1897	C	C
1230		House, 2-story, frame with decorative vergeboards, cover-up siding	c. 1888	C	C
		House, 1.5-story, frame, Colonial Revival, front gable gambrel roof	c. 1910	C	C
1234		House, transitional Queen Anne/Colonial Revival, 1.5-story, with tower, frame, cover-up siding (basically the same as 1530, which is attributed to Hallett)	c. 1905	C	C
		Stable, 1.5-story, frame, board & batten, gambrel roof	c. 1905	C	C

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WEST NINTH STREET WEST SIDE (CONTINUED)

1236	House, Free Classic Queen Anne with shingles, rich architectural detail, architect designed, 2.5-story	c. 1888	C	C
	Garage, frame	c. 1923	C	C
1250	House, Queen Anne, 2.5-story, frame, cover-up siding	c. 1893	C	C
	Garage, frame	c. 1923	C	C
1308	Phillip Klumb House, Queen Anne, 2.5-story, frame, large scale, partial cover-up siding	1889	C	C
	Stable, 1.5-story, frame	c. 1900	C	C
1312	House, Victorian vernacular, 2-story, frame, cover- up siding, gable-on-hip roof	c. 1892	C	C
	Garage, frame	c. 1970	N	N
	Garage, board & batten, shed roof	c. 1923	C	C
1318	House, 1-story, frame, cover-up siding, much altered	unknown	N	N
	Garage, frame	c. 1970	N	N

MARY STREET INTERSECTS

1324	House, 2-story, frame, Anawim project, design compatible w/historic neighborhood	late 1980s	N	N
1326	House, 2-story, frame, Anawim project, design compatible w/historic neighborhood	late 1980s	N	N
1328	House, Queen Anne, 2.5-story, frame, cover-up siding	c. 1896	C	C
	Garage, frame	c. 1970	N	N
1330	E. A. Temple House, documented Hallett & Rawson design, Shingle infl., 2.5-story, frame with bee- hive-shaped facade dormer.	c. 1899	C	C
	Garage, frame	c. 1970	N	N
1334	House, American Four Square/Colonial Revival infl., cover-up siding	c. 1901	C	C
	Stable, 1.5-story, frame	c. 1901	C	C

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West Ninth Streetcar Line Historic District, Polk County, Iowa.

WEST NINTH STREET WEST SIDE (CONTINUED)

900	Forest Ave.	Jewish Home, 1-story, brick, faces north	c. 1962	N	N
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FOREST AVENUE INTERSECTS

1402		Samuel B. Smith Cottage, Queen Anne cottage, facade gable, frame, corner lot makes it very prominent in streetscape	1889	C	C
		Garage, frame	c. 1970	N	N
1414		House, Ranch, 1-story, frame, cover-up siding	c. 1960	N	N
1420		House, Queen Anne, 2.5-story, frame, cover-up siding, large scale, moth-balled for future use	c. 1892	C	C
1424		House, 2.5-story, frame, Queen Anne infl., Palladian window in north gable, cover-up siding	c. 1901	C	C
		Garage, frame	c. 1910	C	C
1426		House, Craftsman, 2-story, frame	c. 1916	C	C
1438		House, American Four Square eclectic infl., enclosed front porch	c. 1910	C	C
1442		House, 1-story, frame, compatible design w/neighborhood	c. 1995	N	N
1446		House, 1-story frame in-fill	post 1965	N	N

CLARK STREET INTERSECTS

1502		House, Craftsman, 2.5-story, frame, cover-up siding	c. 1915	C	C
		Garage, frame	c. 1970	N	N
1510		J. M. Ross House, brick, gable-front-and-wing farmhouse, non-conforming setback signals original use, 2-story, altered front porch, former orchard	1870s	C	C

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WEST NINTH STREET WEST SIDE (CONTINUED)

1530	House, documented Hallett design, Colonial Revival infl., 2.5-story, frame with brick on 1st fl. porch & tower (basically the same as 1234)	1897	C	C
	Garage, frame	c. 1921	C	C
1534	House, documented Hallett design, Colonial Revival infl., 1.5-story, frame, cover-up siding	1897	C	C
1546	House, 2-story, flared roof, contractor-builder spec house with Craftsman infl. facade gable roof porch (same as 1548, relate to 1920), cover-up siding	c. 1905	C	C
1548	House, 2-story, flared roof, contractor-builder spec house with Craftsman infl. facade gable roof porch (same as 1546, relate to 1920)	c. 1905	C	C

COLLEGE AVENUE INTERSECTS

1600 Block	Former University of Des Moines-Dowling High School Campus			
	Former Campus (classified as a site)		C	C
	Former Dowling High School Chapel, 910 Washington Ave.		N	N
	Former Dowling High School Educational Wing, 1000 Washington Ave.		N	N
	Grubb Y.M.C.A./Dowling High School Gymnasium, 1611 11th St.		N	N
	Dowling High School Entrance (classified as a structure)		N	N
	Flagpole		C	C

WASHINGTON AVENUE INTERSECTS

1712	House, 1-story, frame, Craftsman, clipped side gables	c. 1923	C	C
	Garage, frame	c. 1955	N	N
1716	Dr. Summerfield S. & Ella D. Still House, frame, Stick/Queen Anne, attic balcony subtype, cover-up siding, 2.5-story (near mirror image of 1724), rehabilitation planning in process. DOE	1885	C	C
1724	Harry O. Woollett House, Stick/Queen Anne attic balcony subtype, shingle cover-up siding, 2.5-story (near mirror image of 1716)	1885	C	C
	Garage, frame	c. 1960	N	N

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WEST NINTH STREET WEST SIDE (CONTINUED)

1728	House, Stick/Queen Anne, 2.5-story, with wrap-around Craftsman porch, cover-up siding, wedding present from Woolletts (1724 9th) to daughter.	1891	C	C
	Garage, frame	c. 1960	N	N

JEFFERSON AVENUE INTERSECTS

1800	Triplex, modern, 1-story, brick	1970s	N	N
1810	House, Colonial Revival, architect designed, 1.5-story, side-gabled roof with facade dormer, cover-up siding	c. 1897	C	C
1814	N. S. Wales House, Colonial Revival, Geo. A. Hallett designed, 1.5-story, frame, side-gabled roof w/hipped dormer, cost \$1,500. DOE	1897	C	C
	Garage, frame	c. 1948	N	N
1818	House, Craftsman infl., 2-story, cover-up siding on facade	c. 1918	C	C
1820	House, Prairie infl., 2-story, frame	c. 1908	C	C
	Garage, front gable	c. 1908	C	C
1826	House, Colonial Revival, 2-story, ell-shaped, architect designed, gallery side-gabled roof, cover-up siding	c. 1897	C	C
	Garage, frame, board & batten	c. 1910	C	C

FRANKLIN AVENUE INTERSECTS

911 Franklin	House, 1-story, frame, side gable, faces south	c. 1970	N	N
1900	House, Craftsman, 1-story, brick & shingle siding, faces south	c. 1917	C	C
1906	Oaks House, Stick/Queen Anne, canted bay attic gable subtype, 2.5-story, cover-up siding, iron pipe railing in front yard	c. 1887	C	C
	Garage, frame	c. 1970	N	N
1916	House, vernacular, 2-story, frame	c. 1915	C	C

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WEST NINTH STREET WEST SIDE (CONTINUED)

1918	House, 1-story, frame, Ranch 1970	c. 1960	N	N
	Garage, frame, multi-bay	c. 1960	N	N
1920	House, Victorian vernacular, 2.5-story, gable-on-hip roof, Craftsman infl. front porch (relates to 1546 & 1548)	c. 1892	C	C
1928	House, Craftsman, 2.5-story, frame, cover-up siding, nonextant front porch	c. 1915	N	N
	Garage, frame	c. 1915	C	C
1934	House, American Four Square, frame, flared roof cover-up siding, original porch detailing	c. 1905	C	C
	Garage, frame	c. 1960	N	N

LINCOLN AVENUE INTERSECTS

2000	J. Estey Wilkinson House, Prairie infl., 2-story, brick, w/attached garage whose facade was rebuilt c. 1985 in Prairie style	c. 1917	C	C
2008	House, American Four Square, cover-up siding, original porte-cochere on south, front porch alter red with brick columns & bulkhead,	c. 1905	C	C
	Garage, concrete block	c. 1959	N	N
2010	House, Craftsman infl., stucco on hollow tile, 2-story, brick enclosed front porch, N. T. Vorse, architect, house plans in progress in 1913.	c. 1913	N	N
2014	Rippey House, Craftsman influ., frame, side gable, central dormer, cover-up siding, 1.5-story	c. 1913	C	C
	Garage & wing, frame	c. 1955	N	N
2024	House, Craftsman influ., frame, side gable, 2.5-story, with enclosed front porch	1910	C	C
	Garage, frame	c. 1965	N	N
2028	House, American Four Square, flared roof, frame, concrete block foundation & front porch columns	c. 1905	C	C
	Garage, frame (compatible but new)	c. 1965	N	N

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This resource count was verified on September 7, 1997. It was accurate as of that date.

ARCHITECT-DESIGNS

The West Ninth Streetcar Line Historic District contains a number of architect-designed buildings. They include the following:

LIST OF ARCHITECT-DESIGNED RESOURCES

<u>Name of Architect</u>	<u>Historic Name</u>	<u>Address of Property</u>
Hallett and Rawson	E. A. Temple House	1330 West Ninth St.
Oliver O. Smith	New Motzer Flats	1353-1355 West Ninth St.
Norman T. Vorse	House	2010 West Ninth St.
George E. Hallett	House	1530 West Ninth St.
George E. Hallett	House	1534 West Ninth St.
George E. Hallett	N. S. Wales House	1814 West Ninth St.
George E. Hallett	Julius Scheibe Cottage	815 College Ave.
George E. Hallett	H.Y. Smith House	Unidentified location*

* Source = *American Contractor*, June 4, 1898.

INTEGRITY

The Victorian streetcar corridor is a fragile resource. Most of these corridors are located in or near the inner city of Des Moines. Redevelopment has taken its toll along most of them. The Sixth Avenue corridor, for example, has been negatively impacted to a point where it no longer possesses sufficient integrity for nomination as an historic district. (Page and Walroth 1992) In the late 1950s, the MacVicar Freeway truncated the Cottage Grove corridor between downtown Des Moines and University Place.

Within this context, the West Ninth Streetcar Line Historic District remains a fine example of a Victorian streetcar corridor in metropolitan Des Moines. While other Victorian streetcar routes--most notably the East Ninth Street and the Sevastopol streetcar lines--also retain their integrity, these routes

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should be evaluated within the context of East Des Moines and Sevastopol and not within that of West Des Moines. It might be mentioned, in passing, however, that these routes stimulated less development and never stimulated the density of land use evident along 9th Street. Within the context of West Des Moines, as noted above, the Sixth Avenue and the Cottage Grove corridors have suffered losses of integrity.

The noncontributing resources within the district are comprised mostly of garages and modern houses. The former Nash Park, located on the northwest corner of University Avenue and 9th Street, was converted to Fire Station No. 4 in the 1950s. At the same time, several dog-legs in University Avenue were removed by the construction of a sweeping curve in the road. This improvement required the taking of some of the former parkland.

Although these and other alterations have taken place along 9th Street, the essential character of this area of land as a streetcar corridor can still be discerned. All told, the integrity of the corridor was maintained at a high level until the 1960s. While a number of the single-family dwellings had already been converted by this time into multi-family dwellings, the overall condition of the district remained high.

A combination of advancing age, the conversion of single-family to multi-family units, and an increased stress on building fabric began to take a toll. By the 1980s, it was apparent that the neighborhood needed many general repairs. The U. S. Department of Housing and Urban Development now classifies the area as "slum-blight."

Although the condition of the district's buildings declined during this period, relatively few alterations were made to the historic fabric of these buildings. For this reason, the general integrity of the district remains good. Although a number of historic houses have been razed, some of their vacant lots have been improved subsequently with new homes in the 1990s, designed by architects to blend into the historic fabric of the neighborhood. Some cover-up siding has been installed in the area, and some facade porches have been removed or enclosed. These alterations should be considered acceptable if original fabric remains behind the cover-up materials and if the original design of the resource and its detailing remain visible.

During the late 1980s, local government and the private sector embarked on an affordable housing project within the neighborhood. A total of two single-family dwellings were constructed along 9th Street between University Avenue and Mary Street, and three double houses were constructed along 9th Street between University Avenue and Indiana Avenue. Although these buildings are counted as noncontributing to the historic district, their massing, roof configurations, and detailing were designed to blend into the historic character of the 9th Street corridor.

The overall integrity of the West Ninth Streetcar Line Historic District is augmented by numerous examples of late Nineteenth Century stables and early Twentieth Century garages. The survival rate of these structures is surprising, given the fact that wood frame is a relatively fragile material and that

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many stables and early garages in Des Moines have been razed in favor of newer facilities. A number of these resources also remain extant adjacent to the alleys, which border the historic district. Their survival was noticed during a pedestrian survey to identify and evaluate ancillary buildings within the historic district.

In the 1980s, property owners and neighbors in North Des Moines organized together and formed the River Bend Association, Inc. The boundaries of this organization include all of the West Ninth Streetcar Line Historic District. The association is dedicated to community improvement. Issues included in its agenda are the promotion of home-ownership, security, historic preservation, economic development, long range planning, zoning, and zoning enforcement. In September 1997, the River Bend Association sponsored its first "River Bend Tour of Homes." The tour stimulated wide-spread media coverage. More than 600 visitors bought tickets for this two-day event and toured 12 historic resources within the neighborhood. The tour featured the historic districts and individual properties recently listed on the National Register of Historic Places. "Ollie the Trolley," a streetcar-like bus, provided transportation for the visitors and called attention to River Bend as a Victorian suburb promoted by streetcars.

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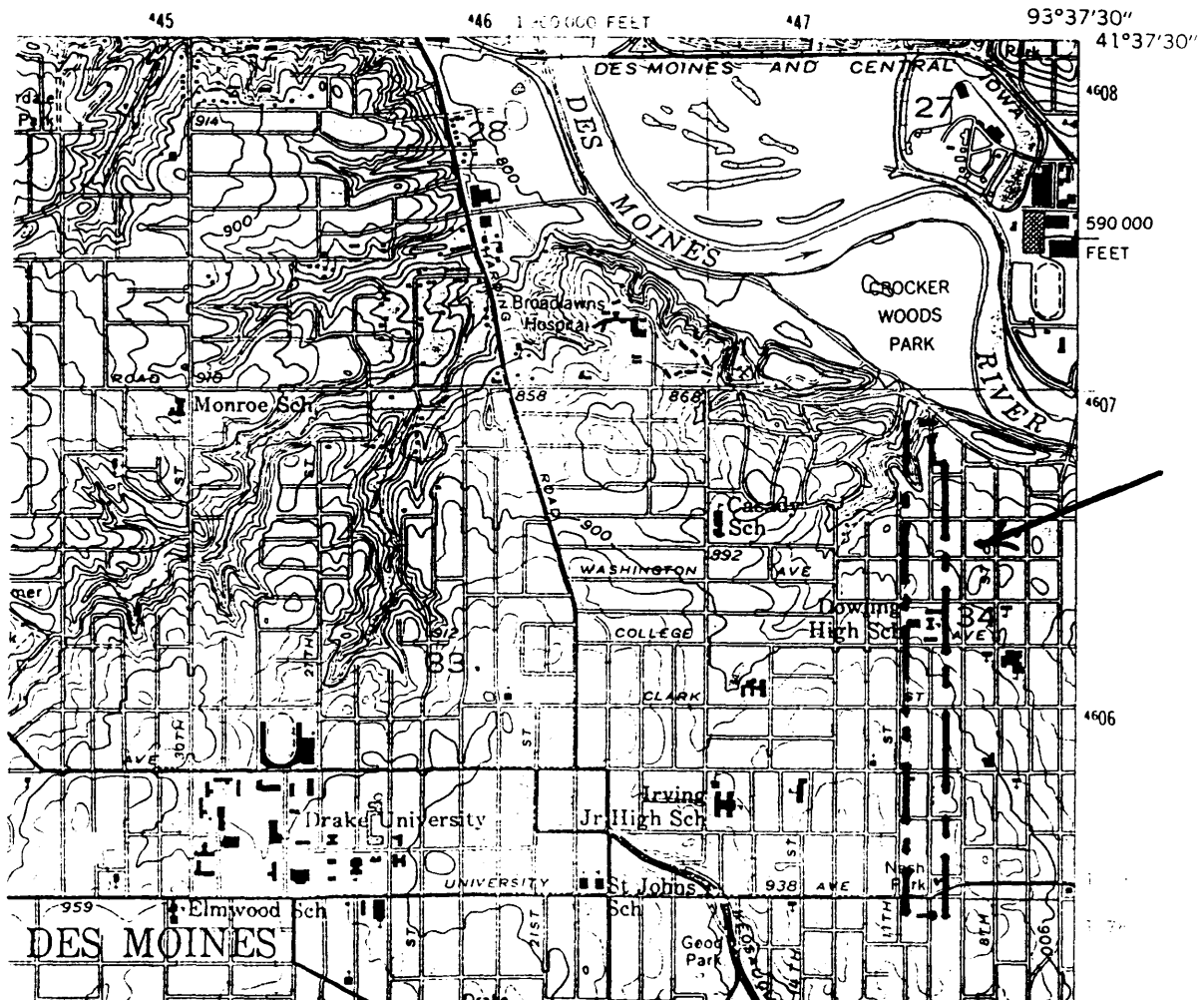
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SITE MAP

ARROW LOCATES SITE



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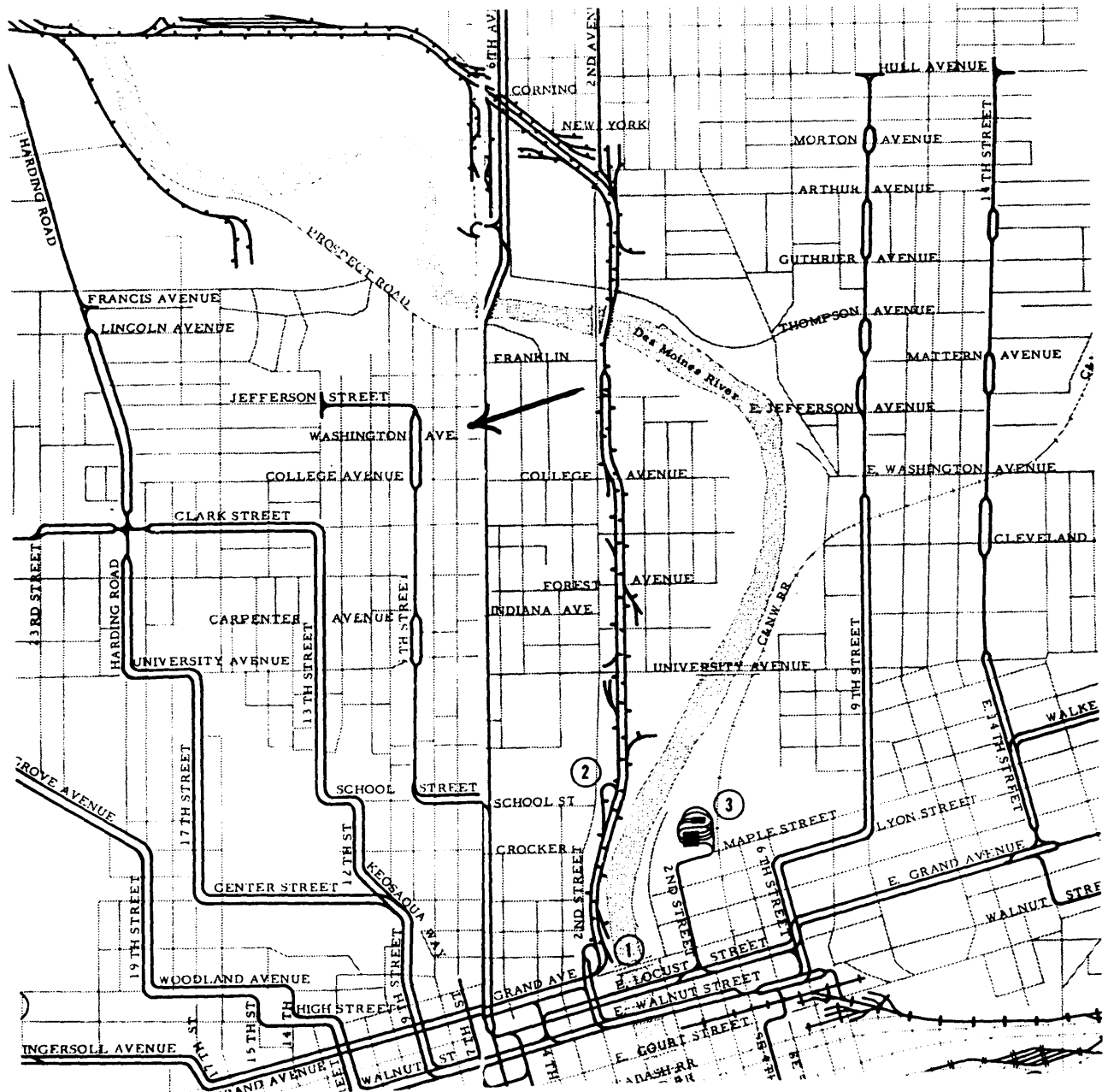
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WEST NINTH STREETCAR ROUTE



Source: Iowa Trolleys, map insert of Des Moines.

This document notes that "trackage changed over the years; this map represents the maximum."



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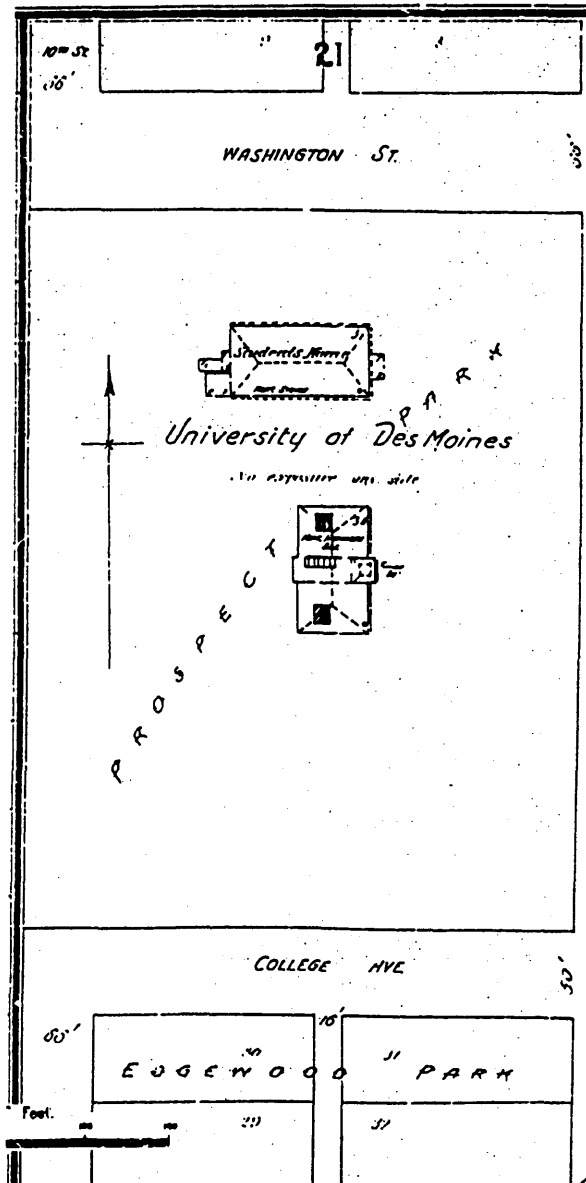
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1891 FIRE INSURANCE MAP

THE 1891 SET OF MAPS ONLY DEPICTS THIS PORTION OF 9TH STREET



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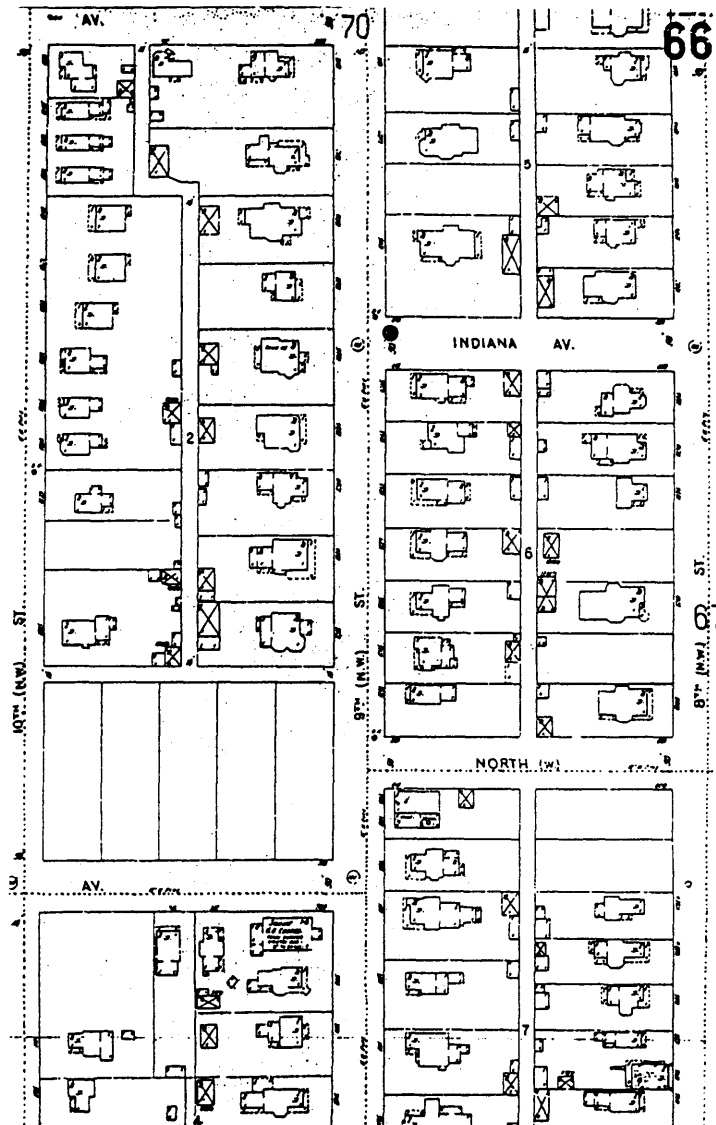
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1901 FIRE INSURANCE MAP SOUTH SECTION OF HISTORIC DISTRICT



Source: Sanborn Map Company, Des Moines, 1901, p. 66.

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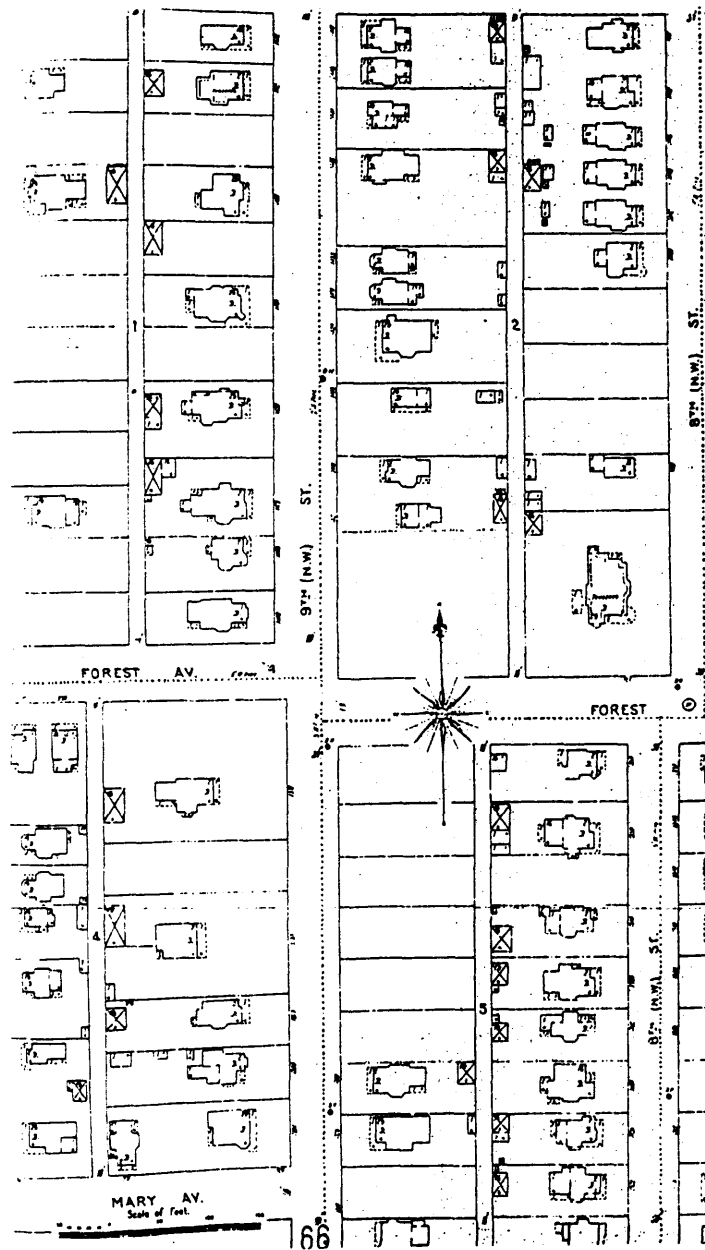
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1901 FIRE INSURANCE MAP SOUTH-CENTRAL SECTION OF HISTORIC DISTRICT



Source: Sanborn Map Company, Des Moines, 1901, p. 70.

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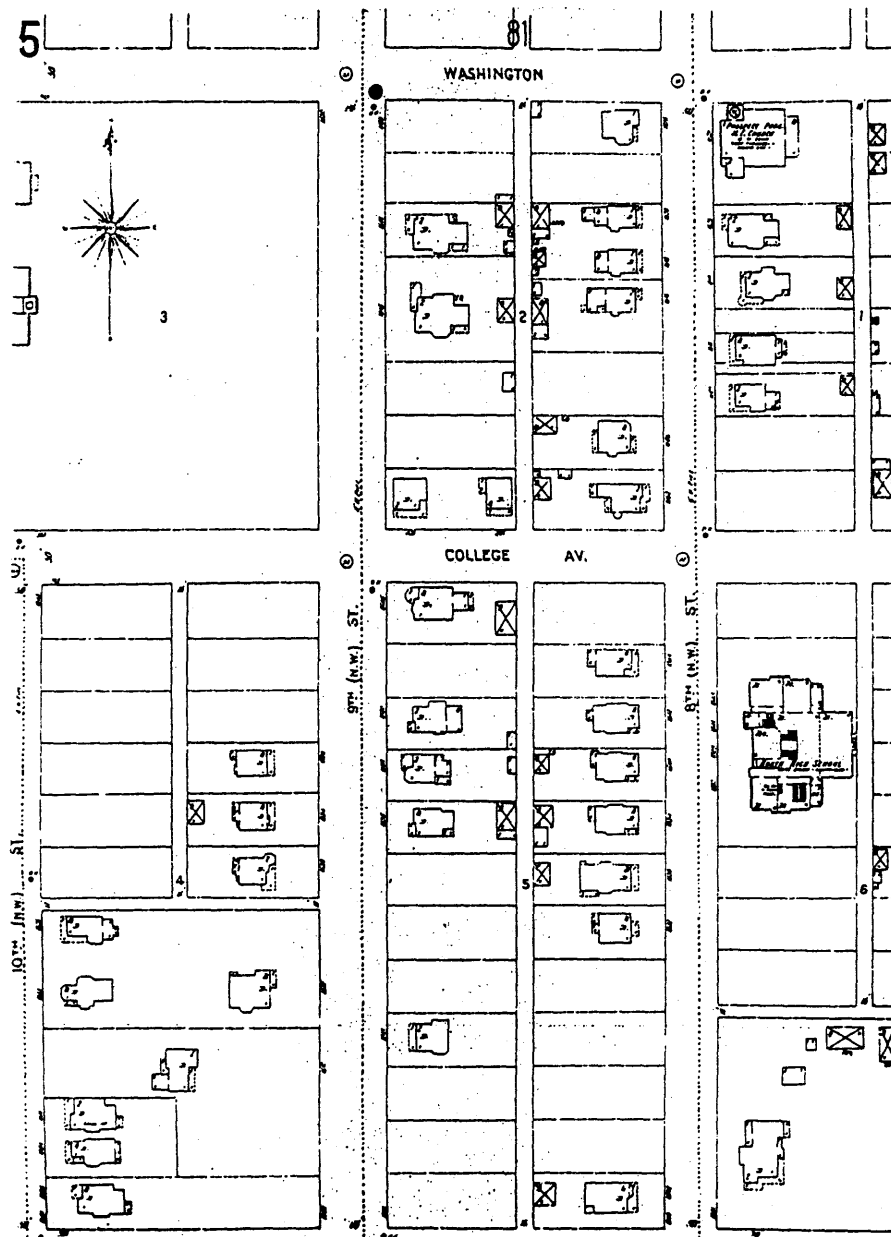
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West Ninth Streetcar Line Historic District, Polk County, Iowa.

1901 FIRE INSURANCE MAP

NORTH-CENTRAL SECTION OF HISTORIC DISTRICT



Source: Sanborn Map Company, Des Moines, 1901, p. 75.

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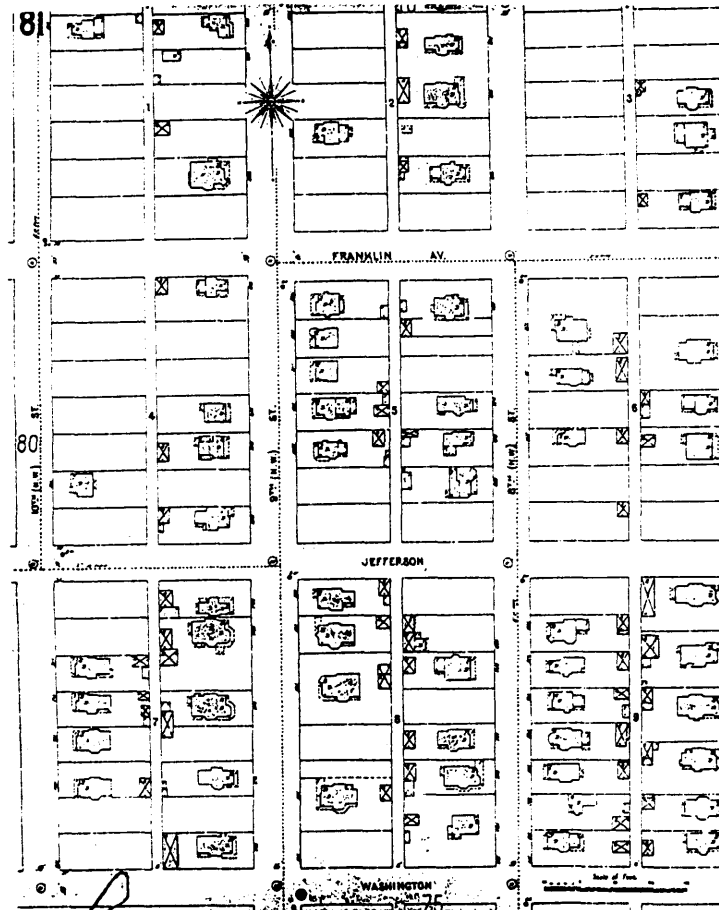
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West Ninth Streetcar Line Historic District, Polk County, Iowa.

1901 FIRE INSURANCE MAP NORTH SECTION OF HISTORIC DISTRICT



Source: Sanborn Map Company, Des Moines, 1901, p. 81.

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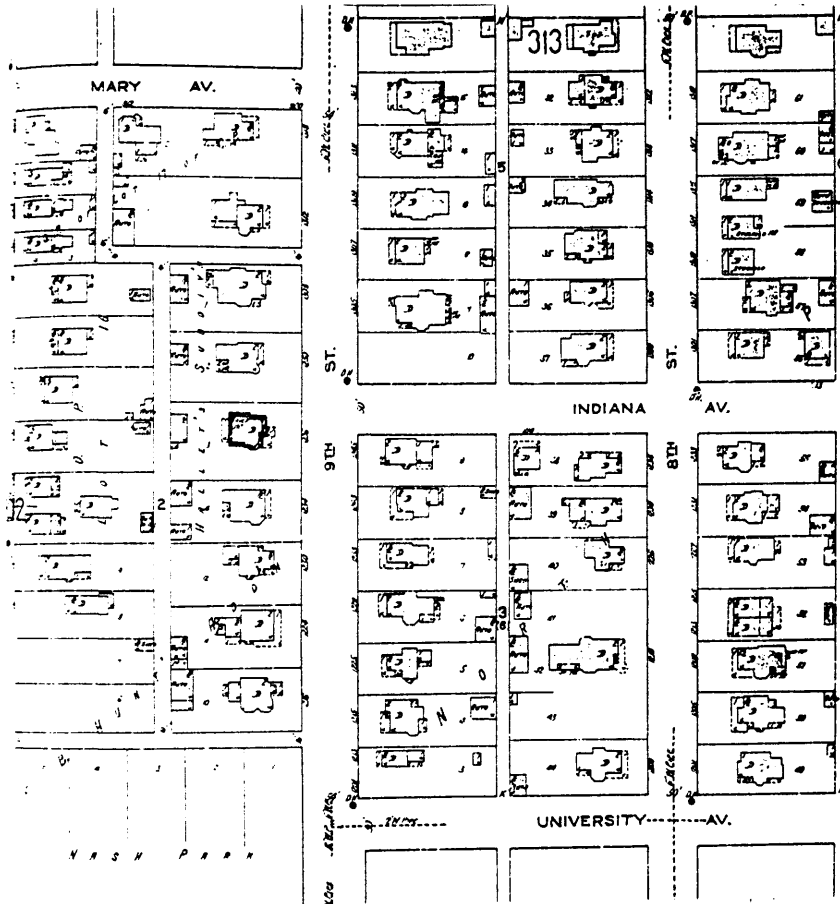
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1920 FIRE INSURANCE MAP

SOUTH SECTION OF HISTORIC DISTRICT



Source: Sanborn Map Company, Des Moines, 1920, Composite of p. 314.

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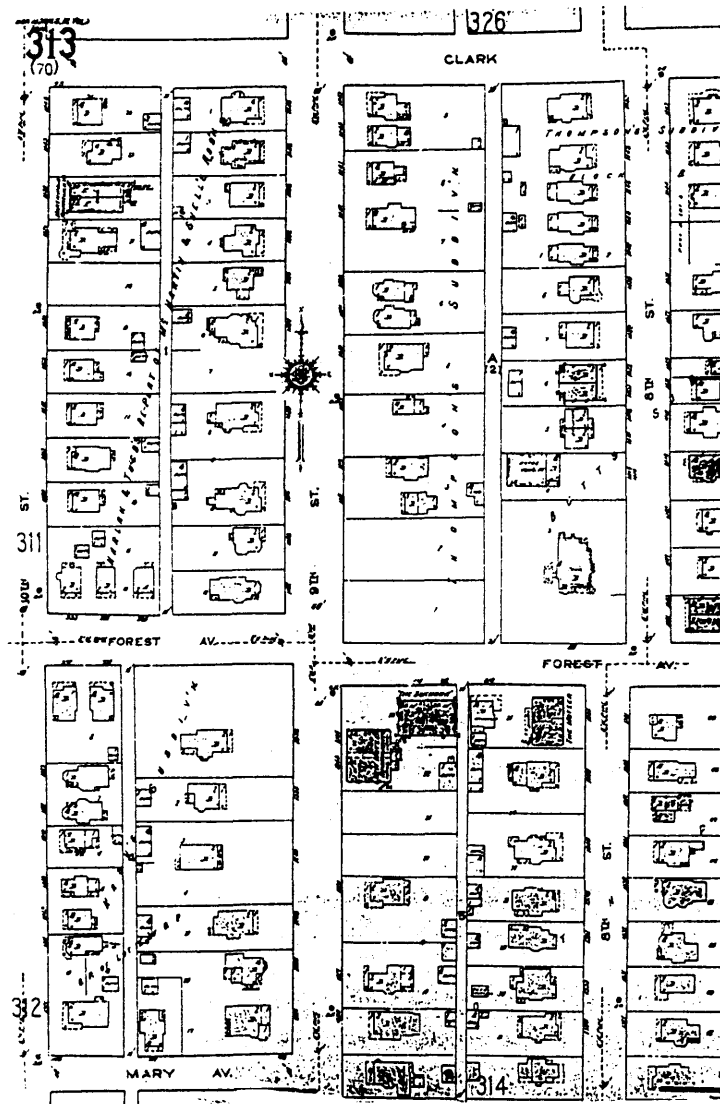
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1920 FIRE INSURANCE MAP SOUTH-CENTRAL SECTION OF HISTORIC DISTRICT



Source: Sanborn Map Company, Des Moines, 1920, p. 313.

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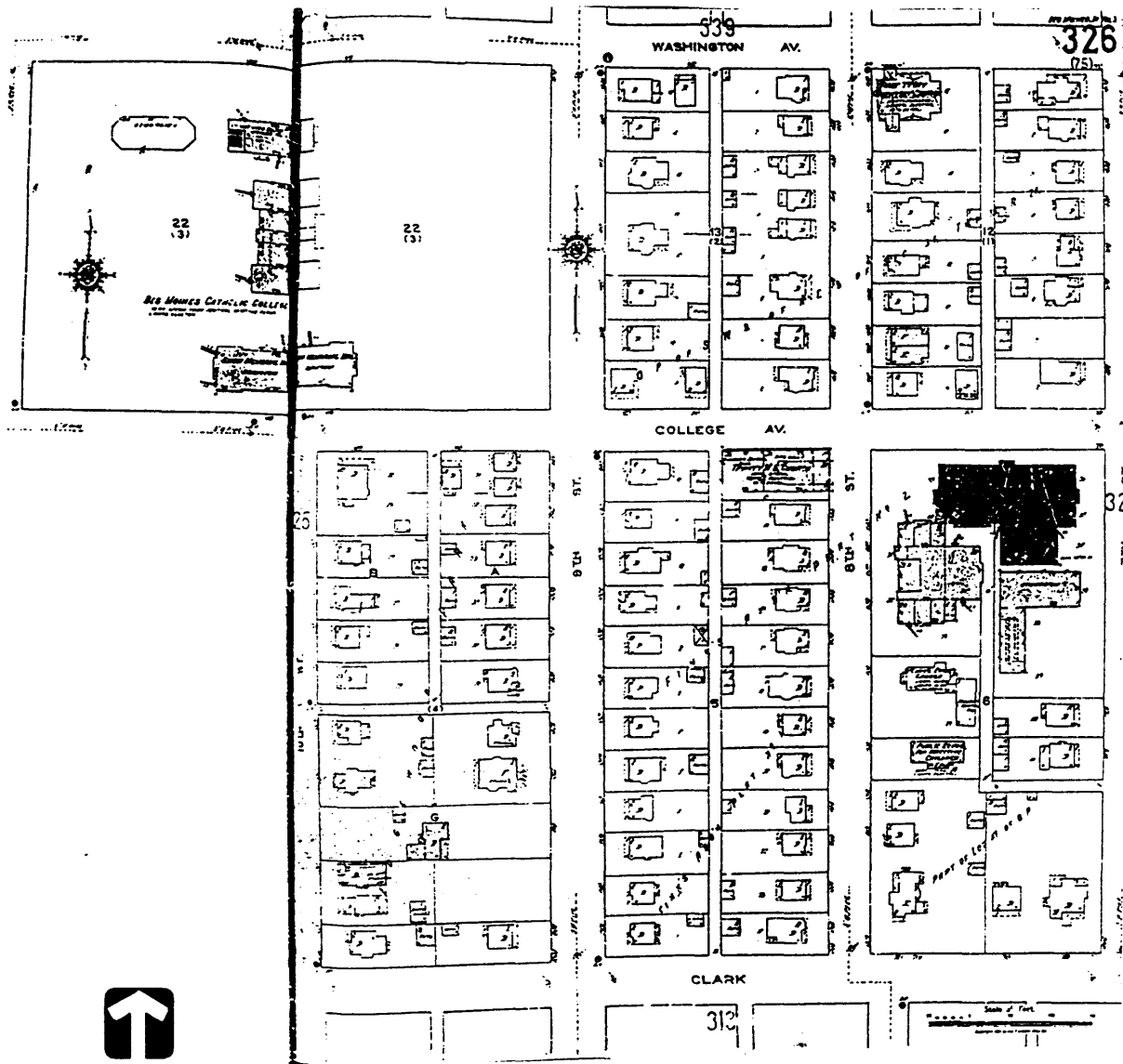
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1920 FIRE INSURANCE MAP NORTH-CENTRAL SECTION OF HISTORIC DISTRICT



Source: Sanborn Map Company, Des Moines, 1920, Composite of pp. 325 and 326.

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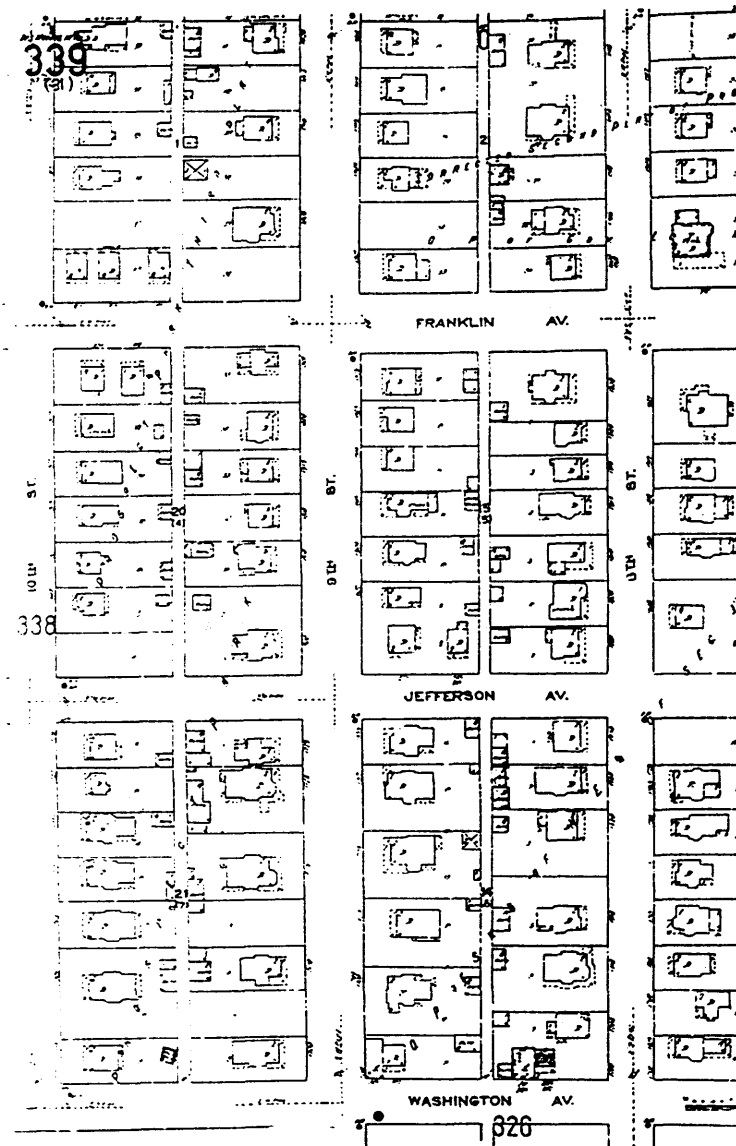
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1920 FIRE INSURANCE MAP

NORTH SECTION OF HISTORIC DISTRICT



Source: Sanborn Map Company, Des Moines, 1920, p. 339.

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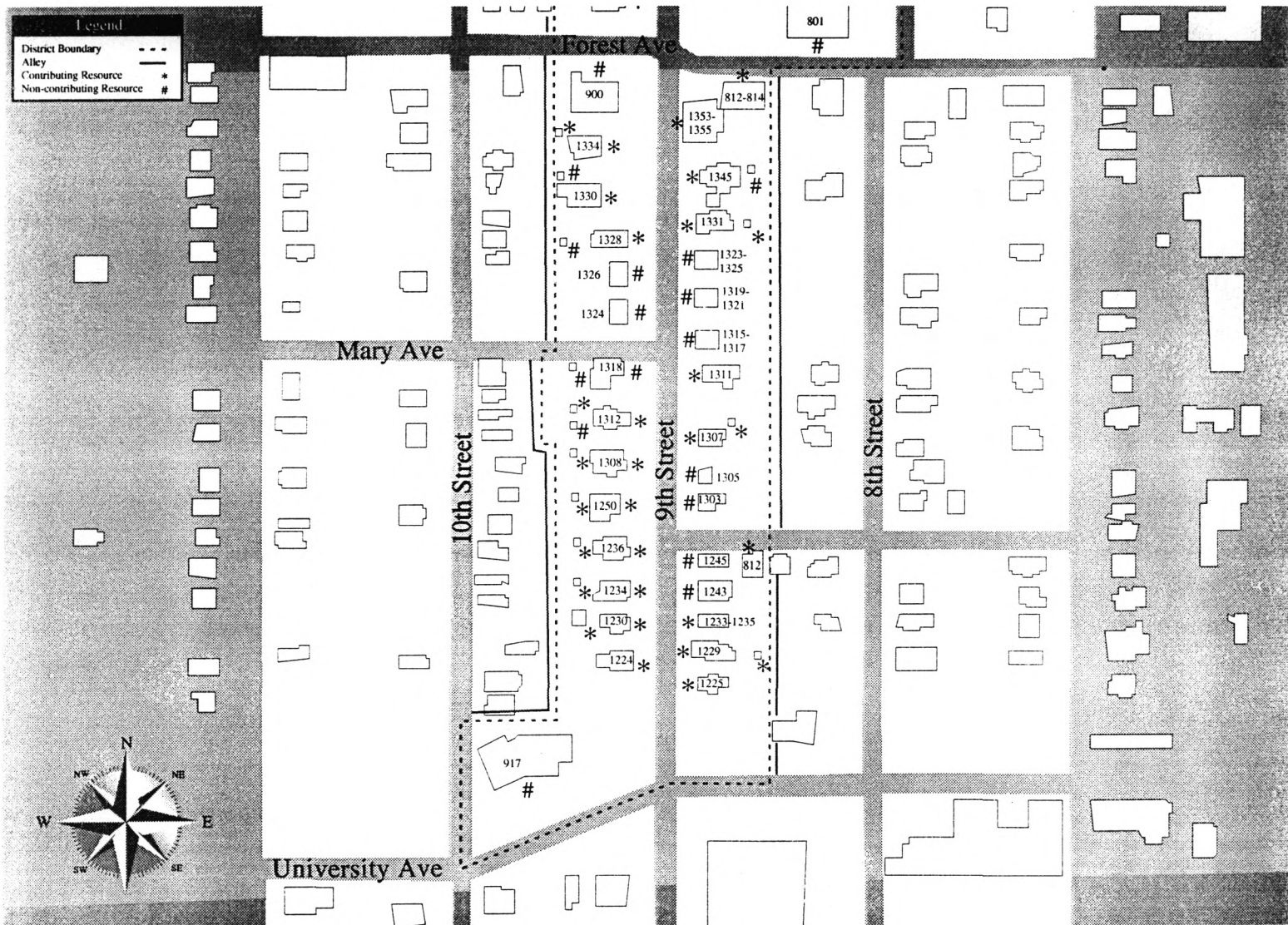
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West Ninth Streetcar Line Historic District, Polk County, Iowa.

BOUNDARIES WEST NINTH STREETCAR LINE HISTORIC DISTRICT

SOUTH SECTION



An asterisk (*) indicates a contributing resource. A pound sign (#) indicates a noncontributing resource.

Source: City of Des Moines Engineering and Community Development Departments.

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West Ninth Streetcar Line Historic District, Polk County, Iowa.

BOUNDARIES WEST NINTH STREETCAR LINE HISTORIC DISTRICT SOUTH-CENTRAL SECTION



An asterisk (*) indicates a contributing resource. A pound sign (#) indicates a noncontributing resource.

Source: City of Des Moines Engineering and Community Development Departments.

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West Ninth Streetcar Line Historic District, Polk County, Iowa.

BOUNDARIES WEST NINTH STREETCAR LINE HISTORIC DISTRICT

NORTH-CENTRAL SECTION



An asterisk (*) indicates a contributing resource. A pound sign (#) indicates a noncontributing resource.

Source: City of Des Moines Engineering and Community Development Departments.

United States Department of the Interior
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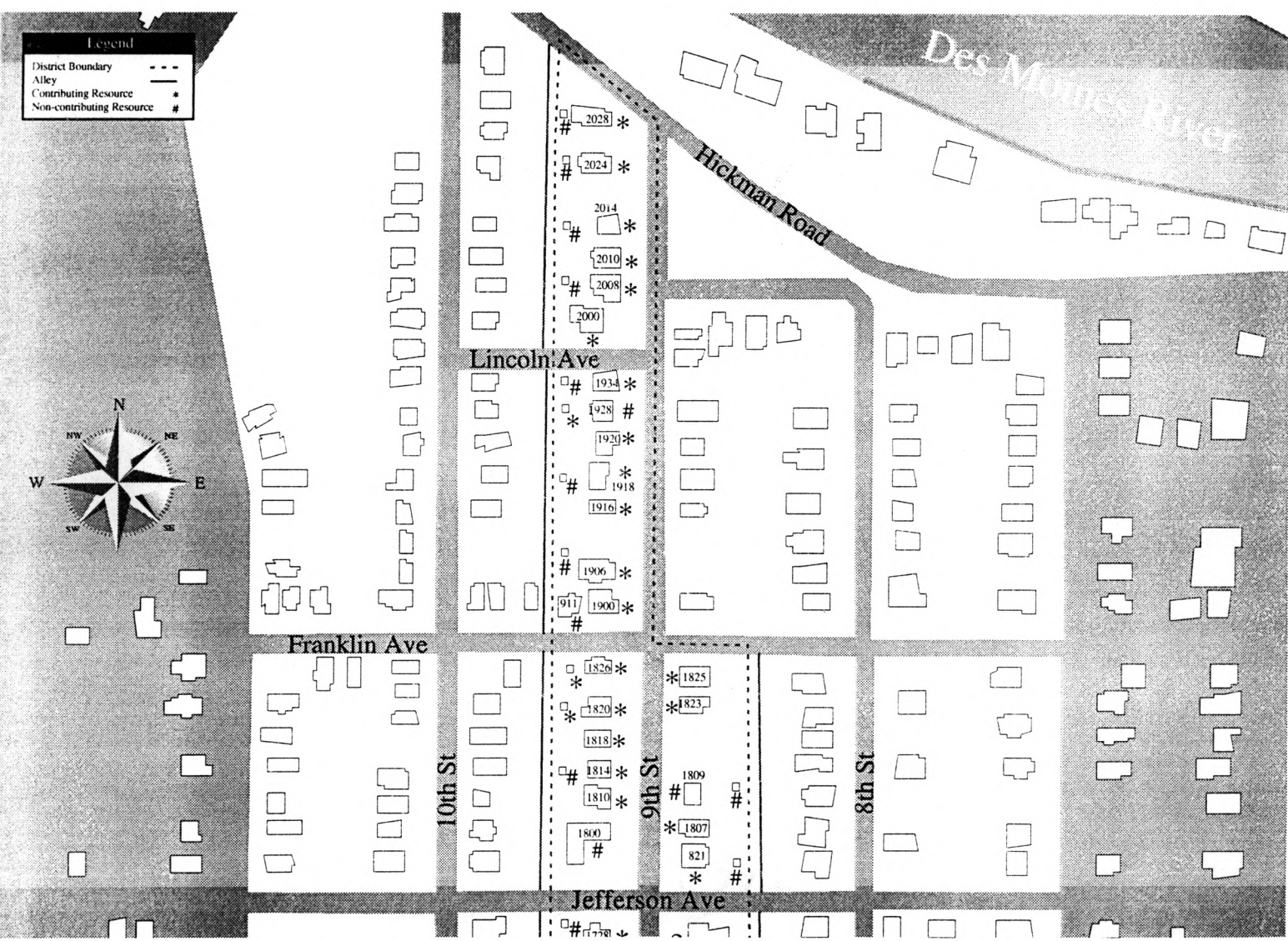
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West Ninth Streetcar Line Historic District, Polk County, Iowa.

BOUNDARIES WEST NINTH STREETCAR LINE HISTORIC DISTRICT

NORTH SECTION



An asterisk (*) indicates a contributing resource. A pound sign (#) indicates a noncontributing resource.

Source: City of Des Moines Engineering and Community Development Departments.

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West Ninth Streetcar Line Historic District, Polk County, Iowa.

STATEMENT OF SIGNIFICANCE (CONTINUED)

ARCHITECT/BUILDER

Architectural designs by the following architects are represented in the West Ninth Streetcar Line Historic District:

Oliver O. Smith
Des Moines, Iowa

George E. Hallett
Des Moines, Iowa

Hallett & Rawson
Des Moines, Iowa

Norman T. Vorse
Des Moines, Iowa

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West Ninth Streetcar Line Historic District, Polk County, Iowa.

STATEMENT OF SIGNIFICANCE

The West Ninth Streetcar Line Historic District is significant, under Criterion A, for its association with the importance of streetcar transportation to the development of North Des Moines. The proximity to rapid public transportation stimulated the improvement of 9th Street into ever higher land uses during its period of significance from circa 1883 to 1936. This historic district also illustrates the influence of the U.S. Land Survey system as a framework for community planning and development in North Des Moines and elsewhere west of the Appalachian Mountains during the late Nineteenth Century. The straight configuration of 9th Street conforms to a line bisecting a section within that land survey system. While many roads in rural areas of the Midwest were laid out in this manner, the system's influence in urban areas became watered down under the practices of laissez faire development, as can be seen in North Des Moines. Ninth Street, for example, stands in contrast to adjacent streets, whose layouts reflect the irregular effects of these economic principles upon their development. Because the district slices through the entire breadth of North Des Moines from the south to the north, it lays open to view the effects of laissez faire development as practiced in the platting of that community, another significant albeit deleterious quality of its history.

The West Ninth Streetcar Line Historic District also is significant, under Criterion C, for its architecture. Possessing many resources illustrating a variety of stylistic influences, including the Stick Style, Queen Anne, Colonial Revival, Craftsman, and Period Revival tastes, West Ninth Street calls attention to these stylistic influences on residential design in Des Moines, and North Des Moines in particular. The district also illustrates how these stylistic influences could be applied to multiple-family as well as single-family dwellings. This area of significance is strengthened by the fact that several notable local architects designed these buildings and local contractor-builders erected them.

The period of significance for the West Ninth Streetcar Line Historic District, under Criteria A and C, is circa 1883 to 1936, the time this corridor served as a streetcar route. Significant dates include circa 1883, when streetcar transportation first began service along 9th Street in North Des Moines and 1936, when gas buses replaced the streetcars along the route.

STREETCAR TRANSPORTATION

Introduction

As Des Moines' most-fully developed example of a Victorian streetcar corridor, the West Ninth Streetcar Line Historic District illustrates the influence of this new transportation technology on the development of suburban Des Moines, specifically in North Des Moines. While other Victorian streetcar corridors also remain in the city--notably the University Avenue line on the west side, the East Ninth Street line on the east side, and the Sevastopol line on the south side--the West Ninth Streetcar Line Historic District retains its integrity as the highest developed of them.

We now know that the 6th Avenue streetcar line and the West Ninth Street line competed with one another. The West Ninth Street line was the earlier of the two and ran on narrow gauge trackage. The 6th Avenue line was a broad gauge (or standard gauge) line. The presence of two streetcar lines

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serving virtually the same neighborhood was unique in Des Moines. An additional line subsequently served the neighborhood along 11th and 12th Streets. The fact that North Des Moines was served by multiple routes underlines its importance as the largest Victorian suburb.

West Ninth Streetcar Line

The West Ninth Streetcar Line Historic District illustrates the North Des Moines's housing boom during the 1880s and early 1890s, a phenomenon which radically transformed this area from an outlying settlement cluster to Des Moines' fastest growing and largest Victorian suburb. The West Ninth Streetcar Line Historic District is significant, under Criterion A, because it calls attention to the influence of transportation over suburban development in North Des Moines during the late Nineteenth and early Twentieth Centuries. Straddling both sides of the West Ninth Streetcar line, the historic district's association with rapid public transportation conferred upon it the status of a preferred location for residential development.

The West Ninth Street line was built in the 1880s by the Des Moines Street Railroad Company (later renamed the Des Moines Street Railway Company). Because this firm's trackage possessed a narrow gauge track three foot in width, it was popularly called the "narrow gauge."

The West Ninth Street line was an extension of the firm's downtown loop and was called the "Red Line." Originally a horse-drawn line, it was electrified during Jefferson S. Polk's improvements of the late 1880s and early 1890s. From downtown, the line ran along 7th Street, turned east at Center Street and ran to 6th Avenue, turned north at School Street and ran to 9th Street, and then followed 9th Street to its northern terminus. The northern terminus changed over the years. In 1888, for example, the 9th Street line ended at Washington Avenue. By 1889, however, the line had been extended to Jefferson Avenue, one block to the north. Later, the line was extended to Crocker Woods, entering the park through Devil's Gap and traveling to the south bank of the Des Moines River opposite the Zoological Gardens (later known as Riverview Park). Still later, the extension to Crocker Woods was abandoned.

The Red Line served both the west side and the east side of Des Moines. When the Red Line completed its route on the west side (described above), it headed east across the Walnut Street bridge and ran to the Victorian suburb known as Capitol Park. The Red Line followed Walnut Street to East 6th Street, where it turned north and ran along Grand Avenue. Then it turned east to East 9th Street, ran north to Filmore Street, turned east to East 12th Street, ran to East Grand Avenue, and turned west to East 6th Street, and finally followed Walnut Street again across the river. The Red Line was originally a narrow gauge railway on both sides of the Des Moines River.

Although both segments of this route were official known as the Red Line, popular parlance gave different names to each segment. The west side route was called the "West 9th Street" line and the east side route was called the "East 9th Street" line. It was purely coincidental that both streets were named "Ninth."

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West Ninth Streetcar Line Historic District, Polk County, Iowa.

Streetcar service remained operational along the West Ninth Streetcar line into the 1930s, when streetcar service was abandoned and replaced by gas-driven buses in 1936. Streetcar service along the Sevastopol and the Scott Street lines was also replaced by gas buses during this same decade. These three lines were the poorest paying of the company's routes, and gas bus service was introduced as an economy. Following World War II, all streetcar service in Des Moines was terminated, replaced by electric-powered buses. These vehicles were named "curbliners" as the result of a local contest to name the new mode of transportation. The general manager of the Des Moines Metropolitan Transit Authority never heard of such a name before coming to Des Moines. (K. Stephen Spade Informant Interview)

Although there was considerable national promotion of the conversion from streetcars to gas buses, the American public generally preferred streetcars. They provided a smoother ride and did not smell.

Because the West Ninth Streetcar Line Historic District was located directly on the West 9 Street streetcar line, this corridor enjoyed convenient access to public transportation and proximity to the city's downtown. (See Continuation Sheet 7-26.)

6th Avenue Streetcar Line

The 6th Avenue Streetcar line in North Des Moines was an extension line of the Broad Gauge Street Railroad Company, which originally served the downtown loop. This company was the second horse-car streetcar operation in Des Moines.

As with other streetcar routes, the 6th Avenue line changed over time. From the downtown, it originally ran along 4th Street and turned east at School Street. From there, it ran west to 6th Avenue, turned north, and ran to Jefferson Avenue.

Fourth Street provided the 6th Avenue line with its approach into the downtown because 6th Avenue south of School and Center Streets had a severe grade. Said to be of nine percent in the vicinity of Crocker Street, this slope was too steep for horses to manage. To "establish a grade," as such infrastructure projects were known, 6th Avenue was subsequently cut down to reduce its grade at three different times--in 1897, 1906, and 1916.

Establishing Grade

Des Moines' hilly topography impeded the construction of streetcar lines. This was particularly the case when the streetcars launched out to the heights above the floodplain of the downtown. Now the streetcars had to deal with irregular terrain and steep grades.

Originally when the horse-car lines were built, the tracks were built on the grade as such. Later and as public improvement projects, city government sought to "establish a grade," that is to cut down streets to reduce their grade variance. The streetcar companies became hesitant to build extensions on any roads that the city had not established a grade. Law required these companies to pay for pavement one

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foot on either side of the rails. Without an established grade, the companies would have had to pay for taking up the former track, as well as laying the new track and this paving. Even in cases where grades had been established, sometimes the city changed the grades again. This occurred, for example, along 6th Avenue, as noted above. According to one local historian:

The pressure of many believers in "the City Beautiful" and of many more who had regard for the utilities, compelled the city council to rescind its order to pave Sixth avenue hill as it then was. A new resolution was passed, early in September [1897], directing that the hill be cut down six feet, thus greatly adding to the beauty and utility of that central thoroughfare. (Brigham I:351)

As can be seen, establishing grade was a complex matter impinging on many different interests. The fact that the 9th Street hill between the downtown and North Des Moines was more gradual than that along 6th Avenue benefited 9th Street.

COMMUNITY PLANNING AND DEVELOPMENT

Introduction

The West Ninth Streetcar Line Historic District calls attention to patterns of suburban development in North Des Moines during the late Victorian period. The street is situated on a line, which bisects one section of land within the U. S. Government's land survey system. This historical association illustrates how that system imposed standardization on the planning of that suburban community and elsewhere west of the Appalachian Mountains. At the same time, the West Ninth Streetcar Line Historic District also calls attention to the frenzied real estate speculation, which occurred in North Des Moines during the 1880s and its concomitant laissez faire development practices. Within the space of only eight years, real estate abutting the 9th Street corridor was transformed from unincorporated land into 15 city plats. A major housing boom occurred in North Des Moines during the 1880s and early 1890s. Many of the residences along this corridor were constructed during this period. As a collection, they illustrate how this housing boom virtually established the residential look of North Des Moines. Finally, the historic district illustrates laissez faire practices current in the late Nineteenth and early Twentieth Centuries and how these practices affected North Des Moines as a Victorian suburb. Each of these points is explicated below.

U. S. Government Land Survey System

This 10 city-block corridor stretches all the way from the south end of the historic suburb to the north end, a distance of about one mile. The West Ninth Streetcar Line Historic District typifies how the U. S. Government's Land Survey system influenced community planning and development in North Des Moines and elsewhere west of the Appalachian Mountains by providing regularity within the welter of laissez faire development. (See Chapter I and Figure I-A in cover document.)

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The 9th Street thoroughfare runs along an imaginary north-south survey line bisecting Section 34 in Township 79 North Range 24 West. (See cover document Figure I-A.) When the U. S. Government originally transferred titles to the large tracts of land in this area, the government used its survey system to define the properties' boundaries. This north-south bisecting line became an important boundary for these land transfers and subsequently 9th Street, one of the few thoroughfares in North Des Moines. The straight configuration of this street in Des Moines' largest and fastest growing Victorian suburb provided an enticement for a streetcar line.

Laissez Faire Development

The West Ninth Streetcar Line Historic District slices through the entire length of North Des Moines. The breadth of this geographic extent is typical of the jumble of plats, streets, and alleys, which characterized community development in Des Moines.

The following list identifies the plats included in the West Ninth Streetcar Line Historic District, provides the date when they were first filed in the public record, and briefly notes their size and other physical characteristics:

PLATS

Name	Year Filed	Plat Size	Notes
Nash Park	N/A	Small	Platted w/o an alley
Thompson's Subdivision	1881	Moderate	Alley out of line w/plats to north and south
Enos B. Hunt's Addition	1883	Small	Building lots vary in size
Fink's Addition, Plat 1	1883	Small	Regular layout
Butt's Subdivision of Block C of Thompson's Subdivision of Lot 45	1883	Small	Alley does not align w/plat to south
North Park	1884	Large	Indiana & Forest Aves. jog between plats to east & west
Edgewood Park	1887	Moderate	Contains outsized lot, edged on north by short alley
Harland and Tubbs' Replat of McMartin and Snell's	1887	Moderate	Southern edge unaligned w/plat to east, resulting in street jog

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Fink's Addition, Plat No. 2	1888	Moderate	Contains oversized lot
Nash's Subdivision of Lot 22 of Official Plat of Lot 17 of Sec. 34, 79, 24	1888	Moderate	Alley does not align w/plat to south Irregular-sized building lots
Hallett's Subdivision of the East 173 Feet of O.P. Lot 16 of Sec. 34-T79N-R24W	1889	Small	Alley does not align w/plat to north
Official Plat of the Southwest Quarter of the Northeast Quarter of Sec. 34 T79N R24W	1884	Large	Regular layout
Plat of Prospect Park	1884	Large	Contains oversized lot truncating 8th St.
Prospect Park Second Plat (including Official Government Plat & Corrected Second Plat)	1887	Large	Irregular layout designed for landscape architecture
Prospect Park Third Plat	1888	Large	Irregular layout designed for landscape architecture

For the purposes of this list, "small" plats possess only a handful of building lots within the confines of one city block, "moderate" plats possess several city blocks, and "large" plats possess three or more city blocks or several city blocks of exceptionally large size.

This list illustrates the effects of laissez faire economic principles on the development of North Des Moines. It shows in particular the irregularity of the community's streets and alleys and how these corridors jog, terminate, and vary from plat to plat.

Laissez faire development also stimulated the parcelization of these plats into smaller subdivisions, additions, and replats. Real estate developers bought and sold property to realize profits and to facilitate improvements within the plats. Within the space of only eight years, land abutting the 9th Street corridor was transformed from unincorporated land into 15 city plats. These patterns of real estate development also included the frenzied speculation in land. This topic is discussed at length in the cover document of this MPS. In North Des Moines, this parcelization of land occurred primarily south of College Avenue. As a result, two distinct areas emerged within the community--the South of College area and the North of College area. (Refer to Chapter I of the cover document.)

Housing Boom

The West Ninth Streetcar Line Historic District calls attention to the housing boom, which occurred in North Des Moines during the 1880s and early 1890s. The statistics from these years witness to this phenomenon, as can be seen on the following page:

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NEW HOME CONSTRUCTION
West Ninth Street
1888

Homeowner Name	Place of Residence in 1899	Notes	Cost
Sevest Orson	9th at Franklin	6-room frame	\$800
George W. Coon	9th n.e. corner Washington	8-room frame	3,000
J. J. Town	9th & Washington	10-room frame	5,400
Orvis H. Coon	9th bet. Washington & College	10-room frame	6,500
Alfred P. Burton, real estate	9th & Jefferson	8-room frame	6,500
T. D. Cady	9th & Jefferson	8-room frame	3,000
Henry H. Schieb	9th & Jefferson	12-room frame	3,800
C. H. Gilmore	9th & Jefferson	12-room frame	3,800
Thomas P. Griffin, builder	9th bet. Jefferson & Washington	12-room frame	3,950
A. L. Christy	9th, corner Forest	6-room frame	1,700
J. Ballangee	1326 9th St.		2,200
F. C. Becks	1245 9th St.	8-room frame	3,500
John Fife [Fyfe]	1216 9th St.	12-room frame	8,500
S. C. James	1419 9th St.	9-room frame	4,000

(Some of these are the names of real estate developers--C. H. Gilmore, T. P. Griffin, and Henry Schieb, for example--who constructed these dwellings on speculation. They are not necessarily the names of the first owner-occupant.)

Source: *The Des Moines Leader*, January 6, 1889. *The Iowa State Register*, January 6, 1889.
The Commerce Exchange of Des Moines supplied this information to local newspapers.
Their reports vary slightly.

NEW HOME CONSTRUCTION
West Ninth Street
1889

Homeowner Name	Address	Notes	Cost
William H. Langdon	1160 9th St.	10-room	\$6,000
Albert Cowles, contractor & builder	9th St.	3-room	2,000
Charles Carlson	9th St.	N/A	3,000
Charles E. Gilmore, carpenter & builder	9th St. sw corner Clark	N/A	4,500
Lizzie Willis	9th St.	10-room	2,000
L. W. Goode	9th St.	9-room	5,000
Orvis H. Coon	9th bet. College & Washington	13-room	6,000
Elizabeth Coon	9th St.	12-room	5,000
Winton Elliott	9th bet. Washington & Jefferson	12-room	6,000

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West Ninth Streetcar Line Historic District, Polk County, Iowa.

NEW HOME CONSTRUCTION (CONTINUED)

West Ninth Street

1889

Homeowner Name	Address	Notes	Cost
R. T. C. Lord	9th St.	12-room	6,000
A. Becker	9th St.	10-room	4,500
S. Olsen	9th bet. Jefferson & Franklin	5-room	1,000
S. H. Washburn	9th St.	8-room	3,000
H. H. Schieb (or Scheib)	9th St.	12-room	6,000
James A. Gilmore	9th St.	12-room	6,000
T. P. Griffin	9th St.	N/A	4,500
Lewis Smith	9th bet. Indiana & Forest	N/A	4,000
Phil Klumb	1308 9th St.	N/A	6,500
Edward Clapp	9th St.	N/A	4,000*

(Some of these are the names of real estate developers--L. W. Goode, C. E. Gilmore, and H. H. Schieb, for example--who constructed these dwellings on speculation. They are not necessarily the names of the first owner-occupant.)

Sources: *The Des Moines Leader*, Jan. 5, 1890. * *Iowa State Register*, Sept. 22, 1889.

NEW HOME CONSTRUCTION

West Ninth Street

1895

Homeowner Name	Address	Notes	Cost
B. F. Gue	1522 W. 9th St.		\$3,200
H. E. Swafford	1821 W. 9th St.		2,500

Source: *The Des Moines Leader*, January 5, 1896.

This newspaper report states that "During the past year over \$500,000 has been expended in the erection of new buildings." (*Ibid.*)

What can be determined from these statistics?

The value of individual residences along 9th Street was high. Although much further statistical comparisons are necessary before a final judgment can be given in this regard, cross-samples of houses for sale across the city reinforce this belief. For example, an advertisement of 1908 pictures

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fourteen homes for sale throughout the city. The asking prices for these single-family dwellings varied from \$2,500 to \$6,250. (*Register and Leader*, April 12, 1908) Most dwellings were priced in the \$3,500 to \$4,500 range. The highest priced dwelling was the house at 1420 9th Street. (See Continuation Sheet 8-52.) Statistical proof notwithstanding, published information such as this certainly reinforced the public's perception that 9th Street was a corridor of residential preference in Des Moines.

Variety of Property Types

The West Ninth Streetcar Line Historic District illustrates a variety of property types. Streetcars stimulated many different kinds of land use. Significant examples of these types, as they occur within the historic district, include:

- Single-family dwellings
- Multiple-family dwellings
- Double houses
- Apartment buildings
- School campus
- Public parklands

The following list illustrates examples of this typology, which can be found in the West Ninth Streetcar Line Historic District (the list excludes single-family residences, which constitute their greatest number):

- DOUBLE HOUSES
- 1603 9th Street
- 1606-1609 9th Street
- 1717-1719 9th Street

- APARTMENT BUILDINGS
- New Motzer Flats, 1353-1355 9th Street
- Bokhara Apartments, 812-814 Forest Avenue
- The Gables, 1613-1621 9th Street

- SCHOOL CAMPUS
- Former Des Moines University-Dowling High School

- RESIDENTIAL PARKS
- Prospect Park
- (includes four separate plats conceived within one concept plan)

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Culture

During the 1890s and early decades of the Twentieth Century, contemporary perception in Des Moines held that 9th Street was a residential corridor of preference, social standing, and good taste. Several local publications, appealing to the public's desire for genteel reading material, featured exterior and interior photographs of houses within the West Ninth Streetcar Line Historic District. Other publications, like the *Register and Leader*, published features highlighting new construction along the corridor. The following table lists a some of these features:

FEATURED WEST NINTH STREET RESIDENCES

<u>Name of Dwelling</u>	<u>Address</u>	<u>Publication</u>	<u>Notes</u>
Joseph G. Gardner House	1439 9th St.	<i>Mail and Times</i> February 17, 1906	Photo of "Colonial Parlor and reception hall"
Philip Schmidt House	1324 9th St.	<i>Mail and Times</i> May 31, 1902	Photo of exterior. Identifies "Hallett & Rawson, Architects"
J. B. Marsh House	1700 9th St.	<i>Midwestern</i> October 1908	Photo of exterior
E. A. Temple House		<i>Midwestern</i> October 1908	Photo of exterior
E. A. Temple House		<i>Mail and Times</i> June 28, 1902	Photo of exterior. Identifies "Hallett & Rawson, Architects"
Philip Schmidt House	1324 9th St.	<i>Midwestern</i> October 1908	Photo of exterior
J. A. Lawless House	1423 9th St.	<i>Mail and Times</i> April 1, 1899	Photo of exterior
J. Reed Hurlbut House	1424 9th St.	<i>Mail and Times</i> April 1, 1899	Photo of exterior
Phillip Schmidt	1324 9th St.	<i>Mail and Times</i> April 1, 1899	Photo of exterior
Phillip Klumb House	1308 9th St.	<i>Mail and Times</i> April 1, 1899	Photo of exterior
Houses	1530, 1534, 1542 9th St.	<i>Des Moines Leader</i> May 16, 1897	Drawings of these three sister residences by architect George E. Hallett
New Motzer Flats	1353-1355 9th St.	<i>Register & Leader</i>	"Oliver O. Smith, architect"

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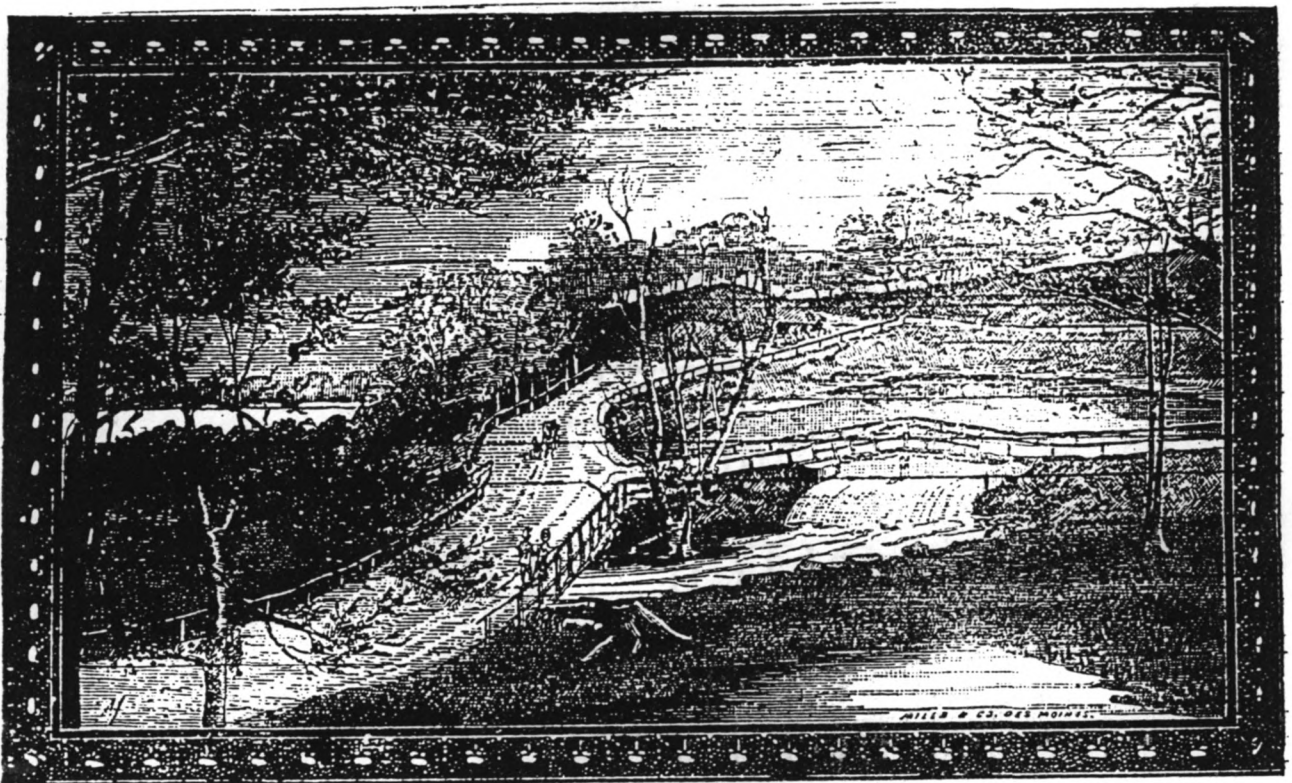
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NINTH STREET ENTRANCE TO PROSPECT PARK

1889



THE RIVER.

NINTH STR. ENTRANCE

SYLVAN LAKE.

PROSPECT PARK.

This woodcut looks to the east and pictures the Des Moines River on the far left. The drawing's caption identifies the main road as West 9th Street, evidently the name given an extension of this street at that time. It subsequently became Prospect Boulevard and then Hickman Road. "Sylvan Lake," a waterfall, and a bridge over the stream are also pictured. This drawing conveys the naturalistic beauty of Prospect Park, the parkland, and its appeal for recreational outings.

Source: Des Moines City Directory, 1889-1890, p. 174.

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WEST 9TH STREET A CORRIDOR OF RESIDENTIAL PREFERENCE

DES MOINES HOMES FOR SALE



1025 Twelfth St.

A new eight room home. Lot 66x150. Close to car line. Finished in hardwood. All modern features. On a good street. Price, \$3,400.



2827 Rutland Ave.

A new eight room home. Lot 66x150. Close to car line. Finished in hardwood. All modern features. On a good street. Price, \$3,400.



1420 West Ninth St.

A new eight room home. Lot 66x150. Close to car line. Finished in hardwood. All modern features. On a good street. Price, \$3,400.



1441 Thirtieth St.

A new eight room home. Lot 66x150. Close to car line. Finished in hardwood. All modern features. On a good street. Price, \$3,400.



921 West Sixteenth St.

Nine good rooms all large and well lighted, and a well ventilated house strictly modern. Lot 66x150. Two blocks from High School building. House in splendid condition. Will sell on long easy terms at \$3,500.



1221 Fortieth Ave.

An east side cottage home. Five rooms. Good barn. Splendid shade. Close to car line. A convenient location in good neighborhood. Price, \$1,800. Time if desired.



On Thirty-sixth St.

An attractive cottage on lot 66x150. Cottage is modern. This ground will come in for \$24,000.00 within the next few or three years at a price three times as great as that asked for the property today. Price \$3,000.



1244 Sixth Ave.

An attractive cottage on lot 66x150. Cottage is modern. This ground will come in for \$24,000.00 within the next few or three years at a price three times as great as that asked for the property today. Price \$3,000.



1710 East Court Ave.

An east side cottage home. Five rooms. Good barn. Splendid shade. Close to car line. A convenient location in good neighborhood. Price, \$1,800. Time if desired.



1817 Eighth St.

This home is on North Eighth street, on asphalt pavement, eight rooms with bath, furnace and gas. A magnificent lot with splendid shade. We exchange for smaller property or vacant property. Price \$3,000.

Advertisements such as this--for the property at 1420 9th Street (arrow) whose asking price was the highest of any of the dwellings pictured--reinforced the public's perception that West 9th Street was a corridor of residential preference in Des Moines. The asking prices for these houses were: 1) \$3,500, 2) \$3,800, 3) \$4,500, 4) \$6,250, 5) \$3,400, 6) \$3,500, 7) \$3,000, 8) \$2,100, 9) \$2,800, 10) \$4,250, 11) \$2,500, 12) \$1,800, 13) \$3,000, 14) \$3,550.

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SHOWPLACE RESIDENCES IN DES MOINES



This page from an 1899 newspaper featured photographs of 15 showplace residences throughout Des Moines. Four houses were chosen along West 9th Street. (They are marked with an asterisk.) This selection suggests the prominence of West 9th Street as a corridor of preference within the city. Although some of these West 9th Street houses are nonextant, other showplace residences were subsequently built along the corridor.

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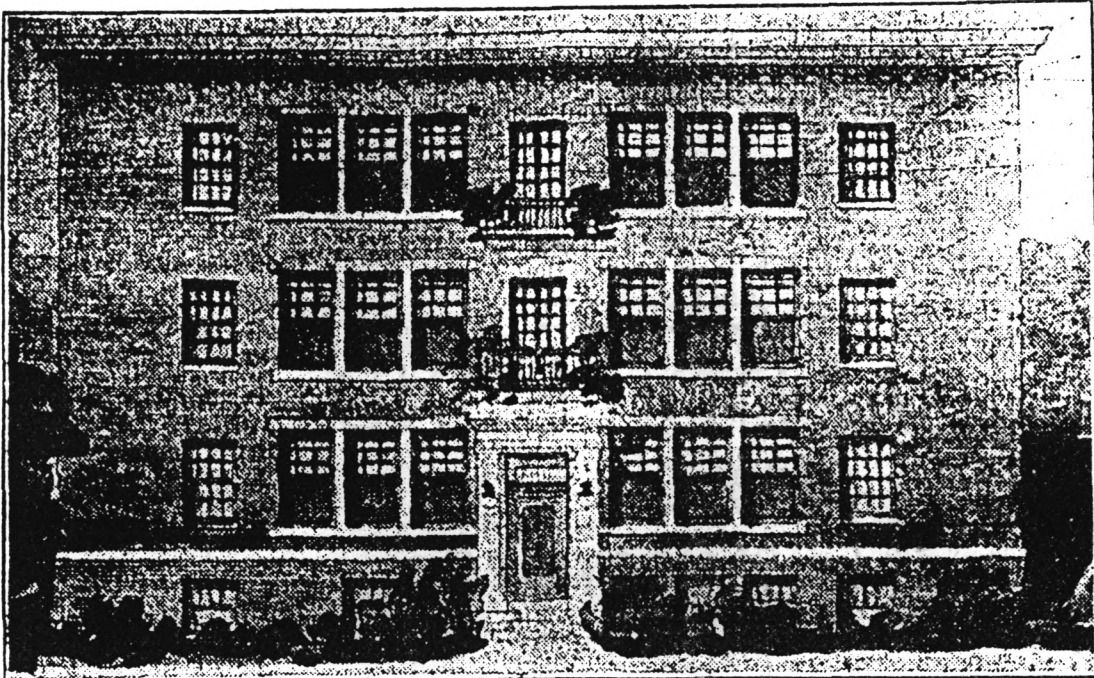
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NEW MOTZER FLATS

1353-1355 9TH STREET

NEW APARTMENT HOUSE AT NINTH AND FOREST



The above drawing shows the new apartment house to be erected by Herman Motzer at Ninth street and Forest avenue. It will have a frontage of sixty feet on Ninth street and will be 122 feet deep. Mr. Motzer owns another apartment house on the same quarter block and will leave the corner lot vacant as a miniature park for the residents of the two apartments. The new building will have twelve apartments and will cost \$25,000. Work on the structure will be started in about a week. Oliver O. Smith, architect, prepared the plans for the building.

This architect's drawing of the New Motzer Flats shows how local publications reinforced the public perception of 9th Street as a corridor of residential preference. It also identifies Oliver O. Smith as the building's architect. Smith designed other buildings in North Des Moines, including the C. H. Double House (NRHP) at 1700-1702 6th Avenue.

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BIBLIOGRAPHY

Please refer to Section I of the Multiple Property Documentation Form for complete bibliography.

PRIMARY

Abstract of Title for 2024 West 9th Street.

Document the property of Gundel Basert, Des Moines, Iowa.

Abstract of Title for 1236 West 9th Street.

Document the property of Teri Toye, Des Moines, Iowa.

Bushnell, J. P., compiler; *Bushnell's Des Moines City Directory, 1889-1890*; Des Moines; Des Moines Directory Co., Publishers; Vol. xiii; 1889-1890.

Des Moines City Directory; 1889-1890, p. 174. Includes woodcut drawings of historic sites in North Des Moines.

Des Moines Register; "Rent in Gable Apartments"; August 23, 1925, Page 6X.
Includes photograph of building.

Iowa State Register; "North Des Moines and Prospect Streetcar Company"; August 13, 1883; P. 7, c. 1.

Mail and Times, The [Des Moines]; June 28, 1902. Pictures photograph of the E. A. Temple House.

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Midwestern, The; October, 1908. Pictures photograph of the E. A. Temple House.

Midwestern, The; September 1908, p. 3. Pictures photograph of "Residence of Ford J. Howell, Wetherell and Gage, Architects."

Register and Leader [Des Moines]; April 12, 1908. Advertisement of houses for sale.

Register and Leader [Des Moines]; March 23, 1913. "New Apartment House at Ninth and Forest." Includes architect's drawing of facade.

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Robinson, Charles Mulford; *City Planning Report for Des Moines, IA. [Suggestions for the Beautifying of the City of Des Moines on a Comprehensive Plan]*; 1909.

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Saturday Evening Mail, The [Des Moines]; December 18, 1886.

SECONDARY

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Christian, Ralph J.; *A Self-Guided Auto Tour of the River Bend Neighborhood: An Architectural and Historical Sampler*; River Bend Association; 1990.

Page, William C., and Joanne R. Walroth; *Towards a Greater Des Moines: Early Suburbanization and Development, circa 1880-circa 1920*; Intensive cultural resources report prepared for and on file at the Des Moines Historic District Commission and State Historical Society of Iowa, Des Moines; 1992.

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ORAL HISTORY

Historical Committee, River Bend Neighborhood Association; Interviews with William C. Page; various dates, 1996 and 1997.

Sims, Ronald D.; Interviews with William C. Page; September 11, 1997. Sims has research newspaper records concerning public transportation in Des Moines. He shared his extensive knowledge of this subject.

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Spade, K. Stephen; Interview with William C. Page; June 23, 1995. Spade is General Manager of the Des Moines Metropolitan Transit Authority.

Toye, Teri; Interviews with William C. Page; various dates, 1996-1997. Toye, a restoration contractor, shared information gained from her years of experience as a River Bend resident.

Welch, Nancy; Interviews with William C. Page; various dates, 1996-1997. Welch, a neighborhood planner for the Community Development Department of the City of Des Moines, acted as administrator for this CDBG project and shared thoughts about the integrity of the various Victorian streetcar lines in Des Moines in relationship to the West Ninth Streetcar Line Historic District.

Zeller, John P.; Interviews with William C. Page; various dates, 1996-1997. Zeller shared his outstanding knowledge of local history as it relates to the West Ninth Streetcar Line Historic District and provided newspaper clippings from his many years scanning back-issues of Des Moines' newspapers.

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GEOGRAPHICAL DATA

Verbal Boundary Description

All property from University Avenue on the south to Hickman Road on the north situated between the alleys directly west of West 9th Street to the alleys situated directly east of West 9th Street, except from Franklin Avenue north to Hickman Road, where the boundary stands as West 9th Street itself. Also including all of Old Dowling Place.

Boundary Justification

The National Register boundary contains all land associated historically with this resource, except Highland Park (the triangle-shaped public park at Hickman Road), which is included in the Prospect Park Second Plat Historic District, also included in this MPS.

UTM References (all in Zone 15)

A. Easting	447 520	G. Easting	447 475
Northing	4606 880	Northing	4605 450
B. Easting	447-580	H. Easting	447 520
Northing	4606 860	Northing	4605 480
C. Easting	447 600	I. Easting	447 550
Northing	4606 600	Northing	4606 200
D. Easting	447 650	J. Easting	447 380
Northing	4606 600	Northing	4606 200
E. Easting	447 620	K. Easting	447 380
Northing	4605 420	Northing	4606 500
F. Easting	447 620	L. Easting	447 540
Northing	4605 400	Northing	4606 500