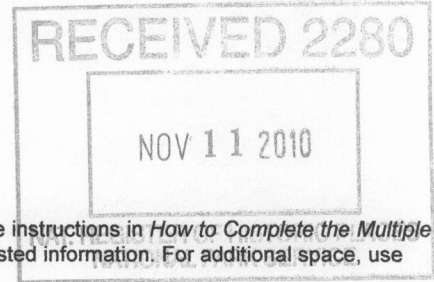


United States Department of the Interior
National Park Service

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National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

New Submission Amended Submission

A. Name of Multiple Property Listing

Post-World War II Development in Ottumwa, IA: 1944-1959

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Post-World War II Development in Ottumwa, IA: 1944-1959

C. Form Prepared by

name/title Molly Myers Naumann, Consultant mollynaumann@pcsia.net
organization Ottumwa Historic Preservation Commission date September 2010
street & number 167 West Alta Vista telephone 641-682-2743
city or town Ottumwa state IA zip code 52501-1437

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (See continuation sheet for additional comments.)

Barbara Mitchell / DSHPO
Signature and title of certifying official

November 3, 2010
Date

STATE HISTORICAL SOCIETY OF IOWA

State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Joe Edson H. Beall
Signature of the Keeper

12.27.10
Date of Action

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

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Additional Documentation	42 - 92

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

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.*).

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HISTORIC CONTEXT:

THE AMERICAN IDEAL

The early years of the 20th century saw dramatic changes occurring to the American lifestyle. Transportation modes were changing with street cars and buses were introduced to more communities and automobiles became more common. These changes allowed people to move away from the core of the city (or village) to new housing on the edges of town, "suburbs." Owning a home of their own was the dream of Americans across the socio-economic spectrum.

In the National Register Bulletin, Historic Residential Suburbs, David L. Ames and Linda Flint McClelland present a logical explanation of not only the physical development of suburbs, but also the economic factors that allowed for this development.

Until the mid-twentieth century, home ownership was costly and beyond the reach of most Americans. In the nineteenth century, most well-established families purchased their homes out-right. By the early twentieth century, several organizations were making home ownership possible for many moderate-income families by offering installment plans that required a small down payment and modest monthly payments. These included building and loan associations, real estate developers, such as Chicago's Samuel Gross, and even companies, such as Sears & Roebuck, which were in the business of selling mail order houses.

In the 1920s, it was common practice for home owners to secure a short-term loan requiring annual or semi-annual interest payments and a balloon payment of the principal after three to five years. This meant that home owners needed to refinance periodically and often carried second and third mortgages. This system worked well during times of prosperity, but during a period of economic downturn and declining real estate values, it was disastrous.

Beginning in the early 1930s, a series of Federal laws dramatically expanded the financing available for the purchase of owner-occupied dwellings and stimulated private investment in the home building industry through the construction of suburban subdivisions and rental apartment villages. The program of Federal home mortgage insurance, established under the National Housing Act of 1934, set the stage for the emergence of large operative builders, and after World War II, merchant builders. (Ames & McClelland, p 29.)

Federal Housing Administration (FHA)

The creation of a permanent, national program of mutual mortgage insurance, under Title II of the National Housing Act of 1934 signed into law by President Franklin D. Roosevelt on June 27, 1934, revolutionized home financing and set in motion a series of events that effectively broadened home ownership. The FHA was authorized to provide Federal Insurance for privately-financed mortgages for homes, housing subdivisions, and rental housing. Through the development of standards, as well as its review and approval of properties for mortgage insurance, the FHA institutionalized principles for both neighborhood planning and small house design.

The Federal government insured loans granted by private lending institutions for as much as 80 percent of a property's value. Mortgages were to be fully amortized

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through monthly payments extending over 20 years. Interest rates were to be relatively low, not exceeding six percent at the time, and required down payments were set at 20 percent of a home's value and extended payments up to 25 years. The Housing Act of 1948 further liberalized FHA mortgage terms by allowing insurance on as much as 95 percent of a home's value and extending the period of repayment up to 30 years. (*Ibid.*, p 31)

As part of the National Housing Act of 1934, the FHA developed a set of housing standards, a process for appraising real estate, and a comprehensive system of review for approving subdivisions for mortgage insurance.

In 1936 the FHA went a step further and published "Principles of Planning Small Houses," a book that provided five FHA house types which offered "a range in comfort of living." (Ames and McClelland discuss the details of this publication on pp 61-62 and the information in the next four paragraphs was taken from their discussion.) Ranging from House A to House E, each plan became a little larger, with Houses C, D and E being two stories. Each house was "void of nonessential spaces, picturesque features, and unnecessary items that would add to their cost." The FHA's guiding principle was "maximum accommodation within a minimum of means." The materials used to construct these houses varied from wood to brick to stone and stucco.

"The simplest FHA design became known in the home building industry as the "FHA minimum house." It was a single story rectangle that measured 23 feet 11 inches by 22 feet 4 inches and contained 534 square feet. It had two bedrooms, one bath, a multi-purpose living room/dining room/kitchen across the front and no basement. Entrance to the house could be placed on either the front or side gable. (Figures 1-3, pages 44-45)

The slightly larger Plan B had 624 square feet. Houses C and D each contained two bedrooms upstairs, and D had an attached garage. House E was the largest at three bedrooms and the most elaborate. The elevation drawing below shows it with a lunette in the front gable and a classically influenced entrance. (Figure 4, page 45)

The 1940 edition of "Planning Small Houses" contained a different, more flexible system of house design based on expansion, standardization, and variability. The "minimum house" was used as a base and could easily be expanded by adding feet to the dimensions of the plan, or adding rooms at various places on the plan, sometimes creating an L-shape. Projecting front gables, porches, windows, and different roof types could change the appearance of the simple house easily and relatively inexpensively. Some houses had fireplaces and chimneys, and even garages.

The standardization of building materials made low cost house construction possible. It also allowed for the design and manufacture of pre-fabricated housing. An unknown number of the houses built in the years following World War II were of the pre-fabricated variety. What was probably the quintessential example of a pre-fabricated house is found in the short-lived (1947-50) Lustron brand of houses. This was a factory built house that used enameled steel panels on both the interior and exterior of the dwelling. Steel had been impossible to find (or use for non-essential building) during the war, but with the peace came an over-abundance of it. Lustron houses were designed to make use of this newly abundant building material.

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The "GI" Bill

Under the Servicemen's Readjustment Act of 1944, commonly called the "G.I. Bill of Rights," the Veterans Administration (VA) provided guarantees on home mortgages for veterans returning from military service. The liberalized terms of FHA-approved loans enabled veterans to use their "GI" benefit in place of cash, thereby eliminating the down payment on a new house altogether. (Ibid.)

In 1945, with tens of thousands of veterans returning home to set down roots, establish families, and find adequate housing, came the need for designing the necessary new additions and sub-divisions. Community planning became essential. In 1936 the FHA had issued a publication Planning Neighborhoods for Small Homes as a "primer" for subdivision development. This was intended to be used in conjunction with its house plans.

Historically the United States has followed a gridiron system of city streets (except where the topography does not allow for this systematic form). For this reason, it was logical that most additions to communities would follow this straight-forward plan with orientation to the cardinal points. However, as suburban design developed, curvilinear forms began to appear. The FHA recommended this curvilinear form as the ideal. Sometimes these were necessary due to the landscape, but often these were created on level ground with the idea that it was more pleasing to the eye, and also was safer as the curves discouraged speeding.

Another approach to neighborhood planning included the use of deed restrictions. This was usually initiated by the developer. In this way they could control the size and shape of the building lots, could mandate the distance that had to be maintained between the dwelling and the street and the distance between houses, could establish minimum cost, could designate single family dwelling as the only use allowed, and could establish certain requirements for residency. These residency requirements often included specific race or religious qualifications. It was argued that restrictions such as these ensured neighborhood stability, maintained real estate values and protected residential neighborhoods from nonconforming industrial or commercial activities.

The return of the veterans, the lack of adequate housing, and continued population growth produced the largest building boom in U.S. history. Between 1944 and 1946 single family housing starts nation-wide increased eight-fold, from 114,000 to 937,000. By 1950 housing starts reached a record high of 1,692,000! (Ibid., p 65)

Between 1945 and 1960 the face of many communities was changed forever. New growth along the edges of the community and in-fill in established neighborhoods met the needs of their growing populations. Although small, low-cost houses were the norm in the early years after the war, as families grew and income increased with job advancement, larger homes began to dot the towns. The "minimum house" of the mid-1940s was often clothed in a Cape Cod exterior. Soon one and one-half story "Capes" were being built for the expanding families, and around 1950 the Ranch-style house associated with California, sunshine, and large lots began to appear in towns across the country. These single story houses featured a long, low profile with low-pitched roofs and an abundance of windows. The Ranch-style could even be applied to the "minimum houses" with the low-pitched roof with broad eaves creating the horizontal effect. With the arrival of this new house type came the California interest in outdoor living spaces as well. Rather than front porches which faced the street and offered little privacy, patios at the rear of the houses became the norm. These were accessed by sliding glass doors, opening the house to the outside.

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The residential growth between 1945 and 1960 necessitated growth in other areas of the community as well. Like the houses, the new buildings often used different building materials and were simplified in form. The whole infrastructure of the communities became strained. The housing developments soon caused pressure on the existing schools with increased numbers of children. New schools were built in the new neighborhoods. These buildings utilized steel frame construction with masonry curtain walls. The design illustrated changing educational approaches, with gymnasiums, large windows offering light and ventilation, no more than two stories in height, and surrounded by large playgrounds. While red or brownish brick had been commonly used for schools in the past, at mid-century light tan ("blonde") brick became the material of choice. Many of the churches that were constructed to meet the needs of this growing population used the same "blonde" brick as the schools. However, most of the churches continued to display traditional church design with gothic arched windows and spires. New water lines and sewers had to be extended to the growing suburbs, and street paving became a major city issue. Parks, hospitals, fire and police departments were all forced to expand not only their services but also their physical facilities.

Although the automobile had been a part of everyday life prior to the war, in the years that followed, auto ownership expanded as rapidly as the building boom. For four long years the auto industry had turned itself to the war effort, so new cars were greatly envied as they started rolling off the assembly lines in late 1945 and 1946. With this re-introduction of the auto came the desire for new, larger auto dealerships. Most of these were built outside the central business district, often along the edges of town or along highways. This was a specific building type for a specific business. There was a need for a fire-proof building with large unbroken expanses of interior space, large display windows, and large parking lots to showcase the vehicles for sale.

The impact of the growth of auto ownership was found throughout American towns. The greater mobility allowed people to shop anywhere in the community, not just "downtown." In turn, if the customers were going to arrive by car, there needed to be ample parking available. As new buildings were constructed there was a need to acquire more land for the construction of parking lots. And not just space for parking, but paved space for parking. This need for more space per building forced many of the new buildings and businesses to be on the outskirts of town.

One of the businesses that experienced the greatest change following the war was probably the grocery store. In 1945 there were still many neighborhood corner groceries dotting the residential landscape, and most downtowns had a number of groceries in single or double storefronts displaying their produce out on the sidewalk. Friendly owners and clerks were there to help with your shopping. In the late 1940s the "supermarket" began to appear in towns across the country. These were large stores filled with long aisles of goods displayed on open shelves where the shopper could "help themselves" to the products. Each store was able to offer a far larger selection than the Mom and Pop stores, and as chains developed the prices were often lower. These large stores needed not just more land for the building, but also for a large convenient parking lot. The shift of the grocery stores from the central business district to new shopping areas was one of the many factors that started the long path to downtown "de-vitalization."

The footprint of towns changed radically from 1945 to 1960. Thousands of acres on the outskirts of towns were annexed as residential developments. Businesses moved from the downtown to the edge of town, following the suburban development. The design of buildings and houses changed with new styles, new building materials, and new uses for buildings. A new, more relaxed way of life had been introduced, and quickly accepted.

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HISTORIC CHARACTER OF OTTUMWA

A basic knowledge of Ottumwa's history is necessary before it can be viewed within the context of "The American Dream."

First and foremost, Ottumwa is a river town. It was laid out along the north bank of the Des Moines River in 1843. Since the river runs diagonally, through the area, NW/SE, the original town, first called Louisville, is also on the diagonal. (Figure 5, page 46) Earliest settlement was in a swampy area along the north side of the river, with bluffs rising to the NNE. Later additions were laid out to the cardinal points. In 1844 Ottumwa was designated as the county seat. By the late 1850s residential development began spreading up the bluffs. Commercial and industrial growth occurred along the river, spurred by the riverboats plying the Des Moines from the Mississippi to the Racoon (site of Fort Des Moines). When the railroad arrived in 1859 the tracks ran along the flood plain parallel to the river. Ottumwa was the western terminus of the railroad until after the Civil War. The decade of the 1860s saw the town grow from about 1,600 to over 5,000. With growth continuing along the river and railroad tracks, Ottumwa became a wholesale center, meatpacking and coal mining became major employers, and factories were producing a variety of products.

Two small villages (Pickwick and Port Richmond) were located on the broad flood plain south of the river. When the south side was annexed to the City of Ottumwa in 1886, there were just 30 residents in the area. By 1893 there were over 4,000 people in south Ottumwa. A series of bridges have linked the two parts of the community over the years, with four vehicular bridges and two railroad bridges in use today.

There are business districts composed of late 19th and 20th century commercial buildings on each side of the river, and residential development, with attendant schools, churches, and parks, is found on both sides. New residential development has occurred along all edges of the city since the mid-20th century. Neighborhoods on the flat south side are laid out in a grid pattern of streets lined with primarily small to medium size houses. The hilly north side is filled with traditional 19th and 20th century residential neighborhoods. (Figure 6, page 47) As you approach Ottumwa from the south or west you are presented with a view of a tree-covered bluff rising from the Des Moines River valley, with church spires and roof tops peeking through the trees. Two of Ottumwa's historic residential districts are located on these tree-covered hills. The third historic residential district is located in the northern part of the city, in an area developed in the early 20th century because of the proximity of the streetcar line and the growing popularity of the automobile.

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POST-WORLD WAR II DEVELOPMENT IN OTTUMWA, IOWA: 1944-1959

Post-World War II Development in Ottumwa, Iowa followed much the same path seen in communities across the country. However, there were two "bench marks" in Ottumwa's development between 1944 and 1959.

- 1) Floods of 1947
- 2) The 1955 adoption of The Plan for Ottumwa, Iowa Looking Forward 50 Years.

Ottumwa's residential development illustrates the influence of the FHA on affordable housing. Almost all of the additions and subdivisions from 1944-1950 were designed for entry level housing that meets the description of a "minimum house," being four rooms including two bedrooms. Although the additions were platted by a variety of different people, one name occurs time after time, that of H.S. (Henry) Wormhoudt. He was the owner of Wormhoudt Lumber and a prominent man in the community. He was directly responsible for five subdivisions (all on the south side) containing a total of 127 dwellings. Each of these houses meets the standards established by the FHA for affordable (minimum) housing. Wormhoudt continued to develop residential neighborhoods through the 1950s. It was not until 1959 when Edward Schwartz began platting the first of his twenty additions that anyone approached the impact that Wormhoudt had on the shaping of the community.

Beginning around 1950 a different group of home owners began to build. These are older, more established business and professional people who have outgrown their current space and were ready to move up to something "bigger and better." In some cases that meant architect designed houses. Two new, young architects, Stephen Stoltz and Kenneth Steffen, arrived in Ottumwa in the early 1950s and their influence is readily apparent. Four up-scale neighborhoods on the north side contain examples of their work, and individual residences are scattered through the community.

Non-residential development was also strong. After the lack of materials during the war years, people were ready to make up for lost time. Not only was there new commercial construction, schools, churches, and health facilities, there was also a need for basic infrastructure maintenance and expansion. Flood control was an urgent concern following the floods of 1947. The answer to that concern, the river straightening, levee construction, and ultimate rerouting of the two federal highways through town was a defining element in Ottumwa's development. First work on the massive project began in 1954. Those projects shaped the face of Ottumwa today. The former Central Addition has become a 300+ acre park in the center of the community with multiple ponds, ball fields, tennis courts, camp grounds, playgrounds, a water park, space for horse shows and balloon races, and hundreds of Canadian geese. Ottumwa truly turned a major problem into a major asset.

Residential Development:

By 1940 Ottumwa's population had reached 31,570. (Figure 7, page 48) In 1942 the Secretary of the Navy authorized construction of a Naval Air Station on 1440 acres just north of the city. During the following years Ottumwa became very aware of their newest neighbor, first through the employment opportunities during the construction period, and then with the influx of naval personnel, many complete with their families. Housing in Ottumwa was stretched to its limits.

An article in the *Ottumwa Courier* on July 14, 1944 provided information on possible solutions to the problem. (No page or column noted on the clipping.)

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Ottumwa is Given "Go" Sign on House Building

Restrictions on residential building, in force in the Ottumwa area since shortly after the war began, have been lifted and local contractors today stand free to resume home construction under war production board regulations.

The project, designed to relieve this city's dwelling shortage, was explained by representatives of the federal housing administration during a meeting at Hotel Ottumwa Thursday night.

Referring to the recent approval of 145 family dwelling units for civilian war workers here, Holger Holm of Omaha, area director for the FHA, declared that investigations proved the need for additional housing facilities and urged the community to get behind the proposition.

"If you don't," he said, "the government, in all probability will come in at the taxpayer's expense and put up structures which would be disposed of after the war." ...

Of the units allotted for Ottumwa, 110 are to be new homes and 35 will be apartments converted from existing structures. Maximum sales price for the houses will be \$6,000, which includes the value of the lot. Converted apartments will be rented for as high as \$50 a month.

Director Holm explained that construction can be started almost immediately, or upon approval of priority applications. It is hoped, he said, to have at least part of the units ready for occupancy by late fall.

While the work can be financed with private funds, Holm cited the fact that about 99 per cent of similar construction in other communities has been handled through FHA loans, and he spent considerable time discussing the latter means.

When a house or series of houses are constructed with FHA money, the structures will undergo the same rigid inspections as in prewar days. However, privately-financed building will be subject only to WPB regulations.

The speaker encouraged interested parties to join their resources and apply for permission to build groups of houses under the FHA setup. Through this means, he said, it will require very little working capital in launching the project.

It is hoped, Holm said, that the entire program will be handled locally by real estate agents, material dealers, contractors and lending institutions. However, he declared, if this can't be done there are contractors willing to go many miles to do the job. ...

Questioned concerning the supply of materials needed for the project, Holm said: "We have built 5,000 houses in the last three years in various areas and not one was delayed in construction because of materials."

He did advise prospective builders to investigate other materials, such as concrete, brick and stone, with the possibility that they might be able to preserve lumber which is very scarce at the present time.

No garages, except when they are to be placed in the basement of a house, will be allowed under the plan.

One contractor from outside of the community expressed interest in building approximately 50 of the approved housing units, and on July 25, 1944 the *Courier* reported that 150,000 feet of lumber had been allocated for housing in Ottumwa. (No page or column noted.) However, local builders did not seem to be responding quickly to this wealth of materials. On August 5, 1944 the headline read:

**Apathy Toward Housing Plan Here Disappointing
Area Director For FHA Says Only Few Seek Priorities**

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Ottumwa's apparent disinterest in the current priorities for war housing program was cited today by the federal housing administration.

Pointing out that only two local residents have contracted to convert present homes into apartments under the project, Holger Holm, FHA area director, stated in a letter to the Chamber of Commerce:

"We are rather disappointed that more Ottumwa people have not taken the opportunity to convert a house or other buildings into additional apartments that would yield revenue and help the local war effort. ...

At the chamber office it was learned that several persons are planning to apply soon for priorities to begin home constructions. (No page or column noted)

William Berg of Berg Construction in Des Moines was the outside contractor who was interested in building in Ottumwa. He was ready to start immediately and to take advantage of available land on the south side of the community.

**Des Moines Firm Plans to build 60 Houses Here
South Side Project is First Planned Under Housing Program**

Work on the building of 60 modern residences will begin here Monday, August 14, according to an announcement by William Berg of the Berg Construction Co., Des Moines contracting firm that has purchased 60 lots on the south side on which this part of the new war housing program will be completed.

Berg said that he has purchased 49 lots from Clyde Coupland (and) 11 lots from the Wormhoudt interests. These building sites are between Baldwin and Finley Avenues and extend from Lillian Street to Ferry Street.

It is the plan of the Des Moines contracting firm to build the homes as rapidly as possible, after which they will be sold as completed under FHA terms. This group of houses, Berg explained, will be sold at two prices, \$5,800 and \$6,000.

While there will be some similarity of construction in the new group, the builder said that five different floor plans will be used and they will be finished with 22 distinct and different exteriors. It was also explained that care will be taken to separate duplicate styles. (*Ottumwa Courier*, August 7, 1944, no page or column noted)

The houses built by Berg Construction were somewhat larger than the FHA "minimum house B" measuring 30 feet by 24 feet for a total of 720 square feet. The basic plan contained four rooms, two of which were bedrooms. Many featured a symmetrical side-gable façade, while others had a shallow gabled bump-out on the front. Berg's houses are located on both sides of the street on Ferry, Minnesota and Webster Streets, between Finley Avenue and Baldwin Street. (Figures 8 & 9, pages 49 & 50)

At the same time that Berg Construction was building on the south side, Coon and McNeal Construction, also of Des Moines, developed plans to construct 26 houses on the north side of Ottumwa in the new Rose Addition. (Figure 10, page 51) The Rose Addition was platted in 1944, but not recorded until January 1945. 23 of the 26 houses were built in the 1200 block of North Fellows, and three were around the corner in the 1200 block of North Elm. (Figure 11, page 52) The topography of the north side of Ottumwa was very different from that found on the south side of the river. Hills rising up from the river valley prohibited the development of a neat, tidy, grid system for streets, and the sharpness of the inclines prohibited construction in many places between the streets. As the town grew and expanded farther to the north, the land flattened somewhat and a pattern of streets running to the cardinal points was more conducive to residential construction. The Rose Addition near the eastern edge of Ottumwa was laid out on gently rolling land that invited development. Like the Berg development, Coon and McNeal planned for small single story four room houses ranging from 720 to 744 square feet. Each would have two

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bedrooms, and garages were not part of the plan. A major difference between the two developments involved the building material used. While Berg took advantage of the lumber that had been made available for housing construction, Coon and McNeal turned to a locally produced material, brick from the Ottumwa Brick and Tile Company. All of the houses in the project were of brick construction, the only post-war building development in Ottumwa totally of that material. The houses in the North Fellows neighborhood share a common set back, and all have a central entry door. Three different plans were used, one with a front gable entry, one with a side gable entry, and one with an in-set front porch. The majority of these houses have a hip roof. (Figure 12, page 53)

W.L. Harper began the construction of houses along Northview in north Ottumwa in March, 1945. (Figure 13, page 54) These were of frame construction, and had a deeper common setback than those found along Fellows or in the Berg development. (Figure 14, page 55) The six subdivisions recorded during 1945 and 1946 were pretty evenly divided between the north and south sides of the Des Moines River, but the south side additions were larger and included many more lots. Five of the subdivisions were laid out by either the property owner or developer. The sixth was Johnson Acres, located on the southeast corner of North Elm Street and East Alta Vista. This was designed by the Des Moines landscape architectural firm of Robinson and Parnham. The 16 lots were sold and developed individually over the next ten years, with most of the homes being architect designed.

In November 1945 an *Ottumwa Courier* headline read "Peace Brings No End to Housing Problems." (p 15, c 2 & 3) The article said that the situation had become desperate with the Red Cross and Naval Welfare Department both searching for living quarters. Although primary training at the naval air station ended in September 1945, the navy continued to bring personnel to Ottumwa, with approximately half of the service men bringing families with them. To get an idea of how many people were involved, it is interesting to note that in the ten months prior to September 1945, 1640 aviators had been trained in Ottumwa. In addition to the growing numbers of navy personnel and their families, an estimated 200 returning servicemen moved to Ottumwa with their families. In January 1946 the city directory estimated Ottumwa's population at 35,000 and the newspaper said that the community needed "at least 1,000 new homes." A developer by the name of Clingman (no first name given) bought 144 "Pre-Fab" Houses to be settled on Elmdale, two blocks east of North Court. There were three different models of the houses, which were manufactured in Detroit, and were scheduled to arrive at the rate of 20 a month. (*Ottumwa Courier*, May 23, 1946, p 17, c 5-7) There was no further mention of this pre-fab project, and a 2009 survey of the Elmdale neighborhood did not identify a set of similar houses, or even a few that appear to meet the description of the "pre-fab" noted in the article. However, in 1948 there was mention of fourteen lots along the east side of Meadowdale north of Elmdale that were part of Clingman's 1st Addition. The small houses on these lots are similar to the FHA minimum houses built by Berg and Coon-McNeal. The area north of Northview and Elmdale, and east of North Court contains several different sub-divisions, all of which fall into the post-war development period.

Water lines and sewer were being extended north from Grandview Avenue to provide service to the Northview development and these other proposed residential additions. A new reservoir was being constructed on North Court Street between Maple and Albany to store the water needed for the growing north side. The city moved forward with paving projects, despite opposition from property owners in the affected areas, because the projects created badly needed jobs, and would cut down on maintenance.

A natural event that changed the face of Ottumwa occurred in June 1947. Twice in the span of ten days the Des Moines River rose over its banks, inundating huge sections of the city of Ottumwa and the surrounding countryside. Photographs published in a small booklet entitled Disaster at Ottumwa, Iowa show the extent of the flood waters and some of the damage done. On the south side the water extended

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block after block after block south of the river. Whole neighborhoods were submerged and cars were covered to their roof tops. (Figure 15, page 56)

In the months following the floods residential construction increased. Not only was new housing needed for the returning veterans, many Ottumwa homes had been damaged beyond repair and new houses were needed. Construction began in the first of H.S. (Henry) Wormhoudt's seven additions in the summer of 1947. Riverside Lane contained 24 lots. It was located in south Ottumwa extending north from Albia Road. (Figure 16, page 57) Riverside Lane is one of the few developments in Ottumwa that contains both single story and two story residences. (Figures 17 & 18, page 58) The houses appear to follow FHA recommended house types with House B designs having 696 square feet and House C plans, two stories, with 480 square feet per floor (960 total). On August 1, 1947 the *Ottumwa Courier* published a photograph of some of the two story houses at the north end of the street with the headline that these represented the first of 35 planned Wormhoudt houses.

As a rule, Wormhoudt's additions, and those of other developers around Ottumwa, featured the single story wood frame house usually associated with post-World War II "tract" housing. Although not as large as the Levittowns found on the east coast, Ottumwa's newest neighborhoods looked very much like them with rows of houses evenly spaced, marched down each side of the newly developed streets.

One of the most highly advertised developments was Hillview Heights. This was located just north of East Pennsylvania Avenue, and lived up to the "hillview" in its name. Unlike the developments in south Ottumwa, some of those on the north side of the river offered a neighborhood of rolling hills (and in some case, steep lawns. The Hillview Heights development was located just to the west of the site of the new Ottumwa Hospital (1951) and provided nearby housing for hospital employees. (Figure 19, page 59) An aerial photo from the 1950s shows the beginning of the development of this neighborhood. (Figure 20, page 60) The Great American Dream of home ownership is clearly illustrated in the editions of the *Ottumwa Courier* during the late 1940s. (Figure 21, page 61) The photograph of the happy young couple "dreaming of a new home" in the Hillview Heights ad was used in several other *Courier* ads running at the same time including the Fidelity Savings Bank and the Ottumwa Mill and Construction Company.

The Great American Dream of home ownership is clearly illustrated in these editions of the *Ottumwa Courier* during the late 1940s. As idyllic as the ads with the happy young couple appeared, they did not represent the home ownership reality of all Ottumwans. As the new additions were being platted and recorded, some of them carried stringent covenants that included not only size and cost of the houses, required setbacks, and how large the garages could be, but some also included a clause that restricted lot and home ownership to those of the Caucasian race only, with a note that the owners were allowed to have servants of another race. These covenants were in effect until the mid-1960s. Census figures for 1940 to 1960 show that Ottumwa had the 8th largest black population in the state, 450 people or about 1.5% of the total population. These families were shut out of the Great American Dream for decades.

Residential construction was occurring outside of the new additions as well. (Figure 22 page 62) In 1949 a single story hip roof house with attached garage was built on West Alta Vista on a lot between 2 two story 1938 colonial revivals. In 1950 a large two story brick residence was built across from the St Joseph Nurses' Residence on Vanness. These two houses (Figures 23 and 24, page 63) illustrate the broad range of housing costs. The price of the Alta Vista house was \$8,000 while the construction cost of the Vanness house was estimated at \$20,000. (*Ottumwa Courier*, November 1, 1949, p 15, c 4) In-fill construction like this was happening in many established neighborhoods around the city.

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Between 1945 and 1950, 755 new houses were built in Ottumwa. Apparently no statistics were kept on how many houses were converted from single family homes to apartments to ease the housing shortage. However, in 1950 a three building apartment complex called the Green Street Manor Apartments was built at 421-427 North Green. (Figure 25 page 64) The three brick buildings were placed in a U-shape opening toward Green Street. All are two stories, with the two end units housing four apartments each, while the center unit contains a total of eight apartments. (Figure 26, page 65) This is the only apartment complex built during this period.

Residential construction slowed down during 1950, with only two new additions being platted, six lots in an Irregular Survey on Bonita in north Ottumwa, and 36 lots on Mowery in the Wormhoudt and Jackson 1st Addition in south Ottumwa. In late 1950 the *Ottumwa Courier* noted

"Survey Discloses Some Ottumwa Housing Surplus"

While there is not great surplus of housing in Ottumwa, neither is there any considerable unmet demand... (p 1, c 5)

Sociologists, survey teams working for developers, and the federal government were all looking carefully at the post-war housing expansion. Who were the buyers and what were they looking for? The federal government's Housing and Home Finance Agency conducted a survey in 1950, and *Better Homes and Gardens* magazine conducted another in 1955. Both of these provided insight into home buyers in 1949 and 1950. The following information is taken from Clifford Edward Clark's The American Family Home, pp 227-228.

The surveys showed that there were two different kinds of families buying houses. Nearly one-half were returning World War II veterans. Their average age was 35, they had children, and they had outgrown their apartments. They wanted more privacy as well as more space. Loans were easy to obtain, and they believed that home ownership was a good investment. By and large they bought their first house in a new suburban development. These would have been the buyers of the FHA recommended Houses A through E.

The other large group was made up of older families whose median age was 45. Their needs had changed as their children grew older and they had outgrown their first houses. Many preferred the quiet of a neighborhood away from the central city, and some moved due to a change in job. They had higher incomes than the younger group and could afford larger houses on larger lots.

These two surveys reflect what was happening in Ottumwa. While new developments featuring minimal houses were still being built in the period from 1950 to 1960, there were four upscale developments as well: Johnson Acres, Park Lane, Birchwood, and Woodshire. All of these followed a curvilinear design, and three were laid out in areas with hills. In all four neighborhoods, the lots were sold individually and the owners chose their own contractors and designs. During the 1930s and 1940s there had been only two architects in Ottumwa, Archie Eaton and Lyle Howard. That changed with the arrival of Stephen Stoltz in 1950 and Kenneth Steffen in 1956. Both of these young architects brought new ideas and new design concepts to the community. The two of them were responsible for most of the architect-designed residences in town in the next decades.

Houses along Raynan Drive (Johnson Acres) are typical of the larger, more expensive houses that were being built during the 1950s. Traditional designs sat side-by-side with the new ranch-style houses. The house at 15 Raynan was designed by Stephen Stoltz for prominent Ottumwa contractor

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Walter Zlogar and his family in 1954. (Figure 27, page 65) The brick house contains 1550 square feet and features the low-pitched gable roof that was common on ranch houses of the period. It featured clerestory windows above the hallway in the bedroom wing, and sky-lights in three rooms. The house was placed diagonally on a large corner lot, taking advantage of the mature trees and view to the east.

In 1951 the Ottumwa Planning Board established minimum subdivision requirements for the first tie. These covered requirements for streets, utilities, and lot sizes. The Planning Board became pro-active during the 1950s help to shape the future of the community and in 1955 the board published a 50 year plan for Ottumwa. One of the most important statements in the plan was

Wherever land is developed, streets will be designed to fit the topography, blocks will be longer with fewer cross streets to promote safety and maximum residential use, and alleys, costly to the city, will not be built.

The curvilinear street plans described fit into the FHA's primer for subdivision design Planning Neighborhoods for Small Houses.

Twenty-five residential additions/subdivisions were platted from 1952 through 1959. Seventeen of these were located on the south side. Although the city opened 133 lots in one large area of the south side in 1959, those were not for large-scale development. Private developers were responsible for 280 building lots in south Ottumwa. Geographically these are all west of Ferry Street and Quincy Avenue, with about half being north of Chester Avenue and half being south. Henry Wormhoudt was involved with the development of 111 lots along Mowery, Swanson and Casa Blanca, and 36 lots on Friendly Lane/Friendly Circle. The area west of Ferry and Quincy was primarily agricultural until 1950. These housing developments expanded the city limits to the west.

The eight north side developments contained a total of 170 building lots. Two large developments were responsible for 114 of the total while there were three that contained only 3 or 4 lots. One of the large developments was Comb's 1st Addition, located across Pennsylvania Avenue from Hillview Heights. It continued the same type of minimal housing on 72 lots along both sides of Brentwood and Adams. Alta Vista Avenue had been the north city limits at the end of the war. Six of the eight additions between 1952 and 1959 were north of Alta Vista, illustrating the growth of the city at the north edge. Nine of the major neighborhood developments are shown on the map (Figure 28, page 66) The residential additions/subdivisions platted between 1944 and 1959 are found in Figure 29, pages 67-69.

In May 1959 contractor Edward Schwartz platted the first of his additions. By 1984 he had platted twenty additions, equally divided between the north and south sides of the river. Schwartz's houses represented the next step in home ownership, being somewhat larger, offering a greater design selection, adding brick exteriors as a choice, and offering totally new designs such as split-levels. Schwartz's additions were built for established families, the WW II veterans fifteen to twenty years later. It is the appearance of Edward Schwartz in the field of residential development in 1959 that defined the end of the post-World War II development period in Ottumwa.

Educational Development:

The public school district's response to the growing number of new housing units and increased population was to begin discussions on new school buildings and where they were most needed. Before the war the district had constructed two new elementary buildings, one on each side of the river (Horace Mann on North Court Street and Agassiz on East Williams on the south side). Both were designed by Des

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Moines architects Keffer and Jones in the Art Deco style. The first new school to be built after the war was Wildwood Elementary in 1949. It echoed the Art Deco style of the two earlier buildings and was located in the western part of the south side where there were several new housing developments. (Figure 30, page 70) These three buildings were all two story brick rectangles with a central entrance on the long side. The entrance was highlighted by a two story limestone surround, and glass block was used to allow light into stairwells.

The district again retained the services of Keffer and Jones for the next two new buildings, Wilson Elementary (Figure 31, page 70) in 1951 to replace an aging Garfield Elementary on the north side, and Evans Junior High School (1952) to house students on the south side of the river. (Figure 32, page 71) The long awaited south side junior high school was named for long-time Ottumwa banker and school board member Charles D. Evans. It was located on a large vacant lot at the southwest corner of Ferry Street and Chester Avenue. (Figure 33, page 72) A circa 1950 aerial photograph (Figure 34, page 73) taken from 10,000 feet shows the vacant lot that was selected for the school, and a great deal of vacant land beyond it. Also shown are two of the early post-war developments: the Berg development along Ferry, Webster and Minnesota south of Finley Avenue, and the Wormhoudt development on Riverside Lane. Obviously the School Board was planning for the future. This photograph was taken looking southeast. An arrow has been added for clarity. Both Wilson and Evans featured buff colored brick exteriors and continued the use of limestone surrounds at the entrances. The Wilson main entrance is located at a corner of the building, while Evans has two main entrances, one going into the building at the east end, and one used primarily as the gymnasium entrance at the west end. Keffer & Jones also designed additions to Franklin and Fairview schools during this period.

In 1958 plans were made for two more elementary buildings. Lincoln School was built to replace the oldest school building in the district. Located at 458 North Court, this school was similar in design to the new Pickwick School on West Williams in south Ottumwa. Both buildings, designed by Clifford Prall of Des Moines, were single story buff brick structures with open courtyards. Another buff brick single story school (Center) was built near the intersection of North Court and Rochester Road in 1959. This was built as a rural school, but as the neighborhood grew and was annexed by the city, Center School was taken over by the Ottumwa School District and renamed Eisenhower Elementary.

The need for new school buildings was not limited to the public school system. New parochial schools were also part of the Ottumwa development landscape. Two of the three Catholic parishes in Ottumwa (St. Patricks and St Mary's) operated elementary buildings. The St. Mary's school building, shared with the Catholic high school for boys, had originally been St. Joseph Hospital and it was not well designed for education purposes. The parish hired Chicago architect C.I. Krajewski to design a new elementary building. Krajewski had designed the "new" St. Mary of the Visitation Church at the corner of 4th and Court Streets in 1930. His 1953 design for St. Mary's School next door continued the use of light colored stone on the exterior in combination with brick. The high school for boys (then known as Catholic Central) moved temporarily to an historic home, but plans for a new coed Catholic high school, renamed Walsh, were on the drawing board in 1959. Sacred Heart Parish on Ottumwa's east side opened a new elementary school in 1959. The architect for this building, Francis Barry Byrne, is better known for his early twentieth century Prairie designs than for his mid-century work. Like so many other buildings of this period, Sacred Heart School has an exterior of buff-colored brick.

The Sisters of Humility of Mary who operated all of the parochial schools in Ottumwa, had their convent, and a high school for girls with a two year college program for girls called Ottumwa Heights Academy in northeast Ottumwa. The entire 1911 complex was destroyed by fire in October 1957. The Leo A. Daly Co. of Omaha was hired to design a new convent and school of the Sisters in 1958. (Figure

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35, page 74) The new complex of low rise buff-colored brick buildings "rose from the ashes" to serve first as Ottumwa Heights College, and later as Indian Hills Community College.

Religious Development:

The rapid physical growth of the community was reflected in the number of new churches that were constructed throughout Ottumwa after World War II. Many of these were newly organized congregations that built on the outskirts of town near the new housing developments, while others were replacements buildings for old congregations. The size and building materials used varied greatly, and not all were noteworthy in design. However, three of these churches deserve mention in this study as they illustrate the different styles that were popular at the time. (Figure.36, page 75)

First is Willard Street Methodist at Five Corners in south Ottumwa. Built in 1951, this traditional style church of buff-colored brick replaced a building that had been destroyed by fire. The rectangular form with symmetrical entrance and tall spire reflects the most common plan for churches.

In 1954 the Congregational Church membership voted to move from their large dark red brick 19th century church near downtown Ottumwa to a new, smaller building on the north edge of town. No architect has yet been identified, but this building illustrates a building shape that became popular at mid-century, the A-frame. Executed in buff-colored brick, the striking sanctuary is balanced by a single story education wing to the side. (Figure 37, page 76)

The third building is St. Patrick's RC Church on Church Street in south Ottumwa. The original red brick Gothic Revival church was demolished to make room for this new building which was designed by Ottumwa architect Lyle Howard. The new buff-colored brick building retains the traditional rectangular floor plan for the sanctuary, with side wings near the altar forming a cruciform shape. However, this bow to tradition is developed in a very modern manner. The symmetrical façade is highlighted by a two story stone surround which extends to the front gable and the entrance doors are defined by buttress-like stone piers. Windows on the side elevations are tall, slender rectangles that extend from ground level to roof line. This is a very modern rendition of the traditional church plan that had been used for centuries. (Figure 38, page 76)

Medical Development:

St. Joseph Hospital (NRHP, a key structure in the Vogel Place Historic District) had been constructed for the Sisters of the Humility of Mary in the 1920s. The Sisters not only ran the hospital, but they also offered a School of Nursing. Young women coming to Ottumwa from out of town for nurse's training were housed either at the Ottumwa Heights Academy (a private day school administered by the Sisters) or in local homes. The Navy took advantage of the training available at St. Joseph for its cadet nurses, and recognized the need for housing. With the Navy's assistance (federal dollars), a new buff-colored brick two story Nurse's Residence to house 60, was constructed on the hospital grounds at 317 Vanness Avenue in 1945. (Figures 39 & 40, page 77) This has most recently housed a Head Start Program.

As early as 1945 there had been talk of building a new, modern Ottumwa Hospital. The old facility, much of it dating before 1900, was located across from the high school in the 500 block of East Second Street. There was no room for expansion and the dated building was not conducive to "the practice of modern medicine." A multi-year fund drive was established, with hopes for federal funding as well. As early as 1948 a drawing of the building by Burlington architect Dane Morgan was included in Taylor's book Ottumwa, One Hundred Years A City. However, it was 1950 before ground was actually

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broken. The new Ottumwa Hospital opened in April 1951 at its new location, the 1000 block of East Pennsylvania Avenue, just east of the North Fellows neighborhood, Hillview Heights, and the Combs Addition. (Figure 41, page 78) Designed by Burlington architect Dane Morgan, the building is of buff-colored brick with stone trim. The long, low design was set at an angle, far back on the lot. (Figure 42, page 78) This created a feeling of spaciousness, but also allowed ample room for additions. The first of these additions took place in the late 1950s, with others following to the present. The building is still recognizable as an early 1950s design as the additions have been sympathetic in terms of scale and materials.

Another important medical facility was also on the drawing board in 1945. The main building at Sunnyslope, a tuberculosis sanitarium, had burned in December 1944. There was a great need for such a facility, and like the hospital board, the Sunnyslope Board contracted with architect Dane Morgan of Burlington to prepare plans for a new building. Discussion would continue for several years, with bond issues and rejected bids creating problems before the sanitarium (non-extant) finally opened in November 1949. When Sunnyslope was no longer needed for tuberculosis patients it was used as a nursing home and later as a women's shelter before it was finally demolished around 2005. Subsidized housing units now occupy the site.

The Floods of 1947:

Most of the post-war development discussed to this point was physically located away from the Des Moines River flood plain. However, there are two types of development that were directly impacted by the river and events that took place in 1947: Commercial and public infrastructure.

During the spring of 1947 it was announced that the Naval Air Station would be closing on August 1. This closing would affect 1,136 personnel and workers. (*Ottumwa Courier*, May 24, 1947, p 11, c 5-7) Since the city originally purchased the 1440 acres necessary for the facility, the city immediately began discussions with the military to ask that the air base land be returned to them. With the buildings erected for the base, it would be an excellent municipal airport, and some buildings could be rented to businesses and/or industry. Development of this facility by the city began in the late 1940s and continues to this day. In addition to industry, it has housed the Airport Campus of Indian Hills Community College for decades. The current project did not include a study of the airport.

A natural event, equal in impact to the opening and closing of the Naval Air Station, occurred in June 1947. Twice in the matter of ten days the Des Moines River rose over its banks, inundating huge sections of the city of Ottumwa and the surrounding countryside. Photographs published in a small booklet entitled Disaster at Ottumwa, Iowa show the extent of the flood waters and some of the damage done. Downtown Ottumwa was flooded from the riverbank north to the alley between Main and Second streets. (Figure 43, page 79) On the south side the water extended block after block after block south of the river. Whole neighborhoods were submerged. Flood waters rushed along the Church Street business district with waves caused by strong currents. (Figure 44, page 79) Cars were covered to their roof tops or washed down the streets.

The *Ottumwa Courier* front page from June 7, 1947 described the conditions. "Ottumwa is stricken city as flood reaches new high. 5 dead. Electric and water supply fail. Paving uprooted. Main Street inundated. Volunteer workers build dike." The Naval Air Station responded quickly, sending communications specialists and radios, sailors with boats, and manpower to fill and lay sand bags. Just as the waters receded, another flood surge hit, this time rising even higher. The part of town suffering the most destruction was Central Addition, a low-lying area nestled into the north side of the river's oxbow.

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(Refer to map on page 48) People evacuated from this area were housed in a tent city for several months after the flood. Although evacuees from other neighborhoods were allowed to return to their homes, the clean up and rebuilding took months.

The Floods of '47 were of major importance to the city of Ottumwa for two reasons. 1) An already over-taxed housing situation was made even worse. 2) The talk about the need for flood control became a roar, demanding help to control the waters of the Des Moines upstream as well as locally.

Commercial Development:

Both the central business district along Main Street in downtown Ottumwa and the Church Street business district on the south side sustained major damage during the floods. Downtown there was talk of the need for a "face-lift." Several buildings, including the Bookin Building in the 200 block of East Main Street, had new brick facades installed. (Figure 45, page 80) A new Medical Arts Building was constructed at 118 West 3rd Street, and Ackley Motor Company opened a new automobile sale and service building at 406 West 2nd Street. (Figure 46, page 80) The Ackley building featured a façade of light grey limestone panels, a material that was gaining popularity during this period. Union Bank & Trust built a new building in 1956 on Third Street, just far enough from the river that flooding would never be a problem. This modern two story building combined buff colored brick with rectangular black marble panels, and vertical window panels defined by aluminum strips. (Figure 47, page 81) The bank building still functions as a financial institution, but the window treatment was changed a few years ago when reflective mirror glass was installed.

Plans had been drawn for a new Burlington (CB&Q) Railroad depot prior to the beginning of the war. The new building would be of the same style and building material (stone exterior) used for the new depot in Burlington, Iowa. These plans were interrupted by the war years. From 1945 on there appears to have been discussion on a regular basis concerning when, and if, the new building would be constructed. The decision was finally made to retain part of the old depot, removing the tower and roof, to keep expenses down. Work was started in June 1950. The new depot opened in the spring of 1951, with a small, beautifully designed city park and fountain in front of the entrance. (Figure 48, page 81) Today the Burlington Depot (NRHP) houses the Wapello County Historical Society Museum, with the original lobby being used for Amtrak and Trailways bus passengers.

Across the river, H.L. Yates had started work on a new building to house his offices (a home planning service) and a small millwork factory at 609-611 Church Street in the early spring of 1947. This building was of steel frame construction with the popular buff colored brick exterior. The construction method is clearly visible in this photo taken after the floods receded. (Figures 49 & 50, page 82) A new Thriftway Grocery opened at 721 Church Street, a site which had been under water in June 1947. This 1950 building not only illustrates an important new building type, the supermarket, but also the need for off street parking. Though the Thriftway parking lot was small by today's standards, it was a major step forward in 1950s. The *Courier* reported that "Thousands See New Thriftway." (October 6, 1950, p 5) Another new building on the south side was the new south side fire station at the corner of Church and Ransom Streets. LeRoy Robinette has been identified as the architect of the fire station.

In 1948 postal authorities determined that Ottumwa's population was 41,862. (*Ottumwa Courier*, July 7, 1948, p 1). That was an increase of 10,000 from the 1940 U.S. census figures. It is interesting to note that the postal authorities did not explain how they had determined this.

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Between 1948 and 1950 two commercial areas were established outside the traditional central business district and Church Street business district. The *Courier* carried stories about each of these. (Figure 51, page 83) December 22, 1948 the newspaper noted that there was a new business project underway at the intersection of U.S. Highway 63 and the "Center School Corner" at the north edge of town (Rochester Road). The first two buildings on the northwest corner were to be used for a drive-in restaurant and a gift shop. Ultimately there would also be a service station, retail store, and a 20 cabin motel. (All of these buildings are non-extant) This development was called the Rustic Village. (Figure 52, page 84) Not long after construction started at that site, several other businesses decided to make the move "out north." An implement dealer, large furniture store, and nightclub were the first to follow. Although the nightclub was later demolished for another new business, both the implement dealer building and furniture store building are still in use. Immediately north of the furniture store was the original Ottumwa Municipal Airport. When the city's airport facilities were moved to the former Naval Air Station, this land was developed as the site for the new National Guard Armory in 1959 (extant).

In 1951 the intersection of Pennsylvania Avenue and North Jefferson Street acquired buildings on the northwest, southwest, and southeast corners. This area, called Jefferson Square, was developed by Robert M. Foster of Ottumwa. The Cornpicker Restaurant (including a drive-in section) was located on the northwest corner, a Standard Oil station was across Pennsylvania on the southwest corner, while the southeast corner was the site of a two story building with drug store on the first floor and doctor's offices above, with a large Benner grocery store adjoined on the east. (Figure 53, page 84) The development of all three corners included the massive paved parking lots that were required by a society that was becoming more and more automobile oriented. The restaurant and service station (both altered over the years) remain on their respective corners, but the drug store/grocery store complex was demolished in 2005 for a new "super drug store" with an even larger parking lot.

Industrial Development:

In addition to Ottumwa's two major employers, John Morrell and Company meatpacking, and John Deere Ottumwa Works, there were over thirty other industries in Ottumwa in the years following the war. These produced everything from baby bathing tables to pneumatic mining and construction tools. (The Plan for Ottumwa, Iowa, 1955) Although several of these, such as Lund Products and Continental Manufacturing, were new to the community, many were long-time Ottumwa businesses. Few of these industries constructed new buildings, and most of those that were built are non-extant. Several of the new industries moved into buildings north of town at the former Ottumwa Naval Air Station. For that reason, no survey or evaluation was done of industrial buildings during this project. If such buildings are identified in the future, it is recommended that these be photographed, evaluated, and added to the inventory.

Public Improvements:

Following the June 1947 floods, Ottumwans were not taking "no" for an answer when it came to flood control. Committees were formed to meet with state and federal authorities, the Corps of Engineers was contacted and asked for assistance. Plans were proposed, discussed, and usually eliminated. It was the mid-1950s before a plan was finally selected that would best meet the needs of the citizens of Ottumwa. In the meantime, improvements were being made to Ottumwa's infrastructure throughout the community.

Recreational facilities were expanded and up-graded. Wildwood School was built on the site of the 16 acre Wildwood Park on McKinley Avenue. The city had recently been given a large tract of land for park purposes at the southwest corner of town which was called Leighton Park after the former land

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owner. With the loss of Wildwood Park to the new school building, Leighton Park was re-named Wildwood. A neighborhood park with playground equipment and a ball field was built on top of the new water reservoir on North Court in 1950. (Figure 54, page 85) The city made a major commitment to downtown Ottumwa with the design and construction of Ballingall Park in front of the new Burlington Railroad Depot in 1951. In 1949 and 1950 the Ottumwa Country Club completed work on a new clubhouse and swimming pool at the east end of Golf Avenue. (Figure 55, page 85) The Municipal Golf Course located north of town on Highway 63 was expanded to 18 holes in 1959, and the new Pickwick Branch Library at the corner of Wilson and Weller on the south side was opened in 1959.

New water lines and sewers were being extended to the new housing developments. In the 700 block of North Court an underground storage reservoir was built to increase the city's water capacity for the developing north side neighborhoods. A million gallon water tank was built on Greenwood in the southwest part of town to serve the new housing in the Wildwood, Evans and Pickwick neighborhoods. In 1955 construction began on a new waterworks building immediately east of the old one, with a new water treatment plant next door, and plans were approved in 1957 for a new \$1.1 million sewage treatment plant. The newspaper headlined "Ottumwa Set for 50 Years with New Water, Sewage Facilities." (*Ottumwa Courier*, October 2, 1957, p 1, c 5-7) Ottumwa's water was fluorinated in 1959.

Street paving was a major concern, with plans to pave most, if not all, of the streets in the new neighborhoods. This plan ran into trouble in 1948 because the cement contractors would not quote a price in advance, and outside contractors saw unfavorable labor conditions in Ottumwa. (*Ottumwa Courier*, June 24, 1948, p 1) The perceived "labor problems" were probably related to on-going contract disputes between John Morrell and Company (Ottumwa's major employer) and the United Packing House Workers of America. The growing reliance on automobiles that required the paving of the streets also required space for the automobiles to park. Most of the new commercial construction included parking lots adjacent to the buildings. However, that was not possible in the central business district. The city studied the parking situation in downtown and planned two new parking lots: one on 2nd Street between Jefferson and Green, and the other immediately west of the Wapello County Courthouse. These lots were in addition to the city owned lot on Market between the railroad tracks and the river. By the late 1950s there were plans for another parking lot on the west edge of the business district.

An even larger paving project was to change the face of much of Ottumwa during the next decade. Plans were made to relocate the route of both federal highways (US 34 and US 63) through town. These were to be modern four lane highways and as such, they could no longer follow pre-existing streets. However, the highway relocation was reliant on another major Ottumwa project, River Improvement.

After years of discussion, it had been decided that the best way to protect Ottumwa from further flooding would be to straighten and widen the river, with a new levee system along this new channel. As simple as that solution sounds, it was much more difficult to implement. The 1939 map of the city shows the configuration of the Des Moines River channel. (See map on page 48) It originally was an ox-bow around what was known as Central Addition. Sometime prior to 1875 a narrow "race" channel was cut straight through the northern part of Central Addition, running parallel to the railroad tracks. This "race" provided power for several small industries along the north side of the channel and later was the source of water for the waterworks. In the 1920s a hydro-electric plant was built along the north bank of the 'race', with three gates to control the flow of water where the "race" met the natural river channel. (Figure 56, page 86) The new River Improvement plan called for the widening of this "race" to create a 700 foot wide channel, with a set of nine gates controlling the water flow. (Figure 57, page 87) To accomplish this, both ends of the ox-bow would be closed, creating lagoons around Central Addition. A plan was developed to

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create a new city park (of almost 400 acres) in the previously flood-prone Central Addition. In addition to the park, this reclaimed area would be the intersection of the two re-routed highways.

In 1955 the City Plan Commission published The Plan for Ottumwa, Iowa: Looking Ahead 50 Years. This plan provides a good look at the Ottumwa of 1952 as well as making predictions for the community's future. A map that the plan used to illustrate a proposed system of public schools can be used to show the expansion of the city limits from the 1939 map on page 44 and the shaded areas on the north, west, and east sides of the map indicate areas that were annexed to the city between 1939 and 1954. (Figure 58 page 88) An aerial photograph with superimposed highways shows the proposed straightening of the Des Moines River making possible the relocation of U.S. Highways 34 and 63. (Figure 59, page 89) Highway 34 east of town had already been made into a four lane in 1954. Highway 63 was extended north from the intersection of 4th and Wapello Streets, curving through a late 19th century neighborhood with large residences and brick streets and into a hilly, wooded area north of town. (Figure 60, page 90) In 1957 this was the first part of the new highway system to be paved, but it was 1964 before the highway bridge carrying U.S. 63 across the river into the new park area was completed. With three relatively minor exceptions, the 1954 plan is representative of Ottumwa's streets in today. (Figure 61, page 91)

On September 11, 1956 the *Courier* headline read "Mayor Tosses First Dirt" for the river straightening project. (*Ottumwa Courier*, p 1, c 1-4) A decade long endeavor had just begun. When this massive undertaking was completed, the community was justifiably proud. The January 1968 edition of the Ottumwa Area Development Corporation's publication "*Ottumwa Spotlight*," carried a photo across the entire page with an article below,

The "New Ottumwa" Becomes A Reality
...a dramatic story of do-it-yourself progress, 1955-1967

Ottumwa lies on the Des Moines River which is Iowa's central watershed. In 1947 it suffered a devastating flood - the worst of a long series. After the mess was cleaned up, the citizens took a hard look at the future and decided it was time for large-scale improvements. They envisioned a modern, new Ottumwa, equipped for today and tomorrow. Self-reliance is a tradition in Iowa; Ottumwans applied it on a scale to match their boldness and imagination, and financed, themselves, eight miles of river straightening with protective levees, a river dam, new water plant, sewage disposal system, 400-acre downtown park, new streets linked with a network of relocated highways. The program was completed in December, 1967, after twelve years of construction. The investment by Ottumwans: \$16 million.

A 2005 aerial photo (Figure 62, page 92) looking east from above Ottumwa Park (former Central Addition) shows the results of the massive river improvement project. On the left is the Wapello Street Viaduct carrying Highway 63 across the broad river channel to the intersection with Highway 34 (the diagonal road from foreground to right side of photo), and the hydro-electric building with nine gates across the river channel in the center of the photo.

CONCLUSIONS

During the period from 1944 to 1959 Ottumwa's population increased from about 31,500 to 33,971. Ottumwa's post-World War II development was very similar to that found in other communities of approximately 30,000 people across the country. Much of the initial residential construction was aimed at a specific target market: returning veterans and their families. These houses were small, the basic FHA

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"minimum houses," but they provided the opportunity for home ownership to many people for the first time. The majority of these were built in good-sized sub-divisions on the north or southwest edges of town. A second target group was the established business and professional people who already were home owners, but had reached a point in their lives where they were ready to expand into a larger dwelling. These were the buyers of the larger homes built on individual lots around the edges of the community.

The non-residential development occurred to meet the demands of the growing population and to provide the "new" services, such as supermarkets, that were deemed necessary. While some of this development took place within the established central business districts, the first moves away from "downtown" were seen in the construction that took place at Highway 63 north of town at Court and Rochester Road and at the corner of Jefferson and Pennsylvania. Schools, churches and medical facilities were built to meet the growing need, and public services kept pace with the population and brought up-to-date improvements to the community. The thing that sets Ottumwa apart from similar communities across the country is the ambitious river improvement project.

RECOMMENDATIONS

National Register nominations should be prepared for one or more of the residential districts that have been evaluated as eligible, and for some of the individually eligible resources. All of these nominations will require owner education and involvement.

Residential neighborhoods received a more intensive survey and evaluation than did individual residences of the period. There are undoubtedly individual residences that are representative of the styles and materials of this period that deserve study.

This project originally focused on residential resources, expanding into other property types as the research progressed. One area that was not addressed is industrial development during the post-war period. A survey and evaluation of industries from this period should be completed to round-out the study of this context. This should be undertaken at the same time as the additional residential survey.

At some point in the future an archaeological survey of potential sites associated with the post-war development should be conducted. This will require the services of a professional archaeologist.

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PROPERTY TYPES:

POST-WORLD WAR II DEVELOPMENT IN OTTUMWA, IOWA: 1944-1959

NAME:

The buildings, structures, objects, sites and districts representing "Post-World War II Development in Ottumwa, Iowa: 1944-1959."

The resources (a collective term for the above named categories) associated with this context are varied in terms of use, size, building materials, and location. The unifying factor is that each was constructed in Ottumwa, Iowa during this time period and each illustrates the growth and development of the community during this period. Buildings category can be sub-divided into specific types: residential, educational, religious, medical, commercial.

RESIDENTIAL:

Description: Single family dwellings make up the largest group of post-world War II resources in Ottumwa. These are found throughout the community, but the majority are located in the housing developments that were platted after 1944.

The houses built as part of a complete development by a single builder are usually very similar (almost identical) in size, scale, and building material. Rectangular in shape, there may be two or three house designs in each development that will differ only in shape of roof, placement of entry door, larger homes. (Figures 2-4, pages 44 & 45) The building materials of choice are wood with an asphalt shingle roof. An exception to this is the North Fellows neighborhood which is composed of 26 brick houses. Wooden windows feature double-hung sash, often with multi-light top sash. Most of the houses are built on concrete foundations, either poured or block, and have full basements. Garages were not part of the original construction, but many small, detached garages were added by the property owners within a few years. Houses in developments share a common set-back, and usually have common spacing between houses. The Berg Development in south Ottumwa is a good example. (Figure 9, page 50)

Individual houses from this period range in size from the small, minimal houses, to larger, Ranch style houses, to a few traditional houses, most in the Colonial Revival style. The Ranch houses usually have a large picture window, or "window wall," indicating the location of the living room. While double-hung wooden sash windows were the most common type used in all of the house styles, casement windows and louvered windows were used in some Ranch houses. The concept of outdoor living is seen in the concrete patios at the rear of many of these Ranch houses. Sliding glass doors to these patios became a typical design element. The major distinction between general contractor houses and architect-designed houses appears to be in small, specific architectural details such as clerestory windows, sky-lights, and very low pitched gable roofs. (Figure 27, page 61) The local architectural firm of Steffen and Stoltz was active until this year and their files contain designs for many houses in Ottumwa. Further research using their files would identify more potentially eligible residences.

Multi-family dwellings form a very small part of the residential category. Only one has been documented that was built specifically for this purpose during the period 1944-1959, the Green Street Manor Apartments. (Figure 26, page 61) This is a three unit brick complex of two story buildings arranged in a U-shaped pattern with green lawn in the center. The buildings are rectangular in shape with

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gable roof, and feature central entries with side-lights. Each apartment featured a large picture window flanked by casements in the living room with double-hung sash windows elsewhere.

Significance: These residences, especially the small ones, represent the attainment of the "American Dream", home ownership for all. The houses illustrate the impact that the returning World War II veterans had on communities across the country. Returning veterans could afford to buy these houses, many using FHA or GI Bill funding sources, to house their new, growing families. These houses were a visible symbol of their success. Home ownership was an important goal for the country's growing middle class.

Larger, non-subdivision, Ranch houses illustrate the affluence of the business and professional leaders, people who were interested in having a "modern" home, rather than a more traditional design. The Ranch houses provide the relaxed, informal living areas that became popular after the war. While traditional houses were still being built, they were in the minority.

Multi-family residences, like the small houses, reflect the need for housing for the returning veterans, newly married couples, and single people (especially women) seeking lodging outside the traditional family home.

The sheer number of houses built in Ottumwa during this period (1944-1959) demonstrates the feeling of well-being that swept across the country. This period and these houses ushered in a change in life style, one that was less formal and more relaxed.

Registration Requirements:

To be eligible under **Criterion A** the residence must reflect growth of the community during this period, especially the need for housing brought about by the sheer numbers of returning veterans. This is best illustrated through housing developments, most located on the out-skirts of Ottumwa. The American Dream of home ownership became a reality. Individually constructed housing also related to this "dream," and reflected a growing sense of prosperity that developed during the late 1940s and 1950s.

To be eligible under **Criterion B** residences would have to be associated with a specific person of importance during this period. At this point, the only name that recurred throughout the research was that of Henry Wormhoudt, builder and businessman. No individual associations have been identified that would merit Criterion B significance.

To be eligible under **Criterion C** residences must exhibit characteristics of a particular style or type of housing representative of the period. Specifically this includes the FHA minimal houses found in many of the new developments, and the new Ranch style houses, both large and small, that were introduced after the war. Also included are the "contemporary" houses, most being architect-designed, that may feature a flat roof, tall slender ribbon windows, a true two story window wall, or other design elements not characteristic of Ranch style design. Houses designed by the Ottumwa architectural firm of Steffen and Stoltz fall within this category.

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No residences have been identified that might have **Criterion D** eligibility, as an archaeological survey was not part of this project.

Building materials that are representative of residential construction in Ottumwa during this period include: wood, brick, stone, metal (aluminum and steel) and concrete. Local brick from the Ottumwa Brick & Tile Company was often used for residential construction.

If a building has been moved, the remaining six aspects of integrity must have been retained. Specifically, there should be limited loss of architectural elements, limited alterations due to the move, the original design, material and craftsmanship should be clearly visible, and the new site must be sympathetic to the original location and feeling.

Integrity Considerations: In all cases, the most important integrity consideration is that the house retains sufficient elements of the original design, materials, and setting that the builder/original home owner would recognize it. The resource should retain a sense of its original function as a dwelling. The basic shape and proportions of the house should be intact with little or no changes to doors and windows, or roofline. Replacement windows should match the original size and configuration. For example, double-hung sash should be replaced by double-hung sash of the same size, not casement windows or louvered windows. It is preferable that any replacements be of the same material as the original, that is, wood rather than aluminum. Porches, patios and breezeways should retain the original design elements and materials. Application of modern, non-wood siding is not recommended. Additions and alterations may be acceptable if made to secondary elevations and are of a scale and building material sympathetic to the original design. Additions to architect-designed house that were designed by the same architect may be acceptable. Houses that are considered for individual eligibility will be expected to have a higher degree of integrity than those considered to be contributing to a district.

Resources Identified as Potentially Eligible

Walter Zlogar Residence	15 Raynan Drive
George Zika Residence	322 Vanness
Green Street Manor Apartments	421-427 North Green

SCHOOLS:

Description: All of the schools built during this period, both public and parochial, were architect designed. All are of steel frame construction with brick exteriors. Three of the five public schools (Wildwood, Wilson and Evans) were designed by Keffer and Jones of Des Moines, while the other two (Lincoln and Pickwick) were designed by Clifford Prall of Des Moines. Wildwood School was designed in the same Art Deco style that Keffer and Jones had used for Agassiz and Horace Mann schools before the war. It is a two story brick rectangle with flat roof. It has a symmetrical façade with central entrance in a slightly projecting two story stone pavilion. Secondary entrances are located on each end wall. Steel windows and glass block panels provide light to the interior. Both Wilson and Evans have buff-colored brick exteriors, flat roofs and steel windows. Wilson is L-shaped due to a corner building site. The front entrance is on the diagonal (chamfered) corner of the three story building. Evans is a long rectangular two story structure with flat roof. In both buildings rectangle limestone blocks are used for trim around entrance doors and to highlight some windows. Evans was designed with an auditorium at the east end that has a three door entry, and a gymnasium at the west end with a multi-door entrance. The two schools designed and built in the late 1950s (Lincoln and Pickwick) represent a different type of school

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design, being single story with courtyards and large areas of glass. These buildings are irregular in shape due to the courtyards, have a buff-colored brick exterior, flat roof, and minimal stone trim.

The two parochial elementary buildings were designed by different architects. St. Mary's was designed by C.I. Krajewski of Chicago who had designed the St. Mary of the Visitation Church next door to the school in 1930. For the school building he designed a simple rectangular shape with flat roof. The exterior was a combination of brick with limestone panels to echo the stone used on the church. An unusual aspect of the design is the positioning of the building on the lot. The rectangle is placed with the narrow end to the street, leaving the long end of the rectangle facing the playground that separates the school and church. Sacred Heart School was designed by architect Francis Barry Byrne as a wing on the east side of the red brick Gothic style church. The wing is rectangular in shape with a low-pitched off-center gable roof. It is two stories with buff-colored brick exterior with limestone trim and stylized buttresses on the gabled (entrance) end.

The Ottumwa Heights campus, designed by Leo A. Daly Co., of Omaha, reflects the same rectangular pattern seen in the elementary and junior high buildings. The exteriors are of brick with limestone trim, and all except the chapel have flat roofs. The collection of attached buildings features the horizontal emphasis that was common to designs of this period.

Significance: All of these schools illustrate the growth that was occurring in Ottumwa during the post-war period. Wilson, Lincoln and St. Mary's were all built to replace older, smaller buildings on the same site. Wildwood, Pickwick and Evans were all built to house students from the expanding new neighborhoods on the out-skirts of town. Each speaks to the "baby boom" that occurred at this time.

Registration Requirements:

To be eligible under **Criterion A** the schools must illustrate the growth of the community during these years and the need for new/expanded educational facilities. The buildings should be in new or growing neighborhoods or parishes.

To be eligible under **Criterion B** the schools must show a direct association with an important person from this period. Two schools from this period were named for Ottumwans: Wilson Elementary was named for long-time educator Anne G. Wilson, and Evans Junior High was named for long-time school board member and bank president Charles D. Evans. Additional research would be necessary to determine whether or not either of these resources have Criterion B significance.

To be eligible under **Criterion C** the schools must be representative of a specific type or style that was popular during the period. All five buildings meet this requirement. Wildwood is a good example of Art Deco design. It would not only be eligible under the current context, but also as part of a thematic nomination of Art Deco designs by the firm of Keffer and Jones. Wilson and Evans are good, though not outstanding examples of the simple, straight forward designs used for schools at mid-century. Lincoln and Pickwick represent a new type of school plan, all on one level with ample light and open spaces. St. Mary's is significant as part of the St. Mary of the Visitation complex, both buildings having been designed by C.I. Krajewski. An objection to the listing of the church on the National Register was filed in 1997, followed by a Determination of Eligibility. Sacred Heart represents a rather stylized modern design by a nationally-known architect.

There was no archaeological component to this survey and nomination project so no requirements have been developed for **Criterion D** significance.

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Building materials used for these buildings include: brick (usually buff-colored), limestone, steel, glass blocks, and concrete.

None of the schools identified in this property type has been moved, and it is highly improbable that any will be in the future. For that reason, no criteria have been established for moved buildings.

Integrity Considerations: In all cases, the most important integrity consideration is that the school retains sufficient elements of the original design, materials, and setting that the builder/original owner would recognize it. It should retain enough feeling of its original function that it is readily recognized as a school building. The basic shape, scale, proportions, and building materials should not have been altered, doors and windows should not have been moved. Replacement doors and windows should be of similar size, shape, and materials as the original. Installation of energy efficient panels in the windows is discouraged. Alterations and additions may be acceptable if made to secondary elevations, are of a scale and material sympathetic to the original design, and made within the period of significance. Recent alterations/additions must be reviewed on a case by case basis.

Resources Identified as Potentially Eligible

Wildwood School	322 McKinley Avenue
Wilson School	1102 East 4 th Street
Evans Junior High School	812 Chester Avenue
St. Mary's (Seton) School	117 East 4 th Street
Sacred Heart School	119 North Cooper Street
Ottumwa Heights (IHCC)	525 Grandview Avenue

RELIGIOUS BUILDINGS:

Description: At least a dozen churches were built in the city of Ottumwa during this period. These differ greatly in location, size, building materials and style. Based on the limited survey of these buildings during this project, churches appear to fall within two stylistic groups: traditional and contemporary.

The traditional churches are represented by Willard Street Methodist (1951). This was a replacement building for a burned structure. The brick building rests on a high foundation, is primarily rectangular in shape with gable roof. Entrance is centered on the gable end. Unlike many traditional churches this is not Gothic Revival, but Classical Revival with a monumental portico with free standing columns and gable returns. The steeple/spire does not rise over the front door, but is off-set to left on a corner.

Two churches represent contemporary design. St. Patrick's Catholic Church retains the traditional cruciform plan, but in simplified modern form. It is basically rectangular in shape with a low-pitched gable roof and side wings. The entrance is centered on the gable end, and windows throughout are tall and narrow. The exterior is of brick with stone trim, primarily around the front entrance. There is no spire or bell tower. The 1st Congregational Church illustrates a different contemporary approach, the A-frame. This design gained popularity for houses and churches during the 1950s. A brick exterior encloses the sanctuary that occupies the A-frame as well as the rectangular gable roofed wing to the rear that houses the education wing and offices. Like St. Patrick's there is no spire or bell tower.

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Significance: The churches built during this period demonstrate the growth that was occurring in Ottumwa. Some were built to replace an old church on the same site to serve growing congregations, and there were new churches/congregations formed to meet the religious needs of the returning veterans and their growing families during the period 1944-1959 in Ottumwa.

Registration Requirements:

To be eligible under **Criterion A** the churches must relate directly to the community development that was taking place during this period. That is, to serve a growing or newly created congregation.

To be eligible under **Criterion B** the church must be directly associated with a person of significance during this period. At this time, no such associations have been identified.

To be eligible under **Criterion C** the church must be a good example of a particular style, use of building materials, or a good example of design by a notable architect. Each of the three buildings noted above meets this requirement. Willard Street Methodist as a good example of a traditional church with Neo-classical design elements, and both St. Patrick's and 1st Congregational are good examples of a contemporary approach to religious architecture.

Criterion D eligibility has not been established because the current project did not contain an archaeological component.

Qualifying building materials for churches include: brick, stone, wood, metal, and concrete,

If a church has been moved, the other six aspects of integrity must have been retained. Specifically, there should be limited loss of architectural elements, limited alterations due to the move, the original design, material and craftsmanship should be clearly visible, and the new site must be sympathetic to the original location and feeling.

Integrity Requirements: In all cases, the most important integrity consideration is that the church retains sufficient elements of the original design, materials, and setting that the builder/original owner would recognize it. The resource must retain a strong sense of its original function. The basic shape and proportions of the building should be intact with little or no changes to doors, windows, or roofline. Replacement doors and windows should match the original size, configuration and material. For wood structures, application of modern non-wood siding is not recommended. Additions and alterations may be acceptable if made to secondary elevations and are of a scale and building material sympathetic to original design. Modifications made to meet ADA requirements must be sympathetic and non-intrusive.

Resources Identified as Potentially Eligible

Willard Street Methodist Church	175 North Willard Street
St. Patrick's RC Church	820 Church Street
1 st Congregational Church	2501 North Court Street

MEDICAL DEVELOPMENT:

Description: Medical facilities make up a small, but important, portion of the post-World War II resources in Ottumwa. Like many other new buildings of the period, the medical facilities were built on the

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out-skirts of town. Changing medical practices and modern design of medical facilities required more room than the old buildings that were being replaced. Three buildings fall within this category: Ottumwa Hospital, Sunnyslope TB Sanitarium, and the St. Joseph's Nurses Residence. Each is composed of rectangular shapes with a flat roof, and all have brick exteriors. The Nurse's Residence is the smallest, and emphasizes horizontal lines with paired windows in the two story dormitory wing and banded windows in the front public area of the building. Its location, on the grounds of St. Joseph Hospital, is important to the significance and function of the building.

Both Ottumwa Hospital and Sunnyslope were designed by architect Dane Morgan of Burlington. The designs show two and three story brick buildings with flat roofs. The hospital building is L-shaped with a single story square section inset in the "L" to house admissions, offices, etc. The Sunnyslope building featured a long rectangular front section with three wings, or legs, extending out like a letter "E". Both featured buff-colored brick and long bands of windows to emphasize the horizontal quality of the designs. Limestone trim was used sparingly. Multiple additions have been made to the hospital, all of them sympathetic in terms of scale, material and design. Sunnyslope is non-extant.

Significance: Ottumwa Hospital speaks directly to the growth of Ottumwa during this period and to the changing medical technology and services. Sunnyslope met the health needs of not only the community, but the area, by providing much needed space for the treatment of tuberculosis patients. The construction of the Nurse's Residence was indicative of the number of women entering the medical field during this period. As the county seat, Ottumwa was viewed as the medical center of the county, and as the largest town in the area, it was also the medical center for much of southeast Iowa.

Registration Requirements:

To be eligible under **Criterion A** the buildings must reflect the need for medical services for a growing demographic: returning veterans and their families. In addition the buildings demonstrate new designs to meet the changes in medical technology.

To be eligible under **Criterion B** the buildings must be directly associated with a person or persons who were significant during this post-war period. At this point in time, no such association has been identified.

To be eligible under **Criterion C** the buildings must be good examples of their period, style, and materials used. All of three architect-designed buildings meet those requirements as the long, low rectangular shapes with bands of windows, and buff-colored brick with limestone trim are typical of the simple, straight forward designs of the time. Unfortunately, Sunnyslope is non-extant and the Ottumwa Hospital has been greatly altered by additions.

No requirements have been established for **Criterion D** significance have been development as there was no archaeological component to this project.

Building materials associated with this group of buildings include: brick, limestone, concrete, and metal.

No buildings in this group have been moved and it is reasonable to believe that none will be. If, however that were to happen, the other six aspects of integrity must be retained. Specifically, there should be limited loss of architectural elements, limited alterations due to the move, the original design, material and craftsmanship should be clearly visible, and the new site must be sympathetic to the original location and feeling.

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Integrity Considerations: In all cases, the most important integrity consideration is that the building retains sufficient elements of the original design, materials, and setting that the builder/original owner would recognize it. The resource should retain a sense of its original function as a medical facility. The basic shape and proportions of the of the building should be intact with little or no changes to doors, windows, and roofline. Replacement windows should match the original size and configuration. Additions and alterations may be acceptable if made to secondary elevations and are of a scale and building material sympathetic to the original design. In the specific case of the Ottumwa Hospital, multiple additions may, on close examination, prove to be non-intrusive and acceptable.

Resources Identified as Potentially Eligible

St. Joseph Nurses' Residence

317 Vanness

COMMERCIAL BUILDINGS:

Description: Commercial buildings make up a relatively small percentage of Ottumwa's post-war buildings, but they are highly visible. The basic design characteristics shared by this group of buildings includes: rectangular in shape with flat roof, one or two stories, usually free-standing, simplified design, exterior of buff-colored brick, metal framing around doors and windows, use of glass blocks, and most will have an adjacent paved parking lot. While there are some commercial buildings from this period in downtown Ottumwa (the new Bookin Building façade, and the Medical Arts Building), the majority are located away from the CBD (Jefferson Square, Yates Building, Ackley Motors, and supermarkets).

Significance: For the first time commercial buildings depart from the traditional one or two storefront buildings constructed on the front of the lot. Many of the post-war buildings are set back from the sidewalk, breaking the visual plane. The color of the brick and the lack of lavish ornamentation set these apart from their 19th and early 20th century neighbors. Many are free-standing, and some were built to house new types of businesses such as auto showrooms and modern supermarkets. Commercial buildings from this period give notice of the importance of the automobile and the mobile society that America was becoming.

Registration Requirements:

To achieve **Criterion A** significance the building must illustrate the growth of the community and the changing shopping habits of its citizens. New building types were meeting new needs of the community.

To achieve **Criterion B** significance the building must be directly associated with a person or persons who played a significant role in the community at this time. No individual, or group of individuals, was identified during the current project who would merit Criterion B association.

To achieve **Criterion C** the building must be a good example of its particular building type, a good example of the use of specific materials, a good example of mid-century simplified commercial design, or the design of a recognized architect.

No standards have been established for **Criterion D** significance as this project did not have an archaeological component.

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Building materials that are representative of this property type include: brick (especially buff-colored), limestone, marble, glass block, steel, and concrete. Many of the brick used were produced by Ottumwa Brick and Tile Company.

If a building has been moved, the other six aspects of integrity must have been retained. Specifically, there should be limited loss of architectural elements, limited alterations due to the move, the original design, material and craftsmanship should be clearly visible, and the new site must be sympathetic to the original location and feeling.

Integrity Considerations: In all cases, the most important integrity consideration is that the building retains sufficient elements of the original design that the builder/original owner would recognize it. The resource should retain a sense of its original function as a commercial building. The basic shape and proportions of the building should be intact with little or no changes made to doors, windows, and roofline. Additions to secondary elevations may be acceptable if made they are of appropriate scale and proportion, and sympathetic materials. Most alterations to commercial buildings take place on the street level storefront. Any changes made should be reversible. Brick in-fill of large display windows is not recommended. Replacement of solid wood or metal doors with glass doors is not recommended. Signage should be sympathetic to the overall design. Buildings considered for individual eligibility will be required to have a higher level of integrity than those that are considered as contributing to a historic district.

Resources Identified as Potentially Eligible

Ackley Motor Company	406 West Second Street	
Burlington Depot	210 West Main Street	NRHP
Medical Arts Building	118 West Third Street	
Union Bank & Trust	113 East Third Street	
Thriftway Grocery	721 Church Street	
Yates Building	609-611 Church Street	

INDUSTRIAL DEVELOPMENT:

Description: Industrial buildings were primarily designed as single story masonry structures with a flat roof. In many cases glazed hollow tile was the material of choice due to cost. Some small factories were built along the railroad tracks or near highways, but much of the industrial construction took place either on the edge of town or at the former Ottumwa Naval Air station five miles north of town. Both John Morrell and Company and John Deere Ottumwa Works expanded during this period, each building large brick manufacturing buildings.

Significance: No specific examples of industrial buildings have been recorded or evaluated during this project. At such time that one or more industrial buildings have been identified, these should be evaluated and integrity criteria established.

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Due to the fact that no industrial buildings have been recorded or evaluated, no registration requirements have been established. When such resources are identified and evaluated, registration guidelines will be developed.

STRUCTURES:

Description: The majority of the resources in this category are directly related to the massive river straightening project. These include the earthen levee system along both banks of the Des Moines River, the dams that were built to shut off the ox-bow of the river, the nine steel gates at the hydro electric plant, and the roads that were built as part of this project. Other structures are related to the relocation of the two federal highways, US 34 and US 63, and include the four lane paving of the highways with off/on ramps, and the bridges that were built as part of the highway project (two vehicular bridges, one pedestrian bridge, and three overpasses). The plans for these two major projects were drawn in the early 1950s with construction starting on both around 1954-55. Other structures from this time period include the water tank in the southwest corner of town, the reservoir built in the 700 block of North Court, street paving and sidewalks in the new developments, and the passenger canopies adjacent to the Burlington Railroad depot.

Significance: All of these projects were constructed to meet specific needs of the post-war period 1944-1959. The need for the river improvement was dramatically illustrated by the floods of 1947, while the highway relocation was necessitated by the growing number of automobiles in the post-war years. The water storage facilities and the streets and sidewalks were needed to provide service to the expanding residential neighborhoods. The passenger canopies provided shelter for the travelers using the new depot.

¶

Registration Requirements:

To be eligible under **Criterion A** the structure must reflect the need for updated infrastructure during this post-war period.

To be eligible under **Criterion B** the structure must be directly related to a person or persons of significance during this period. Locally it is believed that Mayor (and later Iowa governor) Hershel Loveless was the power behind the river improvement program. Further research would be necessary to substantiate this association.

To be eligible under **Criterion C** the structure must be a good example of a particular structure type, type of design, a good example of the use of a specific building material, and/or the work of a noted architect.

No standards have been created for **Criterion D** eligibility because there was no archaeological component to this project. However, both the river improvement and the highway relocation involved the moving of massive amounts of earth, potentially disturbing significant artifacts. A future archaeological survey might be fruitful.

The primary building materials associated with these resources are concrete (both pre-cast and reinforced), steel, and earth (dirt).

If a structure has been moved, the other six aspects of integrity must have been retained. Specifically, there should be limited loss of architectural elements, limited alterations due to the move, the

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original design, material and craftsmanship should be clearly visible, and the new site must be sympathetic to the original location and feeling.

Integrity Considerations: In all cases, the most important integrity consideration is that the structure retains sufficient elements of the original design, materials, and setting that the builder would recognize it. The original function must be readily apparent. It is recognized that necessary maintenance of these resources may impact the integrity. However, the nature of these resources is such that it would take a major act such as demolition to impair the integrity sufficiently to negate eligibility.

Resources Identified as Potentially Eligible

Railroad Passenger Canopies

Behind 210 West Main Street

SITES:

Description: The sites associated with Post-World War II development include the design/plats for various additions, sub-divisions, parks, and the levee system. The plats of residential developments range from designs drawn by landscape architects such as Park Lane and Johnson Acres, to curvilinear street plans with appropriately shaped lots, to rigid grid patterns. The parks are just as different in design ranging from the small Ballingall Park in front of the train depot with curving paths, plantings, fountain and sundial, to the recreational park on top of the Court Street reservoir with ball fields and playground equipment, to the design for 300+ acre Ottumwa Park that was created by the river improvement project and highway relocation. Technically the river improvement project itself might be considered one large site.

Significance: All of these sites were designed during the period of post-war development, 1944-1959 to meet the changing needs of a society requiring housing for returning veterans and their young families, a society becoming increasingly automobile-dependent, and a society that became more relaxed and interested in leisure time activities.

Registration Requirements:

To be eligible under **Criterion A** the site must relate directly to one of the changing needs noted above. It must have played an important part in Ottumwa's development during these years.

To be eligible under **Criterion B** the site must be directly associated with a person or persons who played an important role in Ottumwa's development during this period.

Criterion C significance might be achieved by a site that was designed by a noted landscape architect for a specific purpose such as Park Lane or for Ballingall Park. Plats for subdivisions and additions might achieve significance if the original design is still clearly delineated, and/or if the plat is either unusual, or is a fine example of a common type. The river improvement project might achieve Criterion C significance based on engineering practices.

No standards have been established to meet **Criterion D** significance because there was no archaeological component to this project. Several of the sites may have archaeological potential for earlier time periods. An archaeological survey in the future should be considered.

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Materials associated with this group of resources include: concrete (both poured and re-inforced, brick, stone, metal, and plants and trees.

Integrity requirements: In all cases the site must retain sufficient integrity that the designer/builder would recognize it. The original materials and craftsmanship should be readily apparent, and any original structures, buildings, or objects should remain in place. Streets and sidewalks should not have been altered other than regular maintenance. Major changes such as total redesign of park landscaping would negate eligibility.

Resources Identified as Potentially Eligible

Ballingall Park

West Main and Washington Street

OBJECTS:

Description: A limited number of objects from this period have been identified. All of these are located in city parks, but further investigation should reveal additional examples. Ballingall Park contains a fountain, a sundial, a horse watering trough, and a steam locomotive. The fountain in Ballingall Park is made of flagstone, echoing the flagstone sidewalks in the park. Originally the waters of the fountain not only went through a sequence of movements, but had changing lights during this "dance." The sundial has a flagstone base with a bronze plate and dial. Hillcrest Park contains numerous pieces of playground equipment and a drinking fountain. The 300+ acre Ottumwa Park does not contain objects that fall within the period of significance.

Significance: All of these objects were created or placed between 1944-1959 when Ottumwa was experiencing a period of change due to returning veterans with growing families, a new reliance on automobiles, and a new interest in leisure time activities. For the most part, these objects were more decorative than functional.

Registration Requirements:

To achieve **Criterion A** significance the object must relate to development during this period. For example, a fountain in a new park designed to provide space for leisure activities.

Criterion B significance can be achieved through association with an individual or group of individuals who were important in Ottumwa's development during this period

Criterion C significance is difficult to establish for objects. More research might prove helpful. No standards have been developed for **Criterion D** significance because there was no archaeological component in the current project.

Materials associated with these objects are primarily stone, concrete and metal.

If an object has been moved, the other six aspects of integrity must have been retained. Specifically, there should be limited loss of design elements, limited alterations due to the move, the original design, material and craftsmanship should be clearly visible, and the new site must be sympathetic to the original location and feeling. One moved object is located in Ballingall Park. The granite horse trough was originally located at the base of Central Park on Third Street. The current

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location in Ballingall Park is in a grassy area of the lawn close enough to the roadway to provide access for horses (if the need arose).

Integrity Considerations: In all cases, the most important consideration is that the object retains sufficient elements of the original design, materials, and setting that the designer/builder/artist would recognize it. With objects, color sometimes comes into play. If color is involved, the original color should be maintained.

Resources Identified as Potentially Eligible

Ballingall Park Fountain
Ballingall Park Sundial

West Main and Washington Streets
West Main and Washington Streets

DISTRICTS:

Description: Districts are geographic clusters of related resources that are linked by common style, materials, builders, or use. There are a number of potential residential districts included within this context. These are visually cohesive and geographically well defined, usually by addition or subdivision. Most of the potential districts in Ottumwa consist of small single story wood frame houses that appear to be based upon the FHA minimum house concept. The North Fellows neighborhood of 26 small houses is the example of brick used for an entire housing development. A common setback, small lots, and lack of garages are typical elements of many of these residential districts. There are four potential residential districts that vary greatly from this description. These are Park Lane, Johnson Acres, Woodshire Drive, and Birchwood Hills. At least two of these were designed by landscape architects and many of the individual houses within these neighborhoods were architect-designed.

There may be the potential for one or more recreational/park districts, and the entire river improvement program might be considered a district. but much more research would be needed. There does not appear to be a potential post-World War II commercial district in Ottumwa because neither of the two "suburban" shopping areas (Rustic Village or Jefferson Square) is extant.

Significance: The historic districts are representative of common building types and neighborhoods in Ottumwa during the period of post-war development. The neighborhoods composed of small, minimal houses tell of the veterans with growing families, while the more upscale neighborhoods illustrate the prosperity and feeling of well-being that was typical of this period.

Registration Requirements:

To achieve **Criterion A** significance the district must reflect the changing patterns of society during this period, including the attainment of the "American Dream", home ownership, and the prosperity of the middle class that allowed for more architect-designed houses.

Criterion B significance requires direct association with a person or persons who played a significant role Ottumwa's development during the period 1944-1959. Henry Wormhoudt may prove to have such significance. Additional research into his direct involvement with these housing developments should provide enough information to make the case for Criterion B significance.

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To achieve **Criterion C** eligibility, the houses in the district must be illustrative of a specific house type or building material common to this period, be it the small minimal houses or the larger, architect-designed houses. There must be a cohesive visual element to the district.

No standards were established for **Criterion D** eligibility because there was no archaeological component to this project.

Building materials that are common to potential historic districts in Ottumwa include wood, brick, concrete (poured, re-inforced, or block), stone and metal.

Integrity Considerations: In all cases, the most important integrity consideration is that the district retain sufficient elements of the original design, materials, and setting that the builder/original owners would recognize it. The district must have a sense of time and place. The original function of the houses/buildings should be readily discernible and the overall plan of the development or neighborhood should be readily visible. In residential districts, the lot size, common set back and side yards should be unaltered. The basic shape and proportions of the individual resources in the district should be intact with few, if any, changes to doors, windows, and roofline. Porch alterations should be minimal, with the overall size, shape and style being retained. The application of modern, non-wood siding, installation of vinyl or aluminum windows, and the application of inappropriate decorative details (such as shutters on each side of a picture window) is discouraged. Key resources in a district will retain original design, materials, and feeling. Contributing resources within a district will retain the original shape, size, and lot placement, but may have replacement siding or windows that are not visually intrusive. Non-contributing resources are those which have been altered by alterations and/or additions to a point of being visually intrusive. At least 60 per cent of the resources should be key or contributing. The overall plan/design of the neighborhood/district is considered to be a contributing resource.

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Resources Being Nominated With This Submission

North Fellows Historic District	1200 block North Fellows and 1204-1212 North Elm Street
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Resources Identified as Potentially Eligible

South of the Des Moines River (residential):

Berg Development	Ferry, Minnesota and Webster Streets Between Finley and Baldwin
Friendly Land & Friendly Circle Riverside Lane	South of Finley, west of Ferry North of Albia Road

North of the Des Moines River (residential):

Birchwood Hills Court, Clearview, Kenwood & Meadowdale Hillview Heights & Combs Addition Johnson Acres Park Lane Woodshire Drive	East end of Pike Road East of North Court North & south of East Pennsylvania Ave Raynan Drive east of North Elm South of Vanness North of West Golf
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Non-residential:

Historic Railroad District	West Main and Washington Streets
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GEOGRAPHIC DATA:

The geographic area covered in the development of the Post-World War II historic context and property types includes the entire corporate limits of the City of Ottumwa, 10,791 acres. The intensive survey area of the North Fellows neighborhood includes lots 1-3 and 8-30 of the Rose Addition. Lots 4-7 were individually developed at different times by different people and are not included in this project.

SUMMARY OF IDENTIFICATION & EVALUATION METHODS:

This Ottumwa preservation project is part of a long-range program to identify, evaluate, register, and protect the cultural resources of the State of Iowa. Since its creation in 1990 the Ottumwa Historic Preservation Commission (HPC) has received a number of Certified Local Government (CLG) grants to conduct survey and evaluation projects, prepare National Register of Historic Places nominations, and to develop *A Comprehensive Preservation Plan for the City of Ottumwa* (1998). One recommendation from that plan was to conduct an intensive level architectural and historical survey and evaluation of the brick residences in the Rose Addition (1200 block of North Fellows and 1204, 1208, 1212 North Elm) as examples of Post-World War II housing. With the assistance of a CLG Grant, the recommended survey and evaluation of North Fellows, with an overview of Post-World War II development of the entire community, was completed in 2007. This Multiple Property Documentation Form is the direct result of that project.

CERTIFIED LOCAL GOVERNMENT GRANT #2006-6

Objectives:

The objectives of survey and evaluation project were to identify the events, trends, and people who were involved in the development and expansion of Ottumwa following World War II; to identify the significant property types and key resources throughout the community that are representative of this period; to identify the subdivisions and additions which were platted during this period, and determine the location of each; and to conduct an intensive survey and evaluation of one of the new residential neighborhoods, the Rose Addition, which was platted in December 1944, with construction of the 26 single story brick residences taking place in 1945-6. This intensive survey includes the entire 1200 block of North Fellows Avenue and the houses at 1204, 1208, and 1212 North Elm Street.

The period of significance was originally established as 1944 to 1957. This period of significance covers the beginning of post-war construction and extends to what was then the 50 year requirement. As the project progressed the period of significance was extended to 1959, the date of the first residential development by Ed Schwartz, a "new" developer who drove the residential development that took place in the 1960s and 1970s.

Methodology:

The Ottumwa HPC selected architectural historian/historian Molly Myers Naumann to serve as the principal investigator. Naumann had worked with the HPC on previous projects and was familiar with the community. She worked with the commission and local volunteers who were responsible for the fieldwork, photography, and archival research.

A team of volunteer photographers photographed each of the brick houses in the Rose Addition, general views showing the relation of the buildings to each other, and representative streetscapes. An Iowa Site Inventory form was completed for each historic resource, including a map indicating location

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and at least one black and white photograph. Other residential neighborhoods falling within this context were documented with streetscapes and some representative dwellings. Additional post-war non-residential resources were identified, photographed and added to the inventory. City plat maps, USGS maps, and in some instances Sanborn Fire Insurance maps, were used to locate the significant resources. Aerial photographs available through the Iowa Geographic Map Server proved invaluable.

Volunteers were involved in the research conducted at the Ottumwa Public Library (OPL), the Wapello County Historical Society library, and in the offices of the Wapello County Assessor and Recorder. A local history book *Ottumwa 100 years a City* was published in 1948, and in 1955 the City Planning Commission completed *The Plan for Ottumwa, Iowa Looking Ahead 50 Years*. Both of these provided great insight into Ottumwa in the post-war years. The primary resource was the *Ottumwa Daily Courier* from 1944 to 1959. It is available on microfilm in the Iowa Collection of the OPL. Plat books in the Recorder's office were searched for new subdivisions and additions, and Assessor's records were copied for all dwellings in the intensive survey area. Historic photographs available include those taken during and immediately after the floods of 1947, photographs taken to illustrate new development and expansion of the city, and some period photographs belonging to Ottumwa residents. Oral history interviews were conducted with three of the original Rose Addition residents, and another long-time Ottumwan with Rose Addition ties.

The information gained through the research process was used in the development of the historic context and property types. The principal investigator then evaluated each of the intensive survey sites within the historic context and a determination of National Register eligibility was made: individually eligible, not eligible, or eligible as part of a potential historic district.

Results:

Field surveyors recorded 26 brick dwellings in the Rose Addition. 52 residential additions or subdivisions platted from 1945 through 1959 were identified. Approximately one dozen individual residences from the early 1950s were identified through the newspaper research, and between 18 and 24 non-residential post-war resources were identified. Of particular interest are the plans and schedule for the flood protection program undertaken to straighten the Des Moines River and build a broad levee system. This project had the serendipitous effect of creating a large new public green space in the former Central Addition and allowed for the re-routing of the two federal highways through the community.

H.S. Wormhoudt has been identified as a major builder during this post-war period and Stephen Stoltz and Kenneth Steffen have been identified as the architects of some of the individual residences and buildings during the 1950s. Although he has recently retired, Ken Steffen has been most helpful during this process and his office files provide invaluable information about this phase of Ottumwa's history.

The results of this survey not only identified significant architectural and historical resources that deserve preservation, but are also available to the city for use in identifying significant properties during future federally funded projects, thereby facilitating the Section 106 Review and Compliance process. This information has been put to immediate use in a multi-phase, multi-year sewer separation project currently underway on Ottumwa's south side. This has been strictly an intensive architectural and historical survey and evaluation project with no archaeological component.

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CERTIFIED LOCAL GOVERNMENT GRANT #2009-08

This is the current grant which is facilitating the preparation of this Multiple Property Documentation Form and a National Register of Historic Places nomination for the North Fellows Historic District.

All of the information gathered during the previous grant project, including the research, photography and report was reviewed for incorporation into the Multiple Property Document. Additional newspaper research was necessary because not all of the 1950s microfilm had been read during the earlier project. Two new members of the Historic Preservation Commission (and one spouse) were trained in how to conduct newspaper research, and each was given a two year period to read. With the help of these volunteers, the *Ottumwa Courier* research was completed through 1959.

New photographs were taken of the historic district. During the research phase of this project several additional resources were identified and photographed. The resources noted in this Multiple Property Document are those most readily identified visually, and for which information was readily available. It is very possible that significant resources have not yet been identified, but could be added to an inventory at a later date.

The initial Post-World War II project focused on residential neighborhoods and design. For that reason, residential development has received a more in-depth treatment in the current document. However, the foundation has been laid to more fully develop the other property types in the future. Further documentation of these property types can be carried out by the Historic Preservation Commission without the assistance of outside funding.

National Register of Historic Places Sites in Ottumwa:

There are currently thirteen individual properties in Ottumwa listed on the National Register of Historic Places and four historic districts.

Benson Block	108-112 N. Market
Benson Building	214 E. Second
B'nai Jacob Synagogue	529 E. Main
Burlington Depot	210 W. Main
First National Bank	131 E. Main
Foster/Bell House	205 E. Fifth
J.W. Garner Building	222-224 E. Second
Jay Funeral Home	220 N. Court
Jefferson Street Viaduct	Over the Des Moines River
Ottumwa Public Library	129 N. Court
U.S. Post Office (former)	105 E. Third
Wapello County Courthouse	4 th and Court
Young Women's Christian Association	133 W. Second

Court Hill Historic District
Fifth Street Bluff Historic District
Ottumwa Cemetery Historic District
Vogel Place Historic District

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Joyce Amos, long-time Ottumwa resident, by Sarah Sels and Molly Myers Naumann at The Ottumwa Public Library, 6 March 2007.

Dorothy Engle, early home owner, 1211 N. Fellows, by Sarah Sels and Molly Myers Naumann at the Ottumwa Public Library, 6 March 2007

Dorothy Fisher, original home owner, 1220 N. Fellows, by Sarah Sels and Molly Myers Naumann at the Ottumwa Public Library, March 6, 2007.

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Figure 61: 2009 aerial photo of Ottumwa showing completed river improvements
and highway relocations
Figure 62: 2005 aerial photo from above Ottumwa Park showing river and highway
improvements

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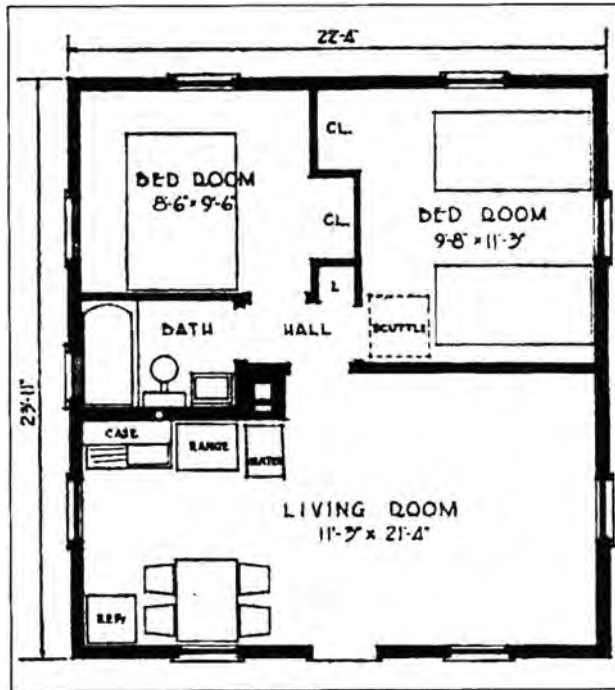


Figure 1: FHA Plan A floor plan, 1936
(Both drawings from Ames & McClelland, pp 60 and 61)
Figure 2: FHA Plan A elevation, side gable entry, 1936



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Figure 3: FHA Plan A, front gable entry, 1936
(*Ibid.*, pp 61 and 62)

Figure 4: FHA Plan E elevation, 1936



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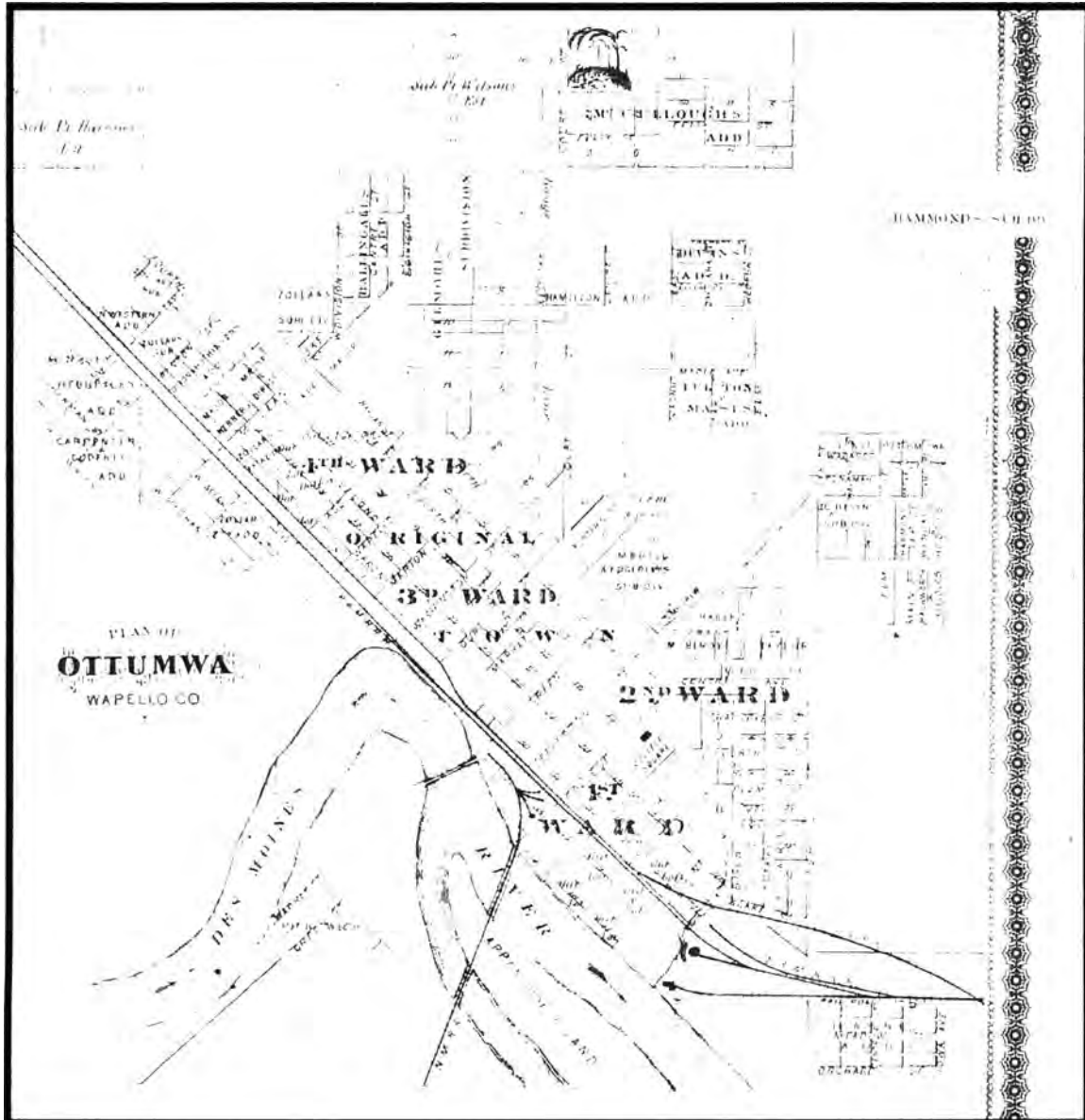


Figure 5
1875 Map of Ottumwa
(Andreas, Illustrated Historical Atlas of the State of Iowa, p 136)

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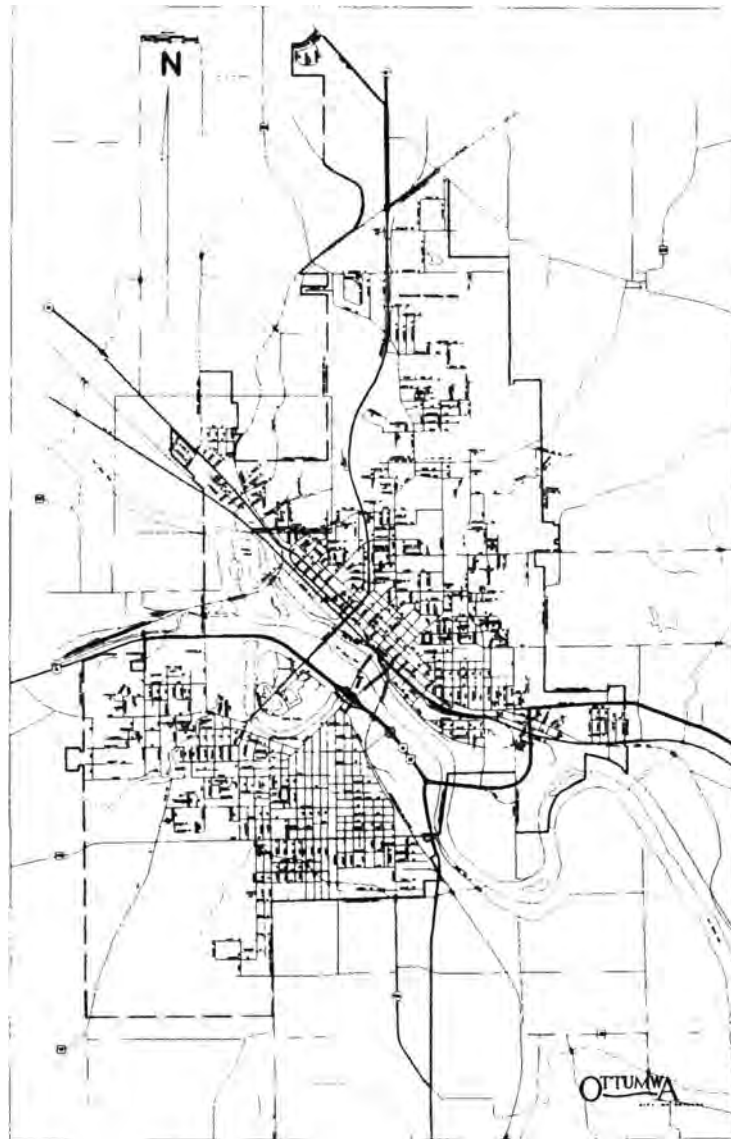


Figure 6
Map of Ottumwa
(Courtesy of City of Ottumwa, 2006)
Des Moines River flows through the community from northwest to southeast
Dividing it into the north side (top right) and the south side (bottom left)

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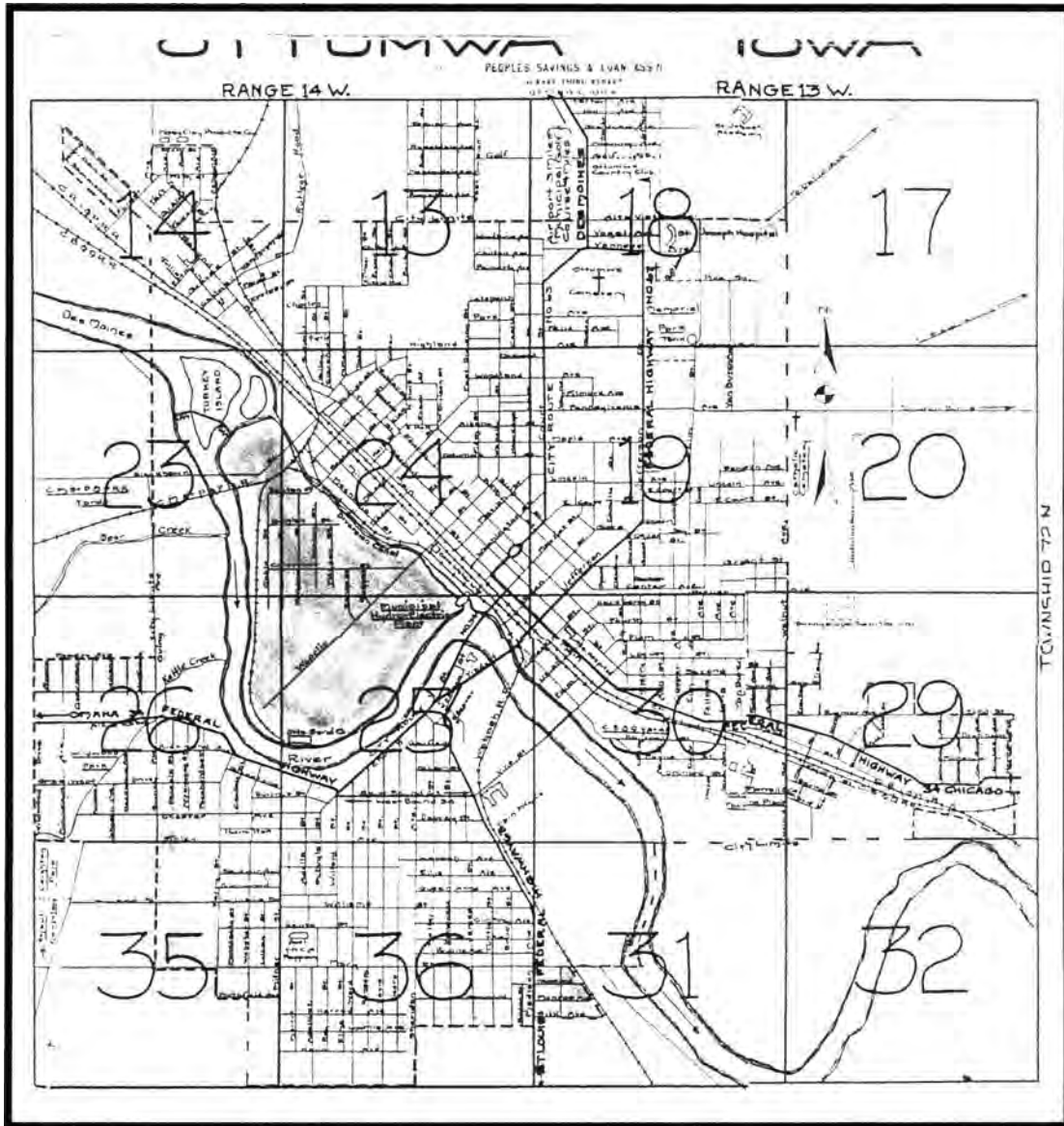


Figure 7
1939 plat map of Ottumwa
Shaded outline shows pre-war city limits
Large shaded area near center is flood-prone Central Addition
(Atlas of the City of Ottumwa, Wapello County, Iowa, 1939)

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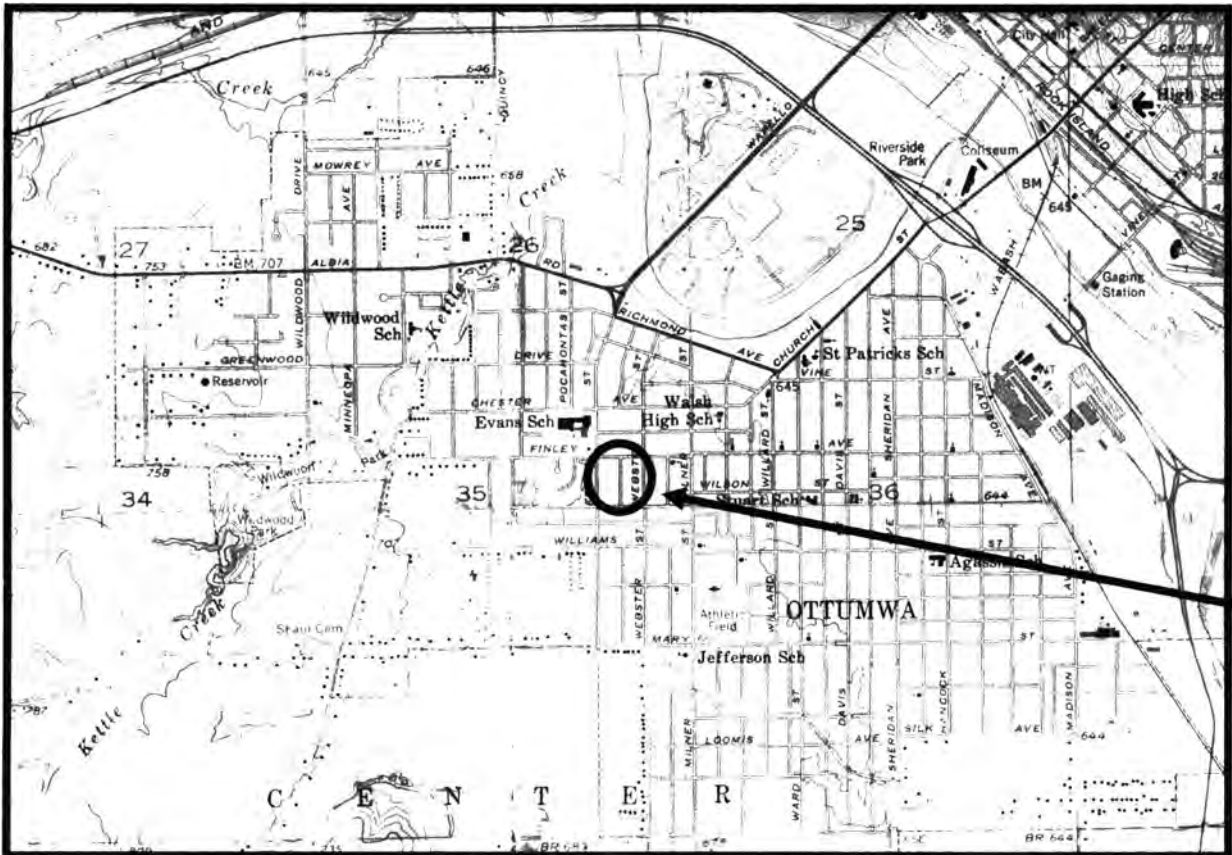


Figure 8
USGS map (1976) of Ottumwa, south side
Arrow indicates location of Berg Development

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Figure 9
Typical streetscape in the Berg Development
2007 photo

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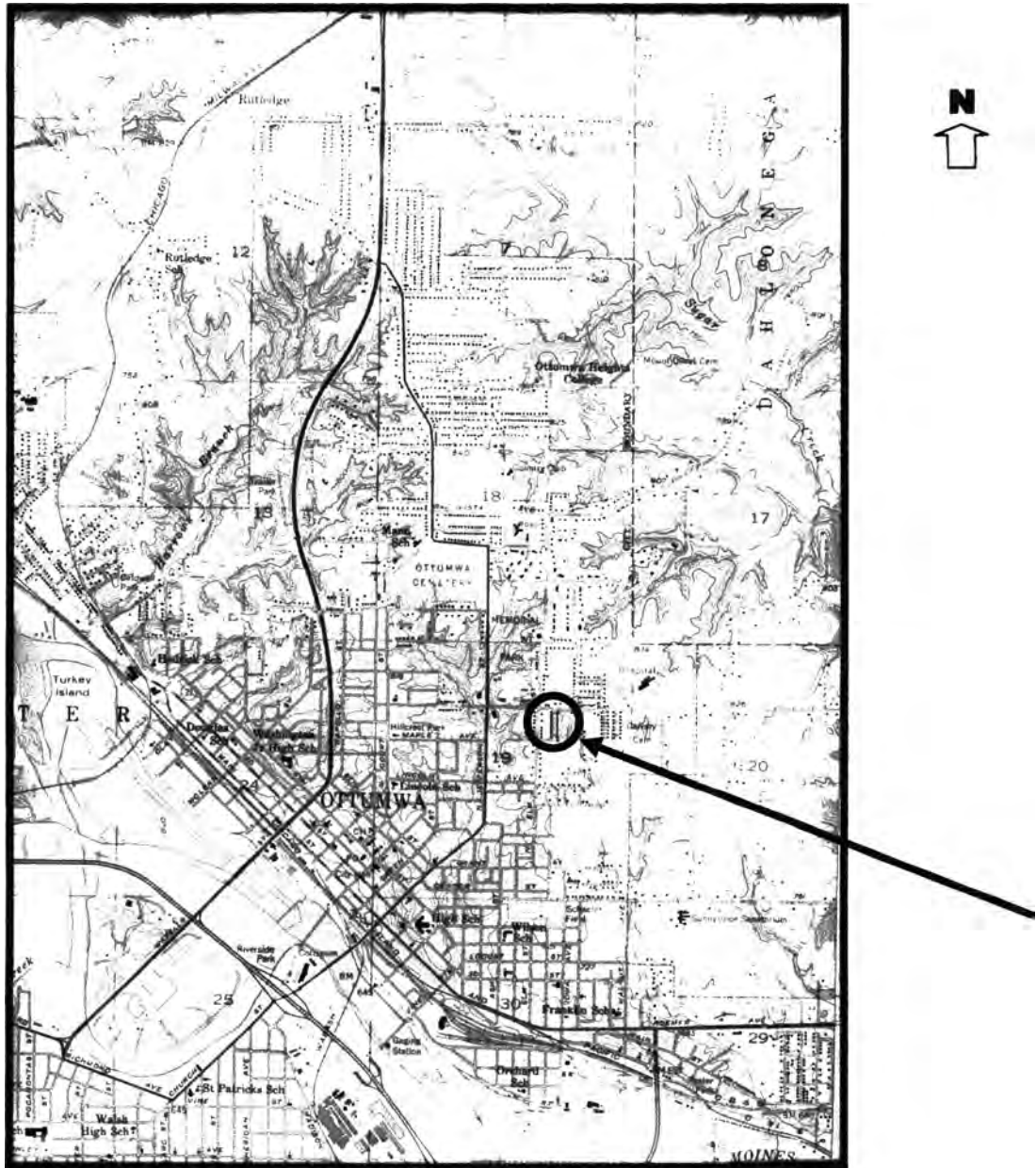


Figure 10
USGS map (1976) of Ottumwa, north side
Arrow indicates location of North Fellows neighborhood

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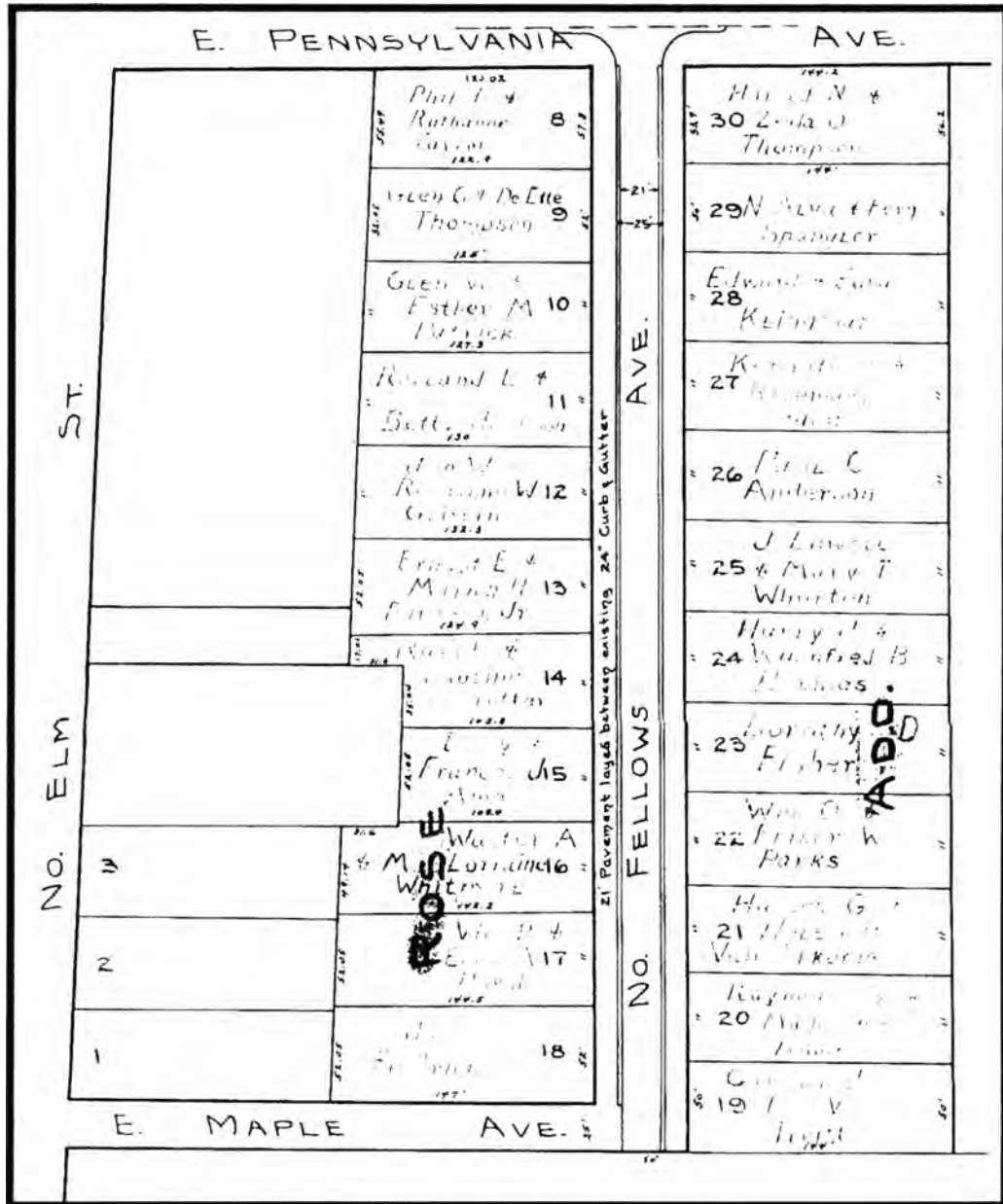


Figure 11
 Plat map of the Rose Addition
 Undated, but appears to be ca. 1950
 (Courtesy of City of Ottumwa)

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Figure 12
Streetscape of North Fellows neighborhood
2007 photo

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Figure 14
Typical streetscape along Northview
2007 photo

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Figure 15
Flood waters surge through a south side residential neighborhood in 1947
Note the two car roof tops
(Disaster at Ottumwa, Iowa)

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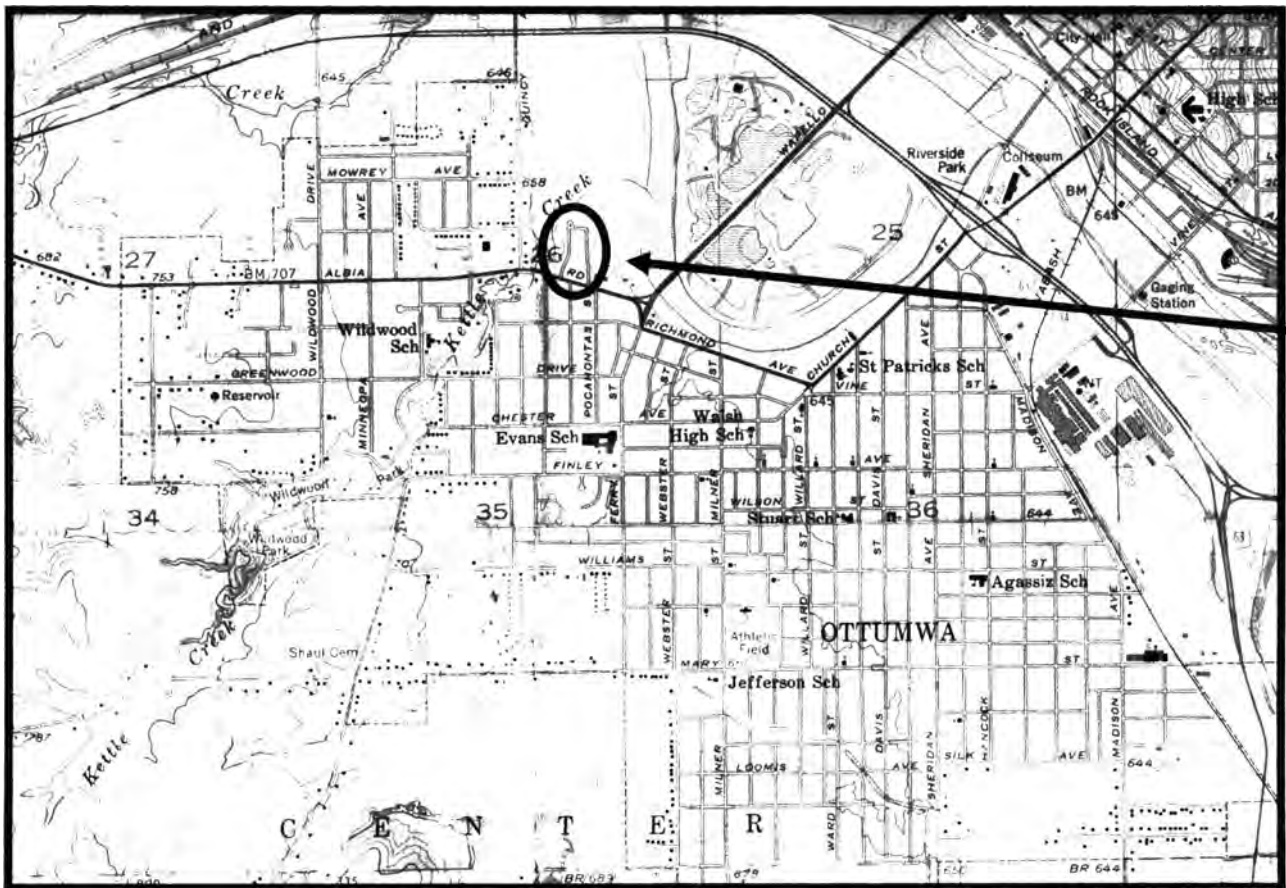


Figure 16
USGS map (1976) of Ottumwa south side
Arrow indicates location of Riverside Lane

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First Of 35 Wormhoudt Homes--

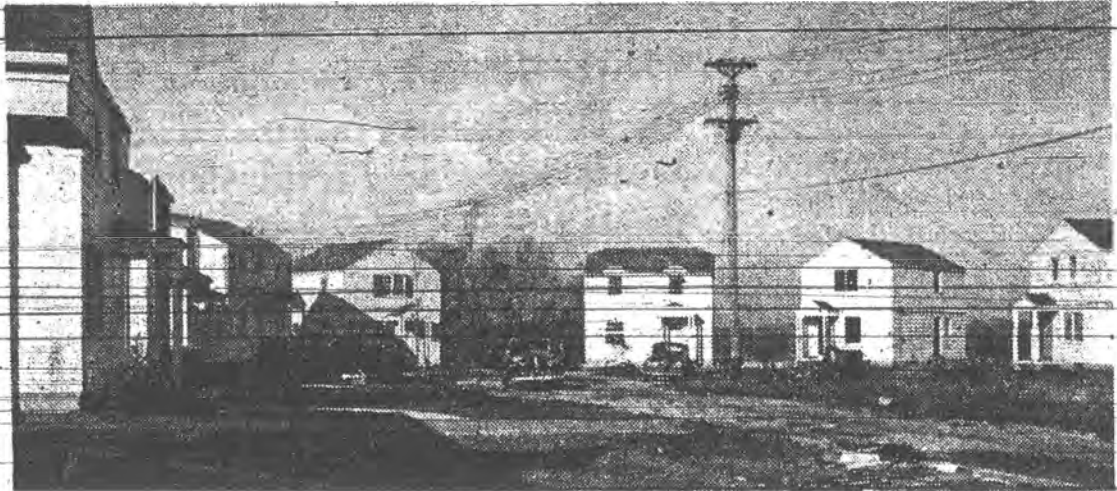


Figure 17: Riverside Lane 1948
(*Ottumwa Courier*, August 1, 1947)

Figure 18: Riverside Lane 2009



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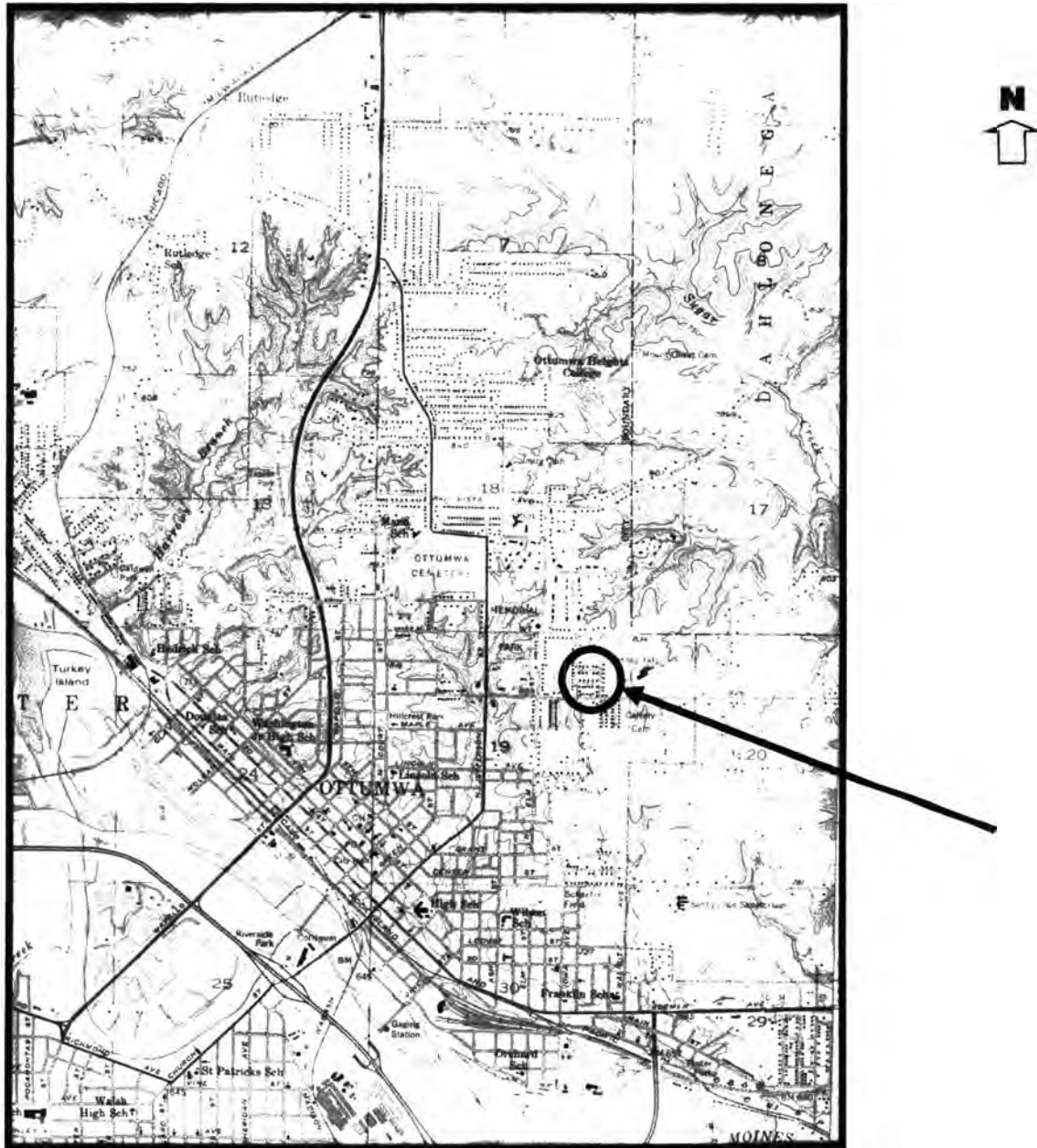


Figure 19
USGS map (1976) of Ottumwa, north side
Arrow indicates the location of Hillview Heights
Note "hospital" immediately east of the development

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Figure 20
Aerial view of Hillview Heights with Pennsylvania Avenue on the diagonal (ca. 1950)
Brentwood with the first seven houses lined up on east side of street.
Right foreground is site of Ottumwa Hospital
(Ottumwa From Above)

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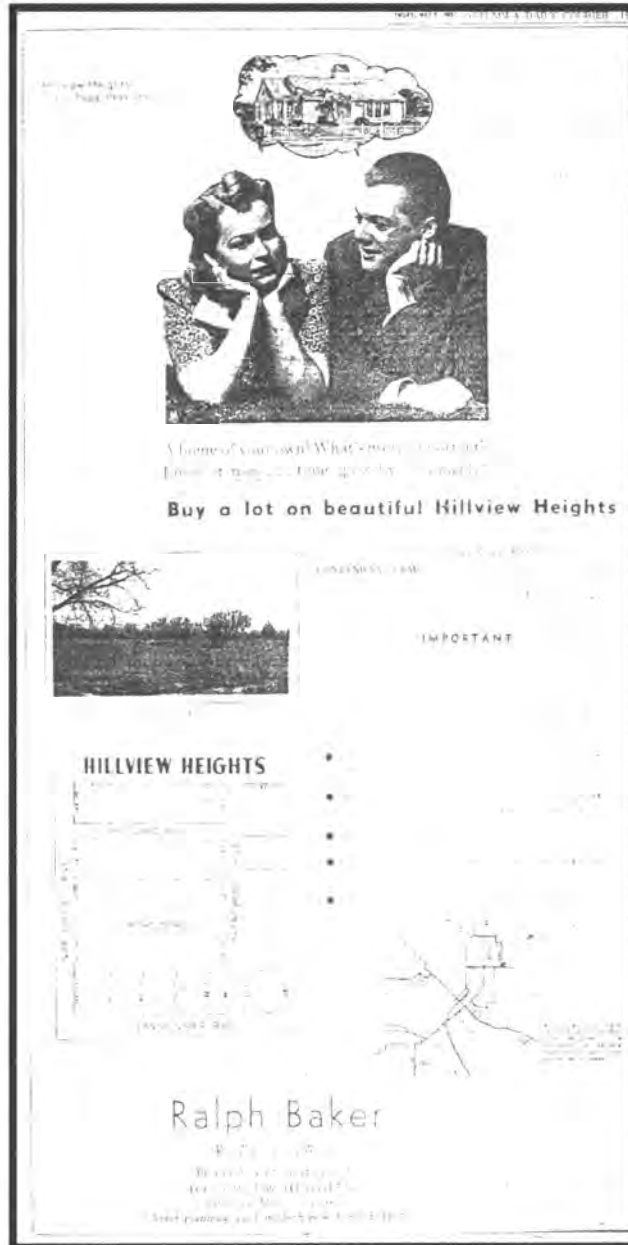


Figure 21
Ad for the Hillview Heights Development
(Ottumwa Courier, May 6, 1949)

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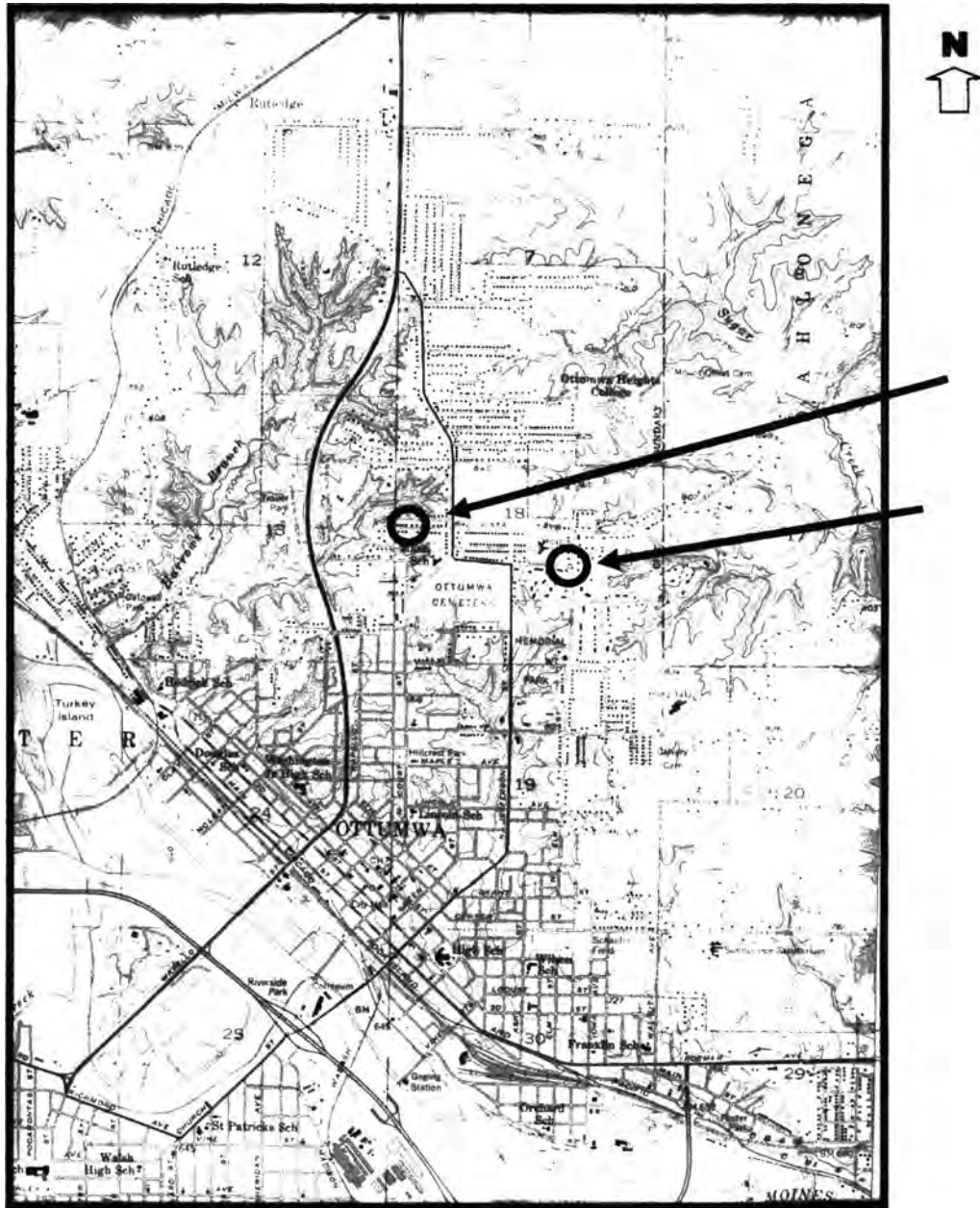


Figure 22
USGS map (1976) of Ottumwa, north side
Top arrow indicates location of 167 West Alta Vista
Bottom arrow indicates locations of 322 Vanness

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Figure 23 167 West Alta Vista
(2007 photos)
Figure 24: 322 Vanness



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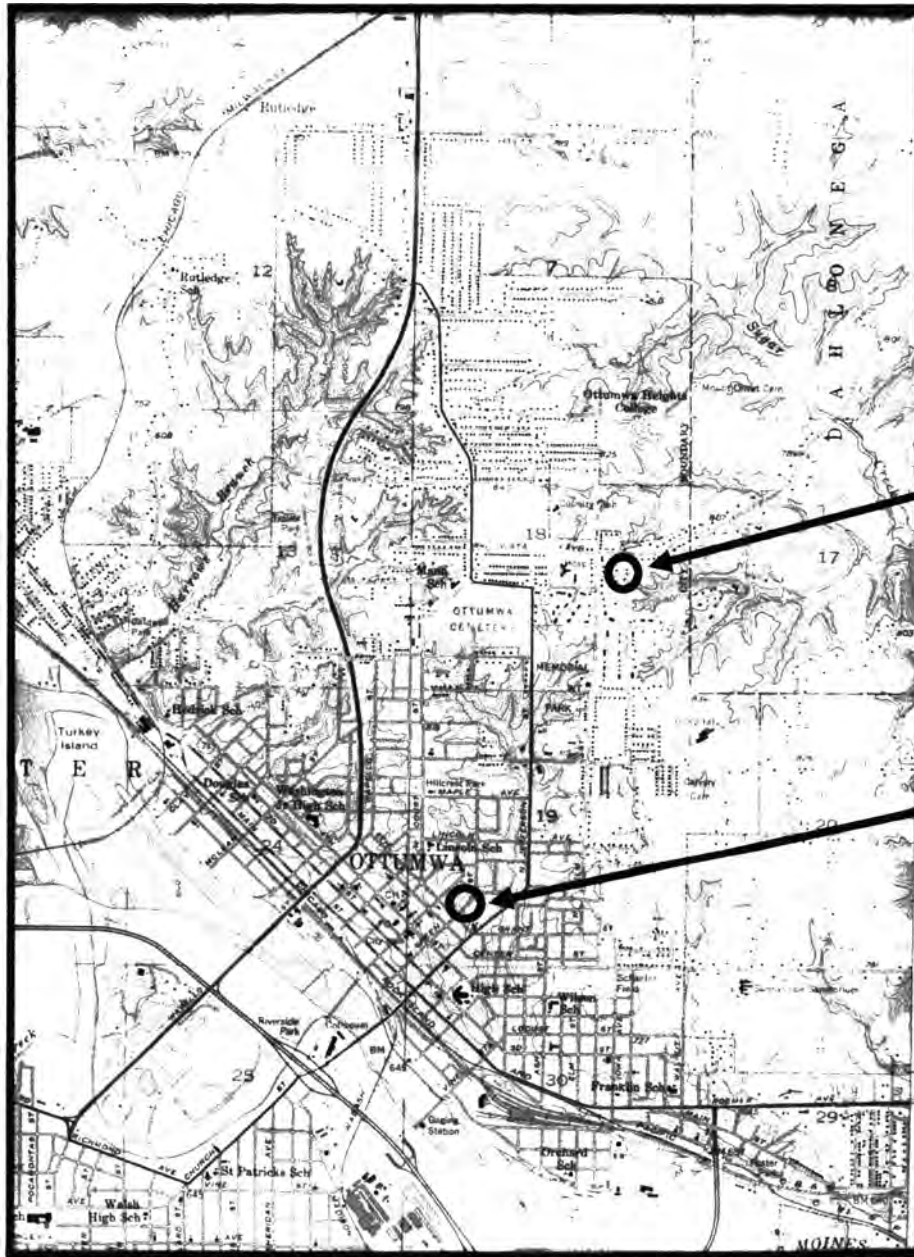


Figure 25
USGS map (1976) of Ottumwa, north side
Top arrow indicates location of 15 Raynan Drive
Bottom arrow indicates location of 421-427 North Green

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Figure 26: Apartment complex at 421-427 North Green
(2007 photos)
Figure 27: 15 Raynan Drive



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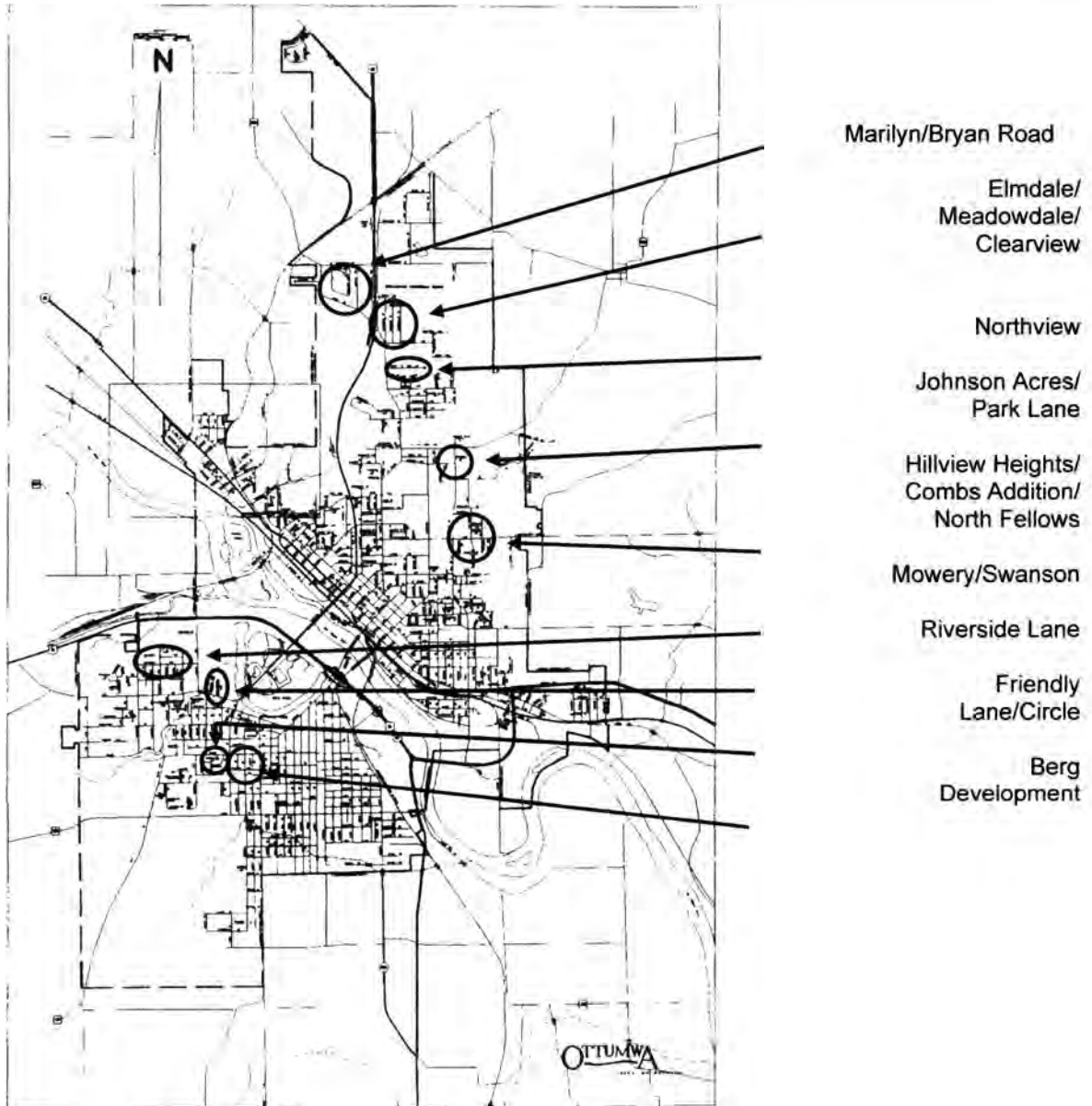


Figure 28
Map of Ottumwa, 2006
Major residential neighborhood developments, 1944-1959

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Figure 29: POST WORLD WAR II RESIDENTIAL
ADDITIONS/SUB-DIVISIONS IN OTTUMWA (1944-1959)

DATE FILED	NAME OF ADDITION OR SUB-DIVISION	LOCATION WITHIN CITY
1-6-45	Rose Addition by Coon-McNeal Construction of Des Moines Platted in December 1944	30 lots south of Pennsylvania Avenue and east of North Elm Street
1-6-45	Plain View Addition by Consolidated Investment Inc of Des Moines	19 lots at northwest corner of Albia Road and Wildwood Drive
8-3-46	Guy Kitterman Plat	4 lots south of Pennsylvania Avenue and east of North Fellows
7-8-46	Stark & Bolick's 1 st Addition	21 lots so of Greenwood Drive, between Minneopa and McKinley. Covenants
8-6-46	J.R. Baker's South Addition	63 lots on east side of Madison Avenue from Burns Avenue south to Gurley
8-22-46	Johnson Acres, designed by Robinson & Parnham, Landscape Architects of Des Moines, 12-26-45	16 lots (Raynan Drive) east of North Elm between Vanness and East Alta Vista Avenue Covenants
2-14-47	McCarroll's 2 nd Addition	41 lots east of Highway 63 (North Court), facing Court and both sides of Clearview, from Elmdale north to Bonita. Covenants
3-24-47	Upp's Place	12 lots at northeast corner of Albia Road and Wildwood Drive
5-26-47	H.S. Wormhoudt Addition	24 lots on Riverside Lane and Pocahontas Street, north of Albia Road. Covenants
6-23-48	Part of Clingman's 1 st Addition	14 lots on east side of Meadowdale north of Elmdale
7-31-48	Bannister's Subdivision of Leighton's Subdivision	15 lots, location unknown but believed to be on West Williams west of Ferry Street
1-31-49	Leighton's Subdivision of A.C. Leighton's Estate	South of Finley Avenue, west of Ferry Street
5-21-49	Irregular Survey for Pearl Bryan	11 lots on both sides of Bryan Road west of North Court
5-2-49	Hillview Heights by Phoenix Insurance (Reg Wellman)	North of Pennsylvania Avenue, east side of Van Buren, both sides of Brentwood, and the 800 blocks of East Filmore and East Woodland Avenue
7-8-49	Prosser's Subdivision	10 lots west of Webster

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11-16-49	Owen's Irregular Survey of part of E ½ of NE ¼ Sec 12 T72NR14W	39 lots on what is now Marilyn Road, west of North Court, from Bryan Road to Rochester
2-3-50	Irregular Survey of North side of Bonita	Lots G through L, east of North Court
5-5-50	H.S. Wormhoudt & P.F. Jackson 1 st Addition	36 lots on north side of Mowery from Wildwood to Johnson
1-15-51	Northview Addition by Ralph & Helen Ransom & Walter L. Harper	67 lots, 7 facing North Court, 60 facing Northview
7-9-51	Hawthorne Court	10 lots from North Court to West Street, ½ block north of West Alta Vista Avenue
8-15-51	Dave Pierce's Irregular Survey	6 lots east side of Highway 63 (North Court) south of Rochester
10-8-51	Oak Terrace Addition #1 by George & Rose Ahrens, Merrill & Jean Norris, Larry & Jeanette Mirson	Woodshire Drive north from West Golf, curving around to west end of West Manning. Covenants include no emitting of "visible smoke or obnoxious odors," obviously pre-charcoal grilling.
10-8-51	F.L. & Gwen Stufflebeam Addition	15 lots south of Albia Road, east side of McKinley, plus Silverwood Street and Silverwood Lane.
10-19-51	Evergreen Addition by William Cramblit	3 lots at northeast corner Richmond Avenue and Lake Drive
12-22-51	Warden Place	10 lots at northeast corner of North Court and Carter Avenue, 2 lots facing Court, 8 lots facing Carter.
6-13-52	H.S. Wormhoudt & P.F. Jackson 2 nd Addition	32 lots (16 on each side) on Swanson between Overman and Johnson
7-15-52	Comb's 1 st Addition	72 lots on Brentwood and Adams (36 on each street) between Pennsylvania Avenue & Benson Street
7-16-52	Evergreen Heights 1 st Addition by Leon Yates and Fara Cremer	6 lots on Gladstone, ½ block west of Lake Drive
7-16-52	H.S. Wormhoudt 2 nd Addition	8 lots around Friendly Circle, south of Finley Avenue
9-9-52	Welton's Sub-division of Silverwood Farm Addition	5 lots on cul-de-sac Silverwood Drive, east from McKinley
10-13-52	Groom's Irregular Survey	4 lots on Country Club Place, east of Elm and north of Alta Vista
10-24-52	Silverwood Park Addition	24 lots on Silverwood Lane and Silverwood Drive, east of McKinley and south of Albia Road
11-?-52	Lynwood Addition	39 lots facing Lynwood, Finley south to Williams

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6-19-53	Kranz 1 st Addition by Raymond & Madolyn Smith and Richard & Dorothy Smith	14 lots between Hamilton and Finley, from Ferry to Webster
7-2-53	Warden Place by Harold & Evelyn Phillips	3 lots at northeast corner of North Court and Carter Avenue
7-10-53	Hackworth Park by F.L. & Marjorie Stufflebeam	10 lots on Hackworth Drive cul-de-sac off of Richmond Avenue
7-22-53	McCullough & Mercer Addition by Dale & Frances McCullough and Sam & Marjorie Mercer	16 lots on Carter Court, a horseshoe shaped street that connects at both ends to the north side of Carter Avenue
9-24-53	H.S. Wormhoudt's 3 rd Addition by H.S. & Frances Wormhoudt and J.H. & Martha Wormhoudt	28 lots on Friendly Lane, west of Ferry, south of Finley
10-7-53	H.S. Wormhoudt & P.F. Jackson 3 rd Addition	23 lots on Swanson between Wildwood and Overman
1-13-54	Asbury Circle by F.L. and Marjorie Stufflebeam	25 lots on Asbury Circle, a cul-de-sac off of Wildwood Drive
6-7-55	Konrad's 1 st Addition by Edward & Pauline Konrad	25 lots on Marianna between Finley & Greenwood.
7-8-55	McCarroll's 3 rd Addition by Morris & Goldie McCarroll	42 lots on east side of Clearview and both sides of Kenwood from Bonita south to "North Ottumwa Addition."
11-22-55	Pearl Bryan's Irregular Survey	3 lots (12, 13, 14) on north side of "Public Road" now Bryan Road
6-15-56	Carroll's 1 st Addition	7 lots on north side of Greenwood between Allison & Johnson
7-23-58	H.S. Wormhoudt's 5 th Addition	20 lots on Casa Blanca Lane, a cul-de-sac east of Overman and north of Swanson
8-13-58	Grandview Heights 3 rd Addition by Isreal Snook	14 lots on extension of East Manning, the cul-de-sac in the 400 block
5-4-59	Schwartz's 1 st Addition	15 lots on both sides of Pocahontas, west of Ferry between Keota and Williams
6-11-59	City to Public	133 tiny lots west of Milner Avenue, south of Lewis Street
8-4-59	Birchwood Drive and Birchwood Lane	16 lots
8-26-59	Holtsinger & Lawson's 1 st Addition	19 lots on Kingsley Drive, north off Williams

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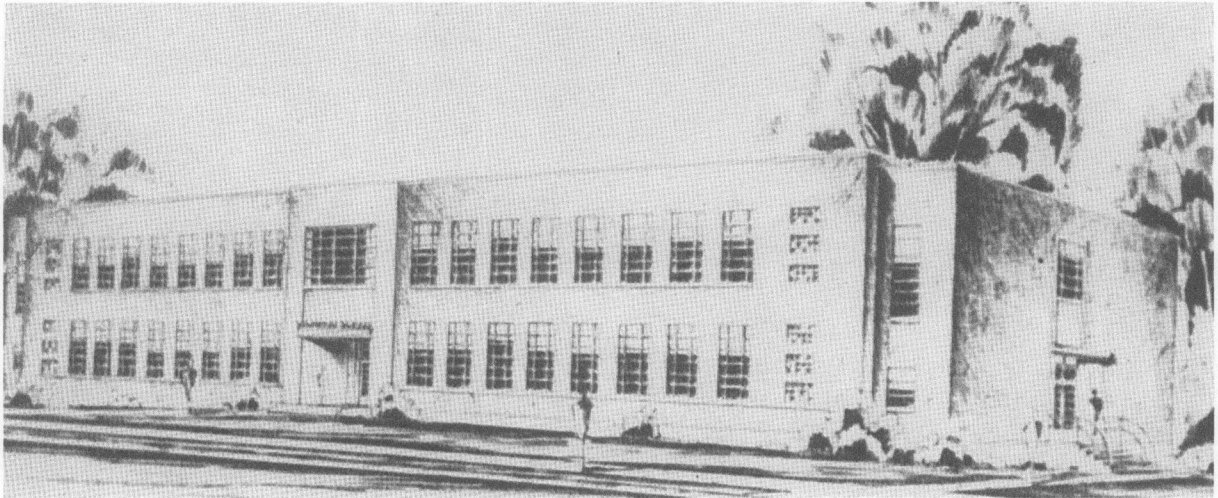


Figure 30: Drawing of Wildwood School
(Keffer & Jones, 1948)
Figure 31: Wilson School, 2007



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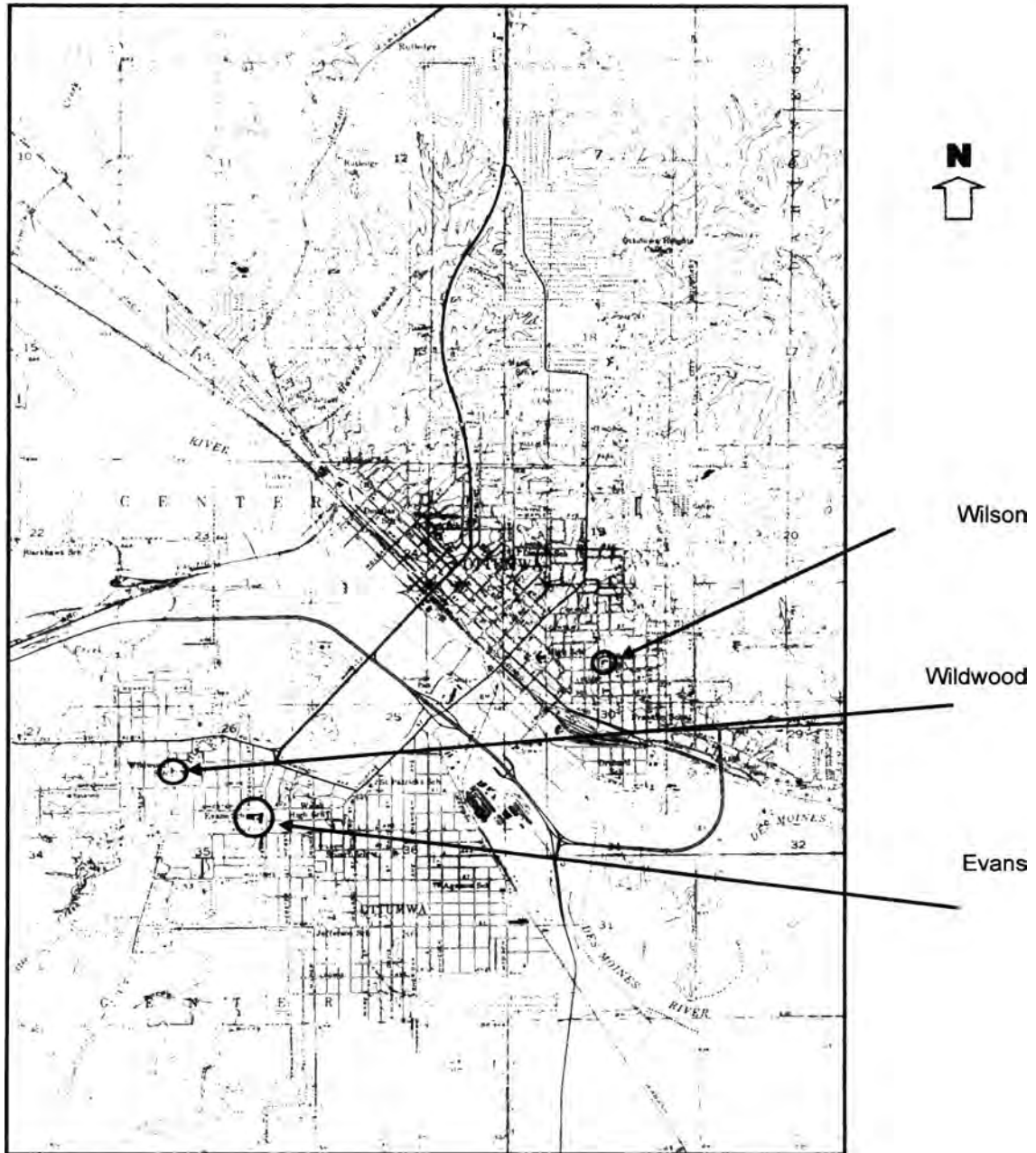


Figure 32
USGS map (1976) of Ottumwa
Arrows indicate locations of Wilson, Wildwood & Evans Schools

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Figure 33
Evans Junior High School
2007 photo

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Figure 34

Ca. 1950 aerial photograph of Ottumwa's south side
The star marks the proposed site for Evans Junior High School
Riverside Lane is the oval on the left and the Berg Development is the oval on the right.
(Ottumwa From Above)

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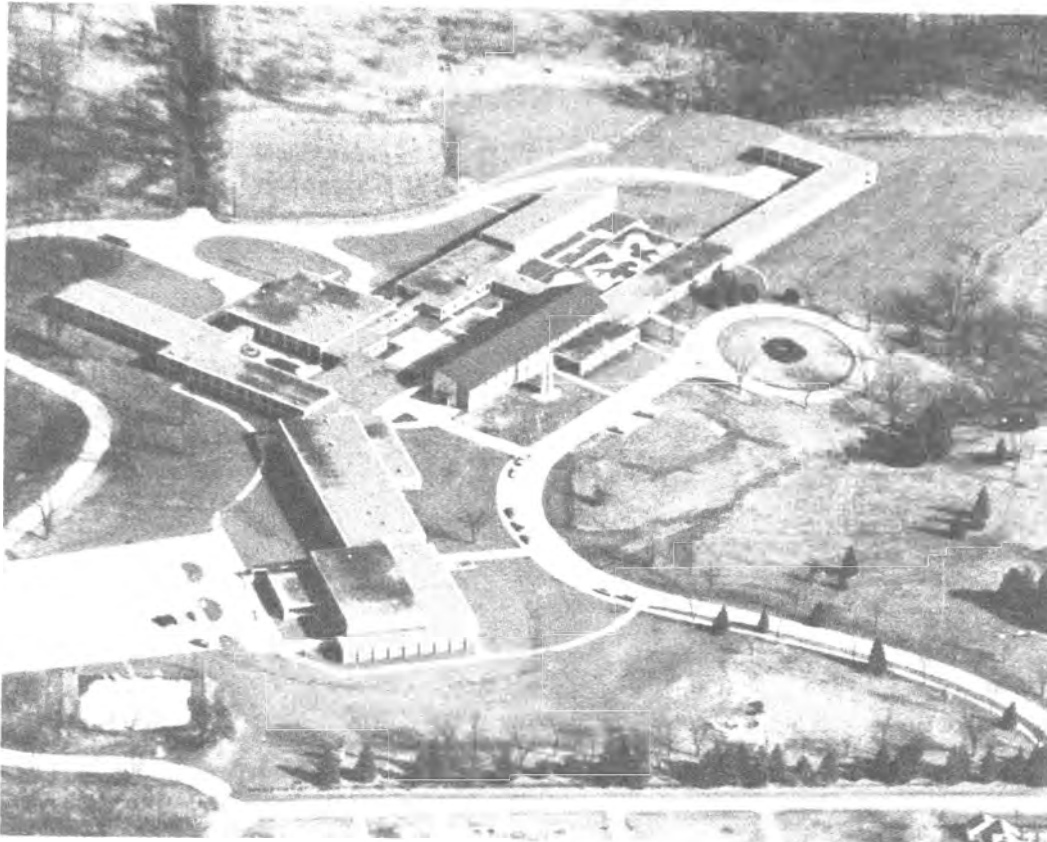


Figure 35
New campus for Ottumwa Heights Academy/College and
Convent for the Sisters of the Humility of Mary
(Photograph from *A Directory of Educational Facilities*, booklet published by
The Ottumwa Area Development Corporation, no date)

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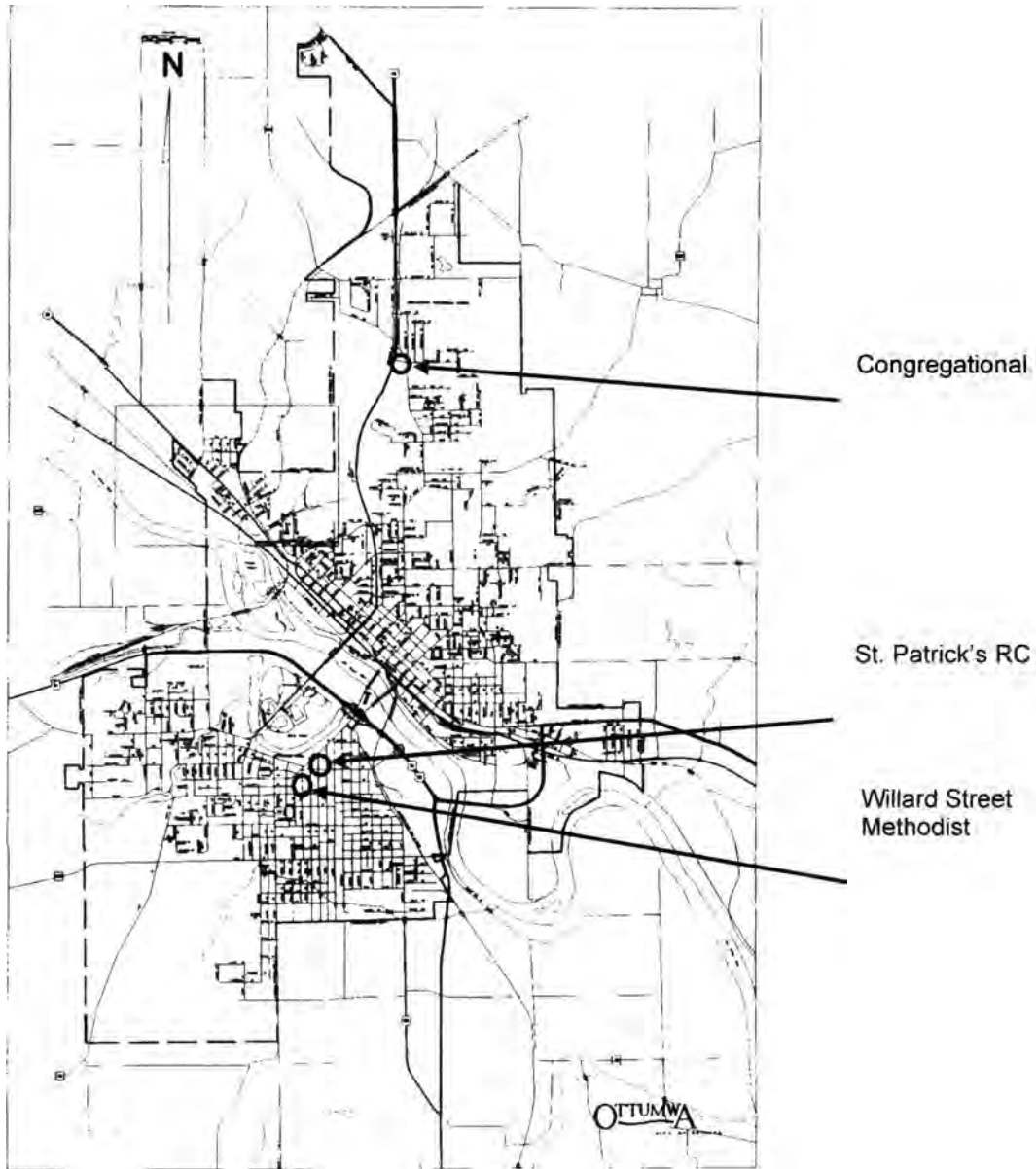


Figure 36
Map of Ottumwa
Showing location of three 1950s churches

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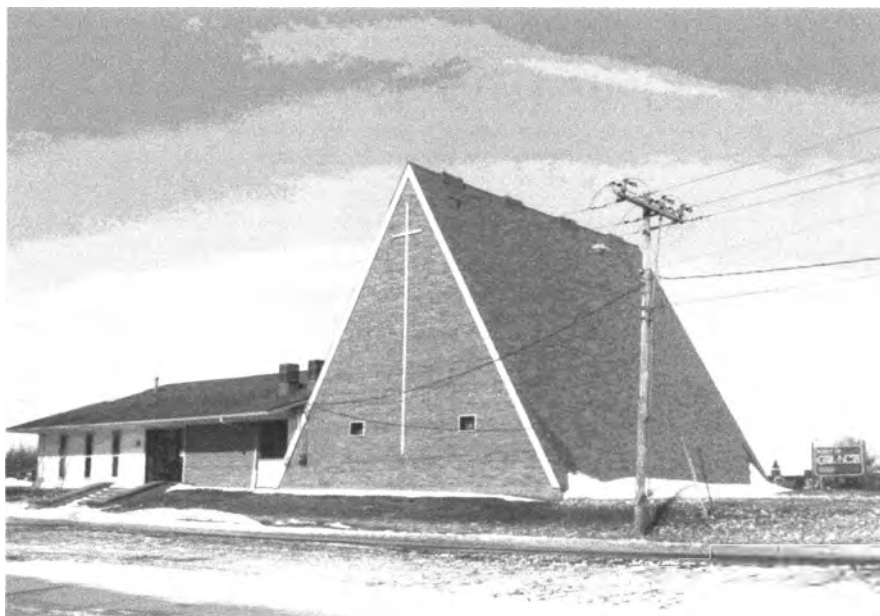


Figure 37: 1st Congregational Church
(2009 photos)

Figure 38: St. Patrick's RC Church



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Figure 39: St. Joseph's Nurses Residence, 1948 photo
(Taylor, Ottumwa: 100 Years A City)

Figure 40: St. Joseph's Nurses Residence, 2007 photo



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Figure 41
Ottumwa Hospital
Looking southeast, 1960
(*The Magazine of Ottumwa, Iowa*,
Autumn, 1960, front cover)



Figure 42
Ottumwa Hospital
Aerial view, mid-1950s
(*Ottumwa Courier*, no date)

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Figure 43: Corner of Market and Main, north side, 1947 flood
(Both photos from Disaster at Ottumwa, Iowa)

Figure 44: Corner of Church and Ransom, south side, 1947 flood



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Figure 45: Bookin Building with post-1947 façade
(2007 photos)

Figure 46: Ackley Motor Company



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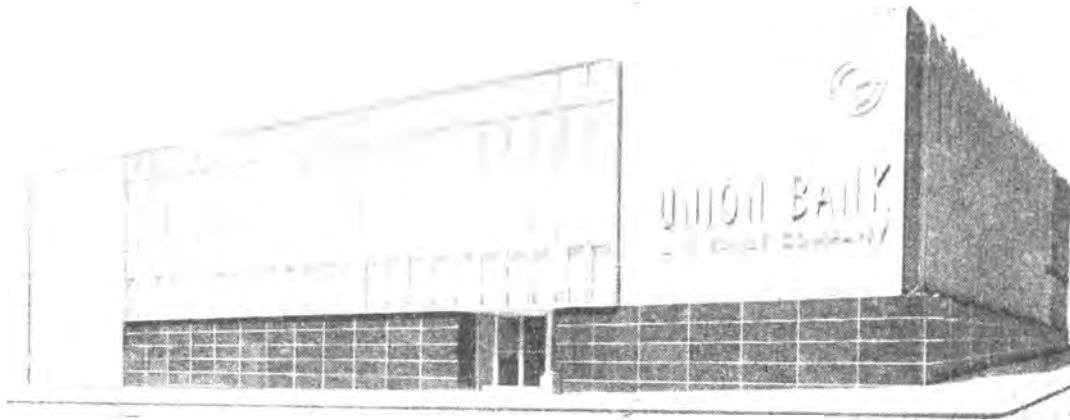


Figure 47: Union Bank & Trust, 1959 Drawing
(The Magazine of Ottumwa, Iowa, Winter 1959, p 3)

Figure 48: Burlington (CB&Q) Depot, NRHP (2008 photo)



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Figure 49: Yates Building under construction, 1947 flood
(Disaster at Ottumwa, Iowa)

Figure 50: Yates Building, 2007



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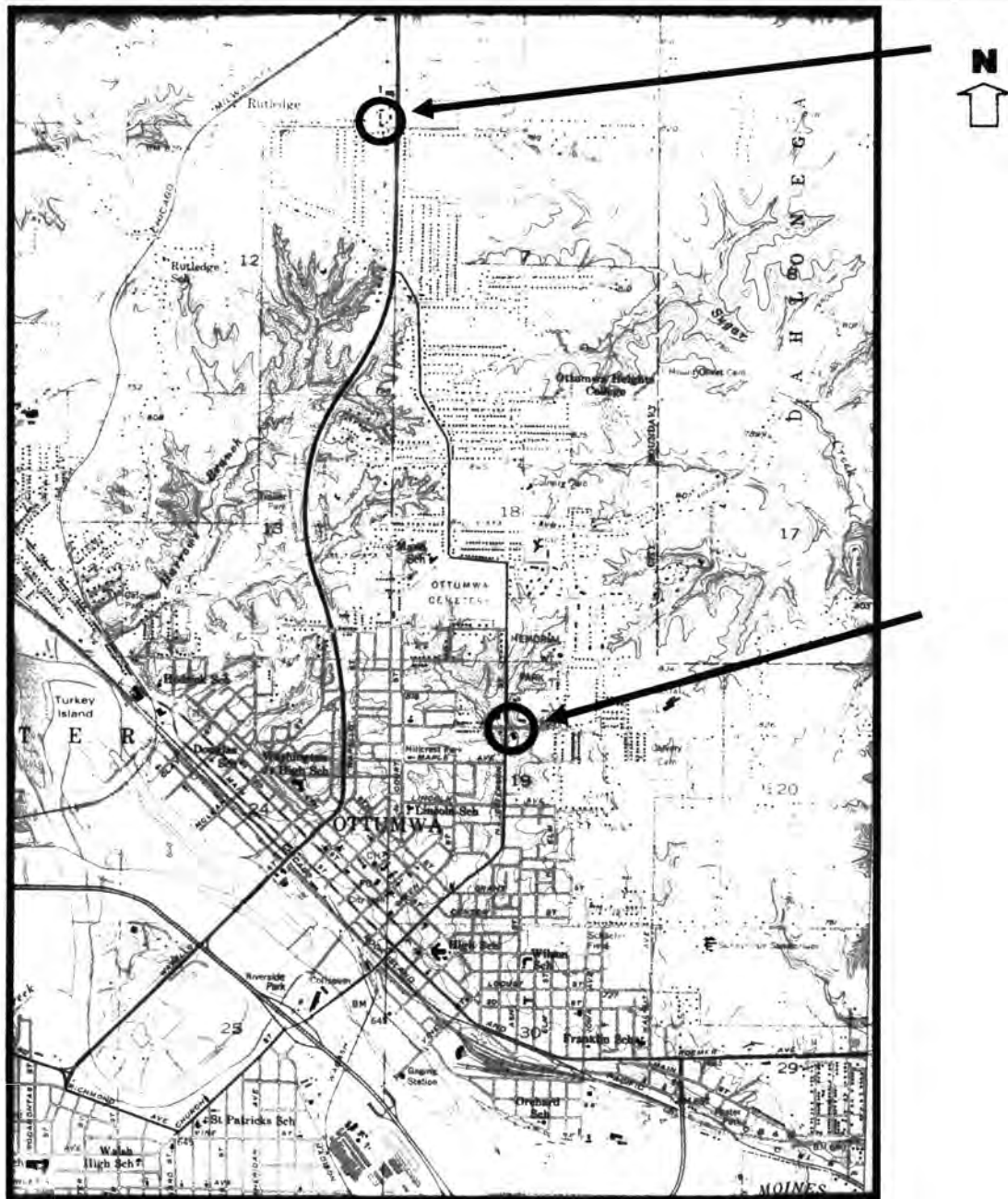


Figure 51
USGS Map (1976) of Ottumwa, north side
Top arrow indicates location of Rustic Village
Bottom arrow indicates location of Jefferson Square

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Welcome to
RUSTIC VILLAGE
MOTEL and GRILL

Completely Modern Rooms
Convenient and Quiet
Telephone in Each Room
Mail Service
Television Available
Service Station

HIGHWAY 63 NORTH
MUrray 4-5461

Mr. and Mrs. Tom Gegenheimer
Owners . Operators

Figure 52: Rustic Village ad, 1950s

(The Magazine of Ottumwa, Iowa, Winter 1959. Rustic Village, p 11, Jefferson Square, back cover)

Figure 53: Full page ad for Jefferson Square businesses

While in Ottumwa
be sure to visit . . .

Jefferson Square Shopping Center

Delicious food! Jefferson Street and Pennsylvania

THE Cornpicker RESTAURANT featuring our **Charcoal Broiler** Superb Steaks!

AAA RESTAURANT Banquet and meeting rooms. Phone MUrray 4-4224 Hans Nickel, Chef. Recommended by Duncan Hines. 11:00 a.m. — 8:30 p.m., except Monday

fine hair styling . . . You'll appreciate the convenience of shopping

The Beauty Room thoroughly trained operators the acres of free parking

MUrray 2-2055 Joan Rowan, Owner the truly outstanding merchandise and superior service.

Jefferson Square's fine new drug store Prescriptions filled promptly by our trained pharmacists

McWILLIAMS DRUG STORE Open 8 a.m. till 10 p.m. FREE DELIVERY

ANDERSON'S STANDARD SERVICE • Gas and Oils • Complete Lubrication • Washing

BENNER FOOD STORES Open 7 days!

Stop by today!

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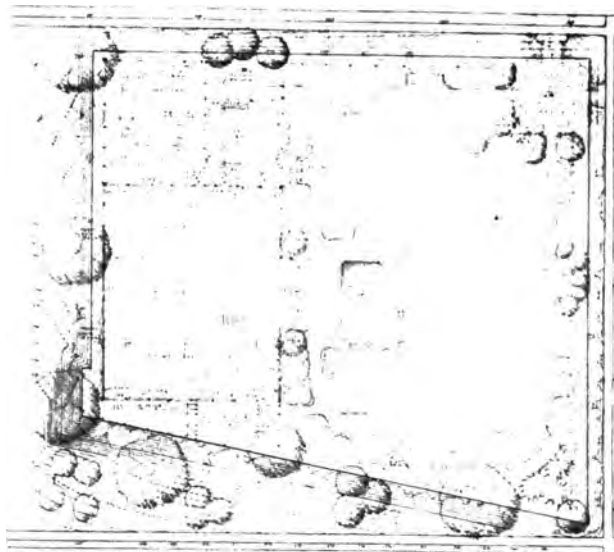
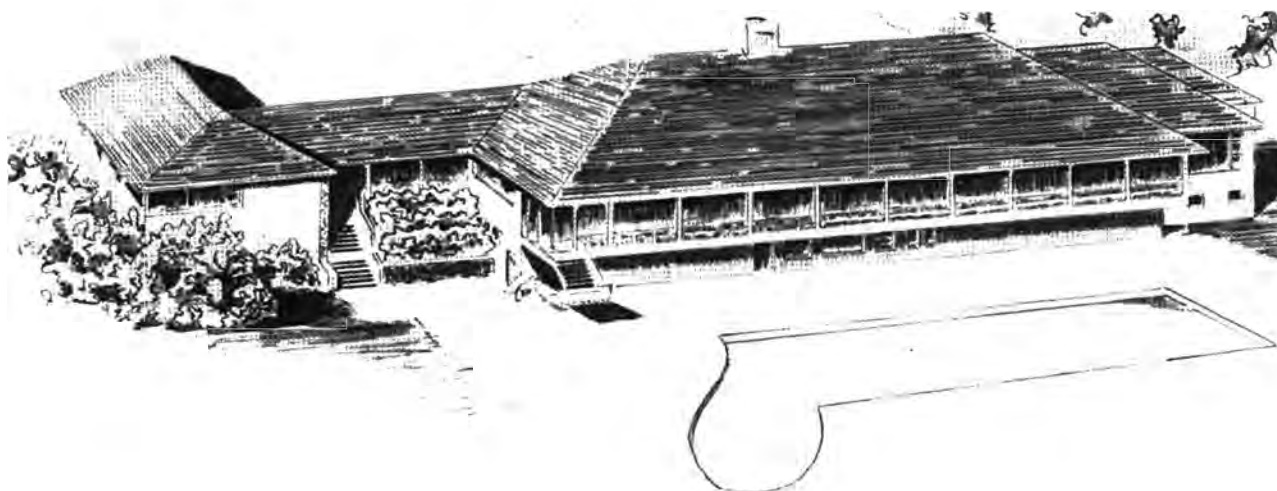


Figure 54: 1948 drawing of plan for Hillcrest Park

(Both drawings from Taylor, Ottumwa: 100 Years A City)

Figure 55: Architect's drawing of Ottumwa County Club and pool



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In Ottumwa, 1944-1959

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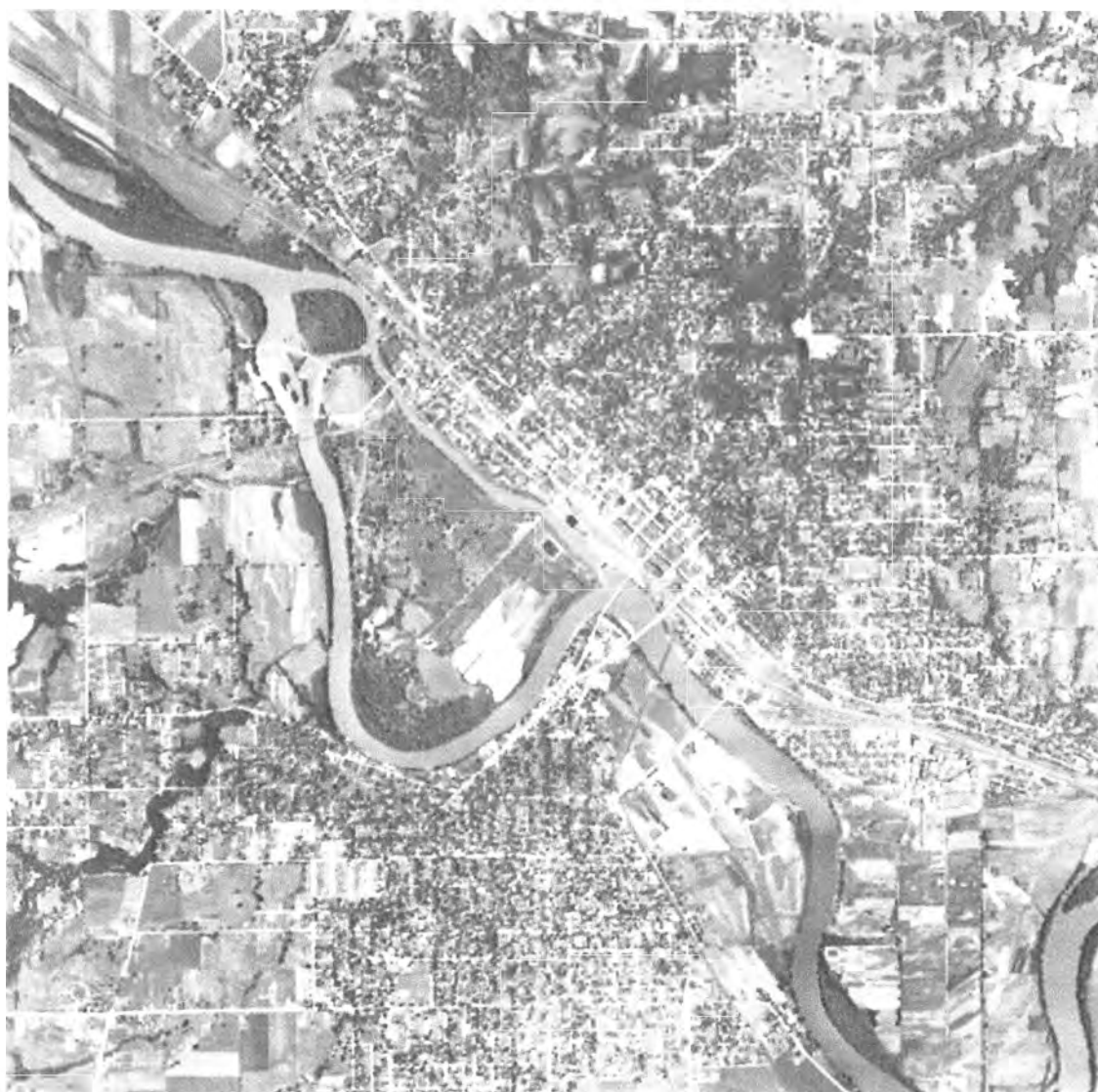


Figure 56:
1950s aerial of Ottumwa
(Iowa Geographic Map Server)

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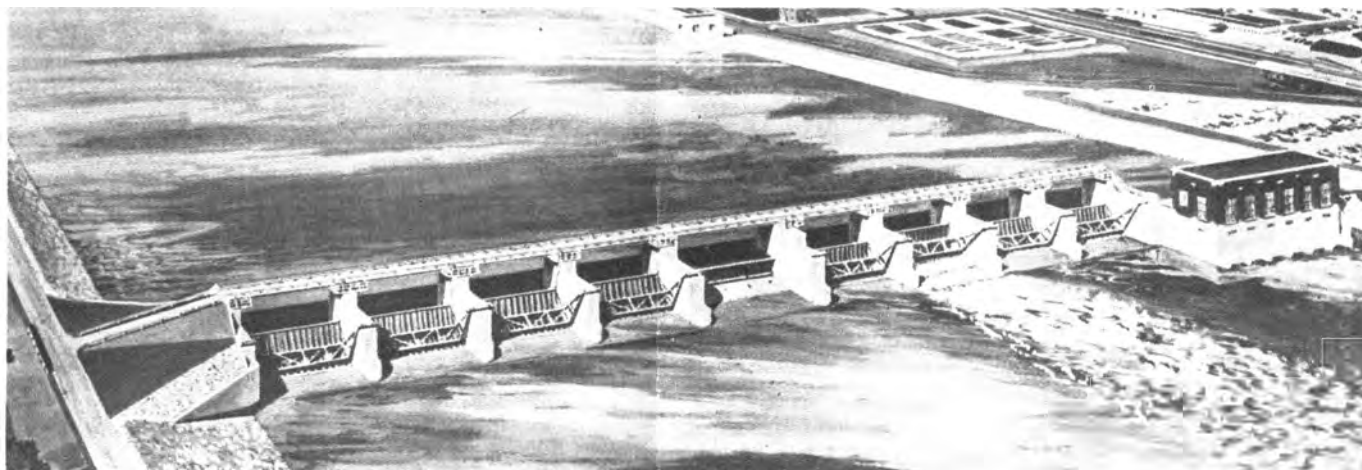


Figure 57:
Drawing of proposed nine gate system at hydro electric plant
Spanning the widened river channel
(Des Moines Sunday Register, January 4, 1959, Community Progress Section, no page noted)

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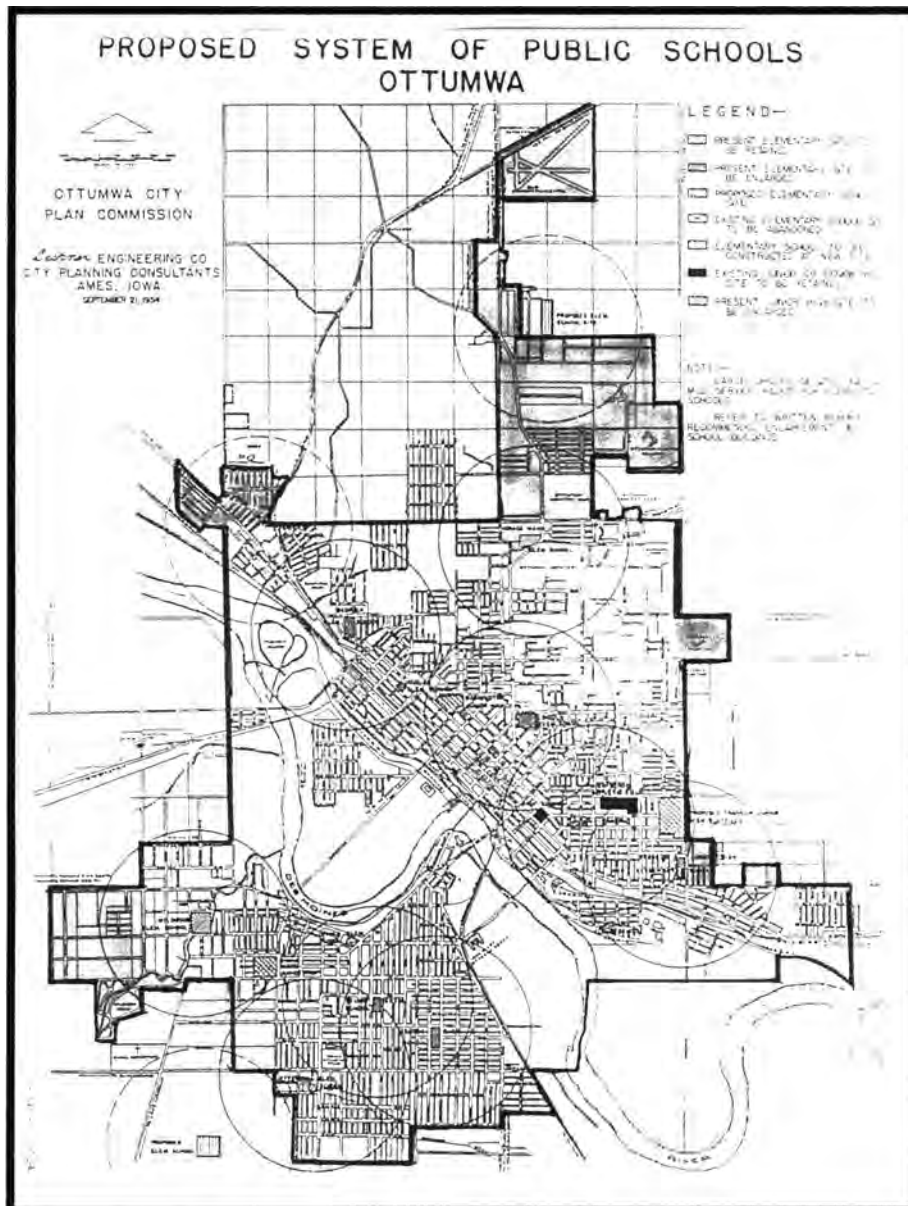


Figure 58

1955 map of Ottumwa showing expanded city limits.
Shaded areas are the annexation since 1939.

(The Plan for Ottumwa, Iowa: Looking Ahead 50 Years)

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Figure 59

Aerial photo with overlay of proposed relocation
of highways 34 (right to left) and 63 (top to center)
The cloverleaf intersection in Central Addition, now Ottumwa Park, was never built
(The Plan for Ottumwa, Iowa: Looking Ahead 50 Years)

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Figure 60
"New" Highway 63 north of downtown, looking south
(*The Magazine of Ottumwa, Iowa*, Spring 1960, front cover)

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Figure 61
2009 Aerial photo of Ottumwa
Shows widened river and highway relocations
(Iowa Geographic Map Server)

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Figure 62,
2005 aerial photo over Ottumwa Park
Looking east over the Des Moines River showing
Wapello Street Viaduct (Highway 63) on left, and nine gates spanning
The widened river channel in the center.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: COVER DOCUMENTATION

MULTIPLE Ottumwa MPS
NAME:

STATE & COUNTY: IOWA, WAPELLA

DATE RECEIVED: 11/11/10 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 12/27/10
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 64501095

REASONS FOR REVIEW:

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
NEW MPS: Y

COMMENT WAIVER: N

___ ACCEPT ___ RETURN ___ REJECT _____ DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

Phone _____ Date _____

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 National Park Service.



November 8, 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.

- Post-World War II Development in Ottumwa, IA: 1944-1959
- North Fellows Historic District 1200 Block North Fellows Street and 1204-1212 North Elm Street, Ottumwa, Wappello County, IA
- Hofmann Building, 101 S. Market Street, Ottumwa, Wappello County, IA

Sincerely,

Elizabeth Foster Hill

Elizabeth Foster Hill
Tax Incentive Programs Manager/
National Register Coordinator