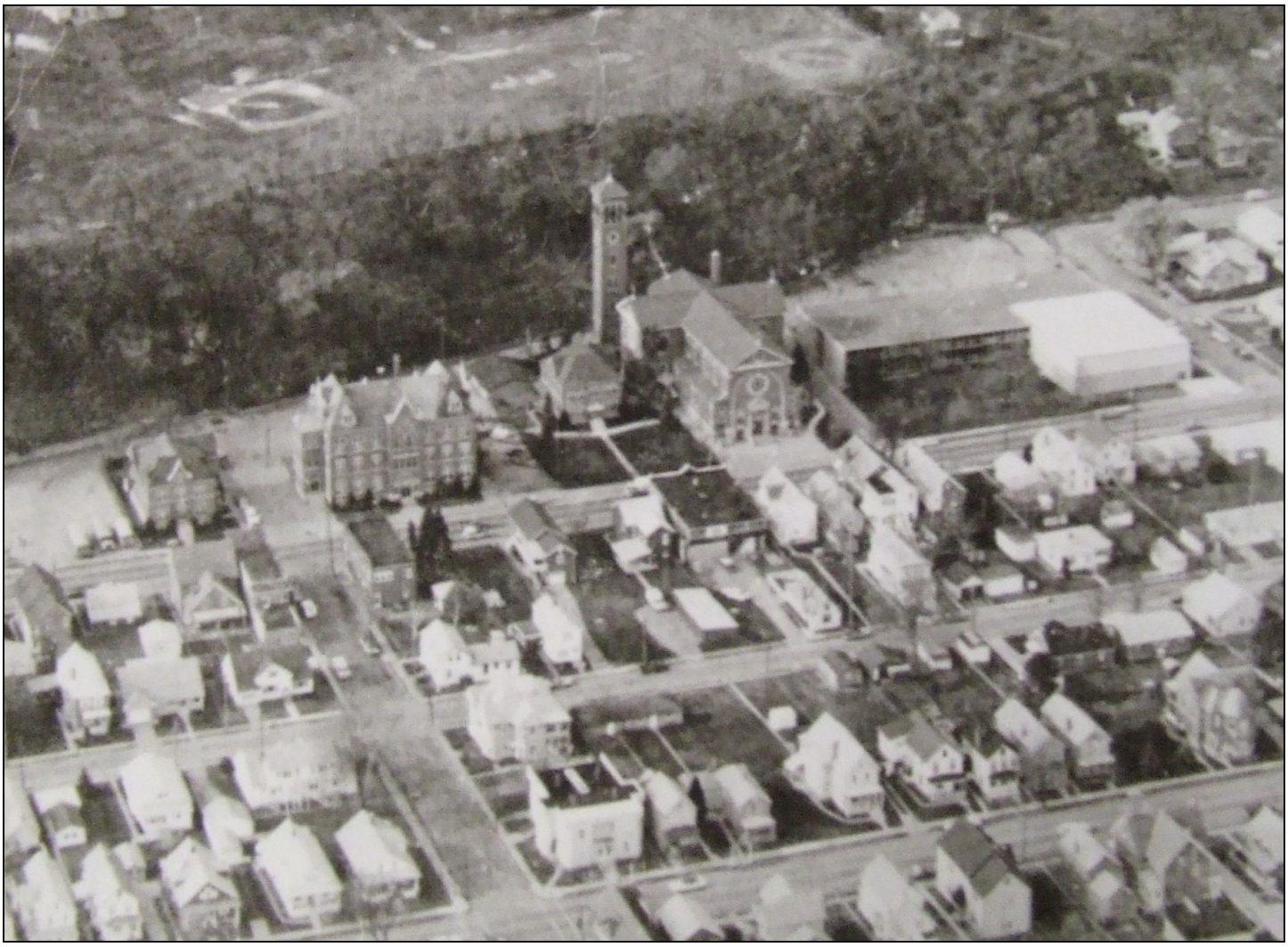

DUBUQUE—THE KEY CITY

The Architectural And Historical Resources of Dubuque, Iowa, 1837-1955

Phase VI Historical and Architectural Survey Report:

The Upper Couler Valley, 26th Street to Aquin Avenue

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History Pays!
Des Moines, Iowa

October 20, 2015

Cover Photo Credits:

Aerial photo, Holy Ghost Roman Catholic Church/Parish complex, looking west, ca.1980 (National Register File)

DUBUQUE—THE KEY CITY--The Architectural And Historical Resources of Dubuque, Iowa, 1837-1955
Phase VI Historical and Architectural Survey Report:

Introduction:

This is Phase VI of an intensive architectural and historical survey of the entire City of Dubuque. The Phase I survey (2000) covered the lower Couler Valley. Phase II (2001-02) covered the Rhomberg/Eagle Point neighborhood, which is immediately to the east of the Phase I survey area. Phase III (2002-03) focused on the downtown area. Phases IV-V (2004-05) focused on the re-evaluation of the Cathedral and Jackson Park residential historic districts and surveyed and/or listed a number of bluff top residential historic districts.

The Phase VI survey area comprises the Couler Creek/Bee Branch basin, Central Avenue to Pinard Street, 26th Street to the end of residential land use north of Aquin Avenue.

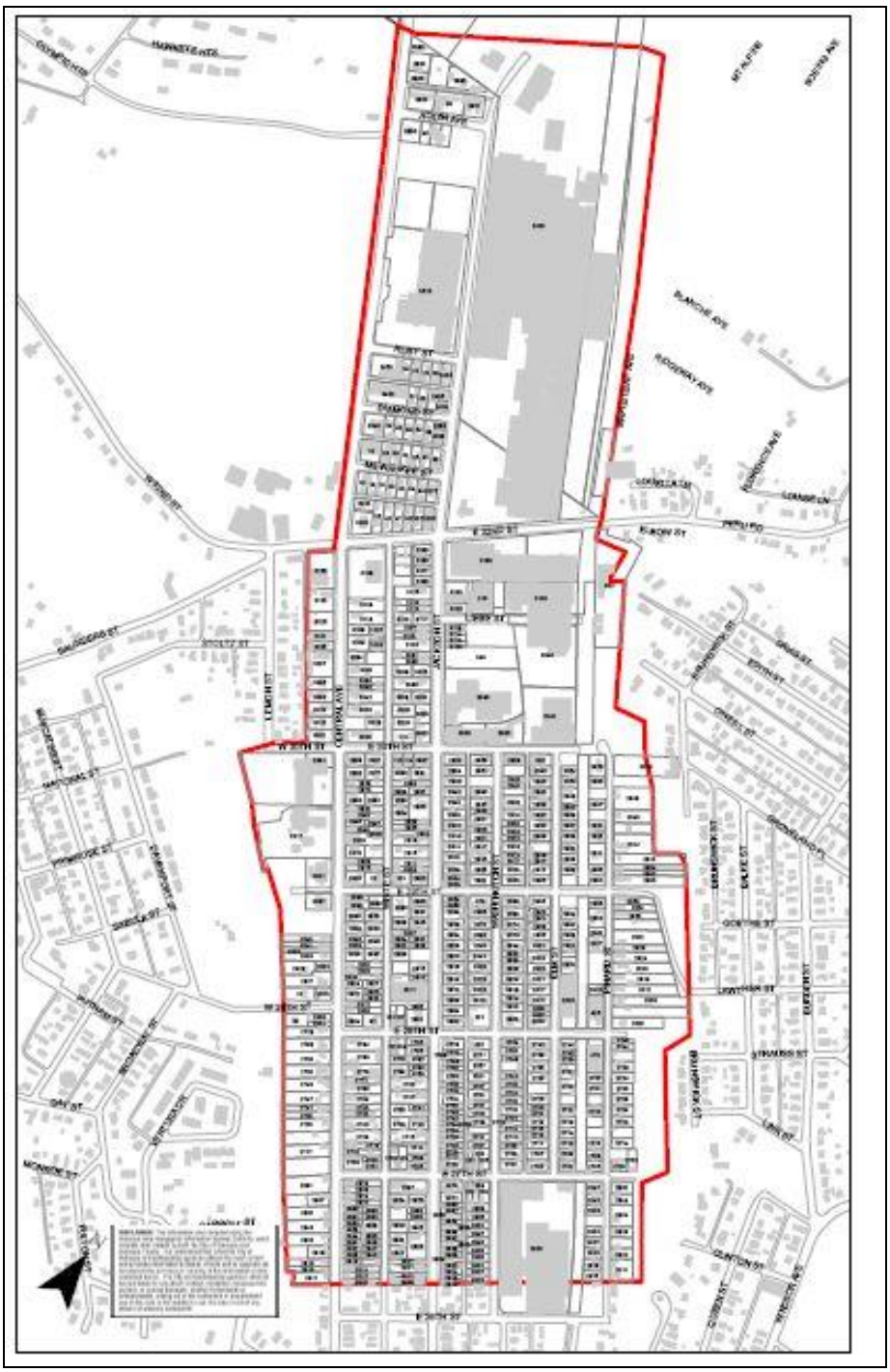


Figure A: Phase VI Survey Area (City of Dubuque, 2014)

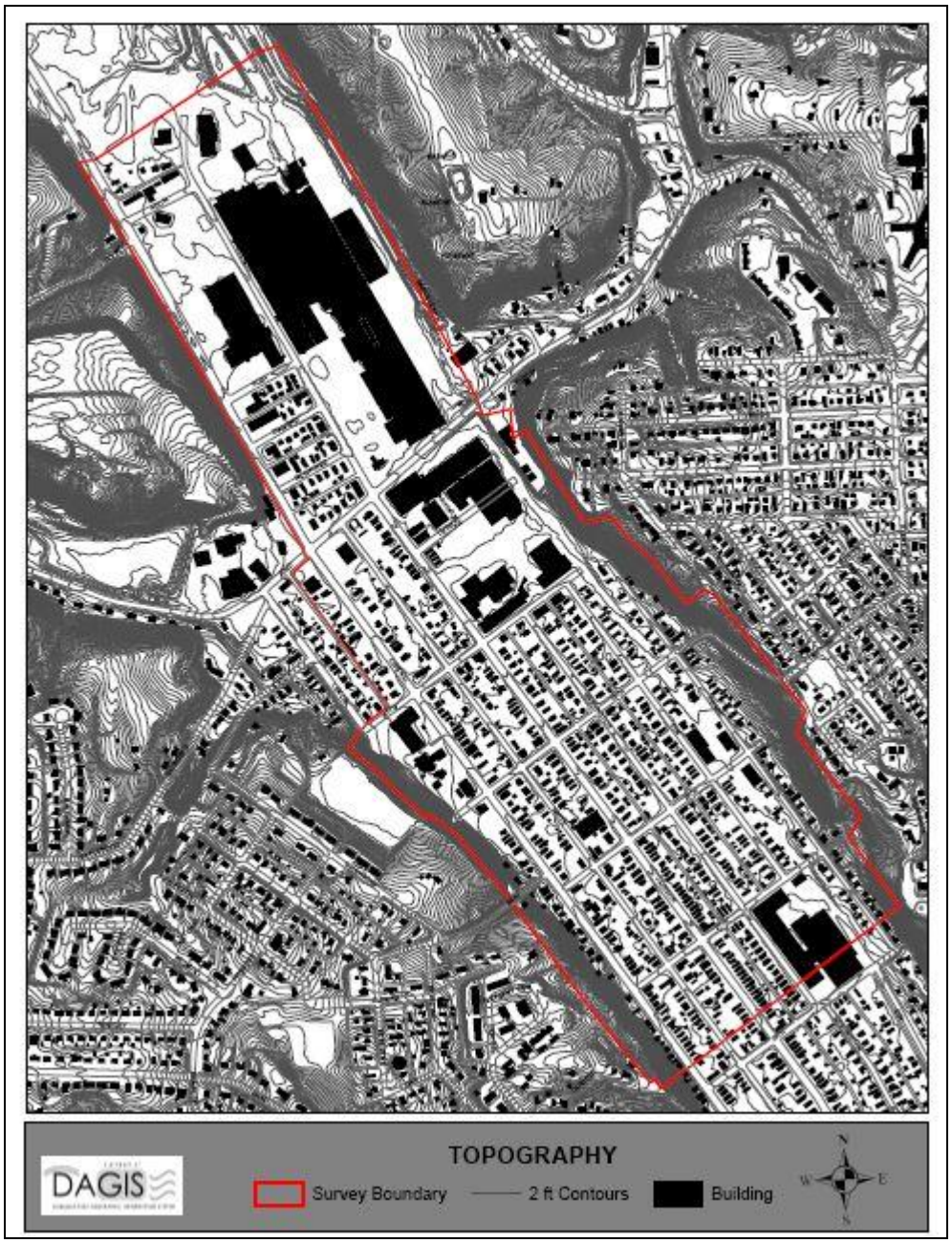


Figure B: Phase VI Survey Area, topographical map (City of Dubuque, 2014)

Survey Area Neighborhood Name:

North Dubuque historically includes the Couler Valley drainage as well as the west end of the Eagle Point area. This level approach into the city avoided the extreme grades that any other non-river approach presented. Thus it was an early farm to market arterial and eventually served railroad needs as well. The survey area consists of a series of angled principal roads, these being Couler Avenue (now Central Avenue), White Street (a promoted alleyway), Jackson Street (second in importance to Central), Washington Street, Elm Street and finally Pinard Street (formerly Pine Street). Numbered streets define the elongated rectangular blocks, beginning just north of 26th Street. The confusion as to addresses comes from the renumbering of the latter streets, adding three to each and thereby changing house numbers as well.

The survey area was, as is usually the case, platted well before sustained development took place. The Davis Farm Addition, which straddles Central Avenue south of 32nd Street was filed for record on August 5, 1853. The platting allowed for the construction of a scattering of houses and stores along the length of the avenue from an early date on. The several Glendale Additions are of a considerably later date. Generally speaking, the primary factors that finally unleashed

substantial development in the survey area were the controlling of the Couler Creek by means of the Bee Branch Sewer, the availability of electric streetcar service, and the exhaustion of other building opportunities closer in.

Historical Contexts:

Five Dubuque historic contexts were initially identified and developed as part of the series of surveys and the refinement of the multiple property document. These were:

Frontier City on the Mississippi River, 1833-1858
The Key City, 1859-1893
Fitful Growth and Maturation, 1893-1910
An Era of Stability, 1910-1955
The Architecture of Dubuque, 1833-1955

Frontier City on the Mississippi River, 1833-1858:

The earliest settlement and development to the south of the survey area dates to the early 1830s when brothers Lucius and Edward Langworthy made their earliest substantial lead strikes along what is now Kaufmann Avenue in Langworthy Hollow. Mining, settlement and shipping developed along an east/west axis to Eagle Point, following what became Rhomberg Avenue. The town of Eagle Point was platted in 1849 and the first area developments were filed in 1848 (L. H. Langworthy's) and 1853 (Davis Farm). Linkage southward and the evolution of a north/south arterial along Couler Avenue (now Central) therefore came somewhat as an after thought to the area.

The 1880 county history links the arrival of the Illinois Central Railroad in 1855 with stimulating German settlement in Dubuque:

> The Germans began to come in and take upland for farms, gardens, etc. Manufacturing interests now regarded as valuable. Couler Avenue was built up by the German element that toiled in the workshops and saved their profits to be invested and lost in the financial crash impending… (1880 county history, p. 530).

From the earliest time a host of suburban attractions and destination points were located along Couler Avenue, particularly its lower reaches (above 18th Street). Most notable were the many beer gardens. The Western Brewery had its gardens at Julien and Delhi, the Glab gardens adjoined that brewery on Couler, and the shooting park had its gardens as did Stewart-Union Park. One of the more notable gardens was Tivoli Gardens, located north of Kaufmann and west of Couler, and they adjoined the Schmid brewery at the streetcar barn location. Numerous brick and stone business blocks and residences went prior to the Civil War along White and Couler and the *Herald* reported "This [Couler] avenue has received a liberal share of the buildings erected this season." Central to the development of the upper part of the avenue was the role played by the Heim Family, at the juncture of what was variously termed the Millville or Peru Road. John Heim established a pottery and brickyard at 32nd and Couler in 1867. The plant employed 60-75 hands annually and operated into the 1930s. Bricks from that yard built the Washington Junior High, Sacred Heart and Holy Ghost Catholic churches (*Dubuque Herald*, March 8, 1857; Lyon, p. 196; 1858-59 Dubuque City Directory).

The large gable front brick combination residence and store at 2735 Central Avenue, dated to 1860, is a good example of an early major building that was located on the outer reaches of the avenue prior to the Civil War.

The Key City, 1859-1893

A major impediment to settling in the survey area was the "Grotteloch" a marshy swamp that was fed from springs along Diagonal Street. The drainage accumulated in the area north of 24th Street and west of Jackson Street. White Street terminated at 24th Street for this reason. The empty blocks evident in the birds eye view below document the effect of this wet area. The term "Frogtown" was locally coined in reference to the boggy conditions of the Grotteloch (Lyon, p. 186).

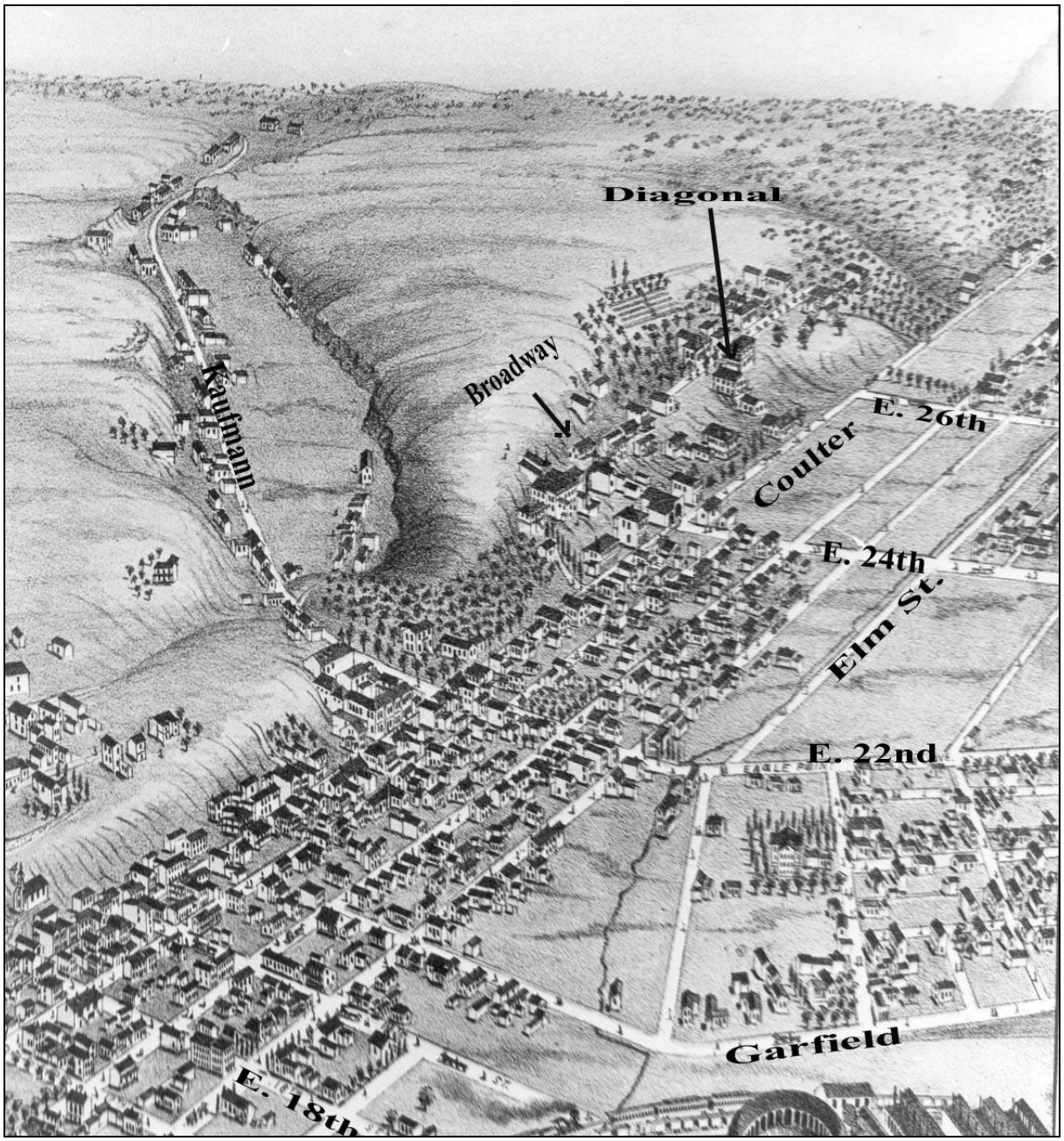


Figure 2: Detail, Birds Eye View of the City of Dubuque Iowa, 1872, Augustus Koch Engraver
View is to northwest, Contemporary street names added.

What is most telling about the above figure is that when it was replicated in 1889 the drawing continued no further north than it had in 1872, a clear sign that there was little to draw beyond that point. Couler Avenue was the original "Plank Road" north and its importance from the start as a northern highway (linking to the Sageville Road to the north) is reflected in that early short-term hard surface medium. The mile-long planked roadway was built in 1852 and was purchased by the city in 1854 (1880 Dubuque County history, p. 525; Childs, pp. 122-23).

The 1872 depiction shown above clearly indicates that initial development first infilled an elongated corridor defined by the bluffs west of Couler, Washington Street to the east, and 24th Street to the north. Central (Couler) Avenue from the start was a mixed-use arterial and included commercial, industrial and residential land uses. A major drainage parallels Elm Street to the south. Just visible at the lower (southeast) corner is the Milwaukee Railroad roundhouse and shops. These yards employed many in the area. Brick buildings predominated in this early construction phase.

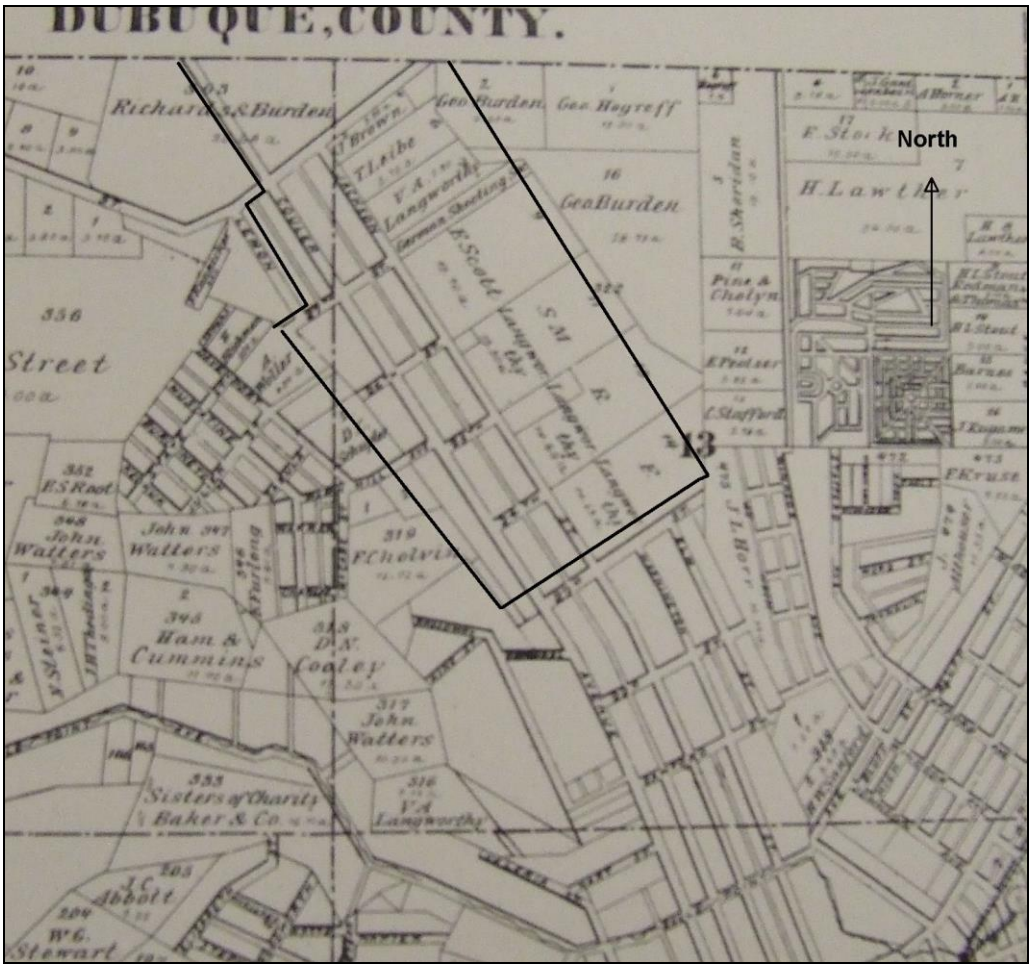


Figure 3: The survey area as of 1874-75 (Andreas Atlas, p. 111)
(survey area marked by black lines)

Figure 3 locates the corporate boundary, already set at present day 32nd Street and it shows that two principal roads were in place at least in theory, Couler/Central Avenue and Jackson Street. The future White Street ends at Sanford Street (now East 24th Street) and became a narrow alley north of that point.

By 1868 the first of a number of entertainment venues would open to the north. The horse drawn streetcar loop was already in place and provided proximal delivery to the German Shooting Park. The first driving park, located "up the Couler" was opened in August 1874. Central Avenue was the primary streetcar line link to the shooting park, horse track, and other north Dubuque attractions. The tracks doubled back on Jackson at East 32nd Street, rejoining the Central line along 24th Street. The Linwood Cemetery streetcar dogleg departed Central along East 22nd Street. The Rhomberg line similarly left Central at East 20th Street. The streetcar barns were located on the southwest corner of East 24th Street and Central from the inception of the streetcar service (Wilkie, p. 331; *Dubuque Herald*, December 13, 1868; Oldt, p. 175).

Sustained large-scale construction was reported in the area each year between 1872 and 1876. The *Herald* noted at year's end 1872 "The march of building improvements advanced to the northern precinct of the city, around the machine shops and round house of the river railroad company. That portion of the city makes a heavy figure in our showing." But this report was in reference to the base of Eagle Point, still well to the south. A great leap northward was made by William Springborn, who built a greenhouse complex on Couler between 26th and 27th streets in 1873. That business closed only a few years ago and its remnant structures remain extant.

North Dubuque grew tremendously during 1887 in response to the completion of the Mississippi River highway bridge, the addition of two additional railroads, and the extension of the streetcar service to Eagle Point. The *Times* predicted the city's most prosperous year yet and added "In the upper portion of the city a grand transportation scene has taken place inside of a year, and no less than 100 new residences are contemplated. As soon as the weather permits lively

building will be inaugurated." But all this building activity remained well south of 24th Street. By 1884 Couler Avenue had its own hotel, the Union House (1956 Couler, non-extant) (Dubuque *Times*, February 27, 1887).

The extension of electric streetcar service promoted development. The *Herald* reported "real estate is on a boom up the Couler, where the electric cars are to run. Upper Washington street, beyond the baseball park, is building up fast and lots sell rapidly. While this reference was still likely to the area below 26th Street, it is indicative that urban growth was at least at the southern edge of the survey area (Dubuque *Herald*, April 24, 1890).

The Linehan plat was filed on December 27, 1891. This was the old fairgrounds and 160 new building lots were to come on the real estate market. Cross streets were titled Charlotte, Sylvia and Madeline avenues. The re-plat also contained a new baseball park at its north end (Dubuque *Herald*, December 28, 1891).

White Street, really an alleyway, was extended north of 24th Street sometime after 1891 and quickly developed with many small industrial shops, notable cooperages, contractor's yards and the like but its lots were squeezed cheek and jowl behind the properties fronting along Central Avenue to the west and Jackson Street to the east.

Northward growth is also tracked by the successive efforts on the part of the Diocese of Dubuque to provide churches and parishes to its adherents. In 1879 the Sacred Heart Catholic Parish was established on Eagle Point and its establishment reflected the up building of the Point. That new parish was soon over-crowded and in anticipation of the employment impact of the planned Great Northwestern Railroad shops and yard in the upper Couler Valley, the Holy Ghost Catholic Parish was established in March 1895 with a boundary that ran four miles north from the Sacred Heart Church. The considerable northward leap for the parish center itself is of interest relative to community development. Presumably a relatively undeveloped piece of land that was not prone to flooding and was located on the electric streetcar line was what was desired. At any rate the parish was almost as far north as the new brewery, another jobs source, that would follow the next year. Holy Ghost, like St. Mary's and Sacred Heart parishes, was always predominantly German-speaking in its makeup. At first a substantial single building, dedicated in late 1896, housed all of the parish space (Holy Ghost Catholic District NRHP Nomination, Rebecca Lavin McCarley, 2011).

Fitful Growth and Maturation, 1893-1910:

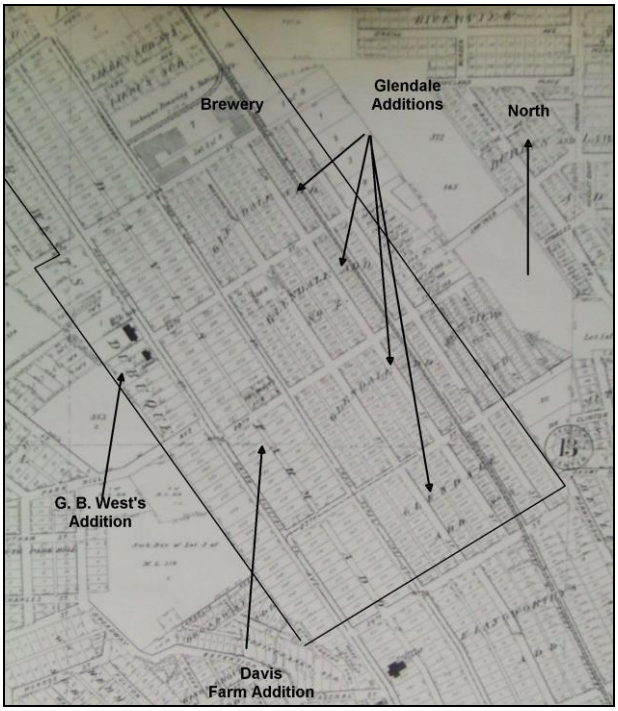


Figure 4: Plat map showing principal additions within the survey area and the new brewery complex (1900 Plat Map)

If any one building improvement typified the fact that Dubuque continued to build massive structures throughout the national hard times of the early-mid 1890s, and the icon of that building effort, the Dubuque Malting and Brewing

Company, was that edifice. For whatever reason it was built in the center of the survey area, at 30th and Jackson streets. The reason of convenience was that the four breweries that it consolidated, were all nearby. So the considerably larger building site was common ground within the old neighborhood and to some extent the other former brewery facilities could continue to function in a warehousing capacity at least. The finalized plans were announced in the latter part of 1894. An apparent quid pro quo for the new building was the completion of a sanitary sewer that by this time reached 27th Street. It would take over the task of removing brewery waste from Couler Creek (Dubuque *Times*, October 19, 1894; (Dubuque *Telegraph*, December 21, 1894).

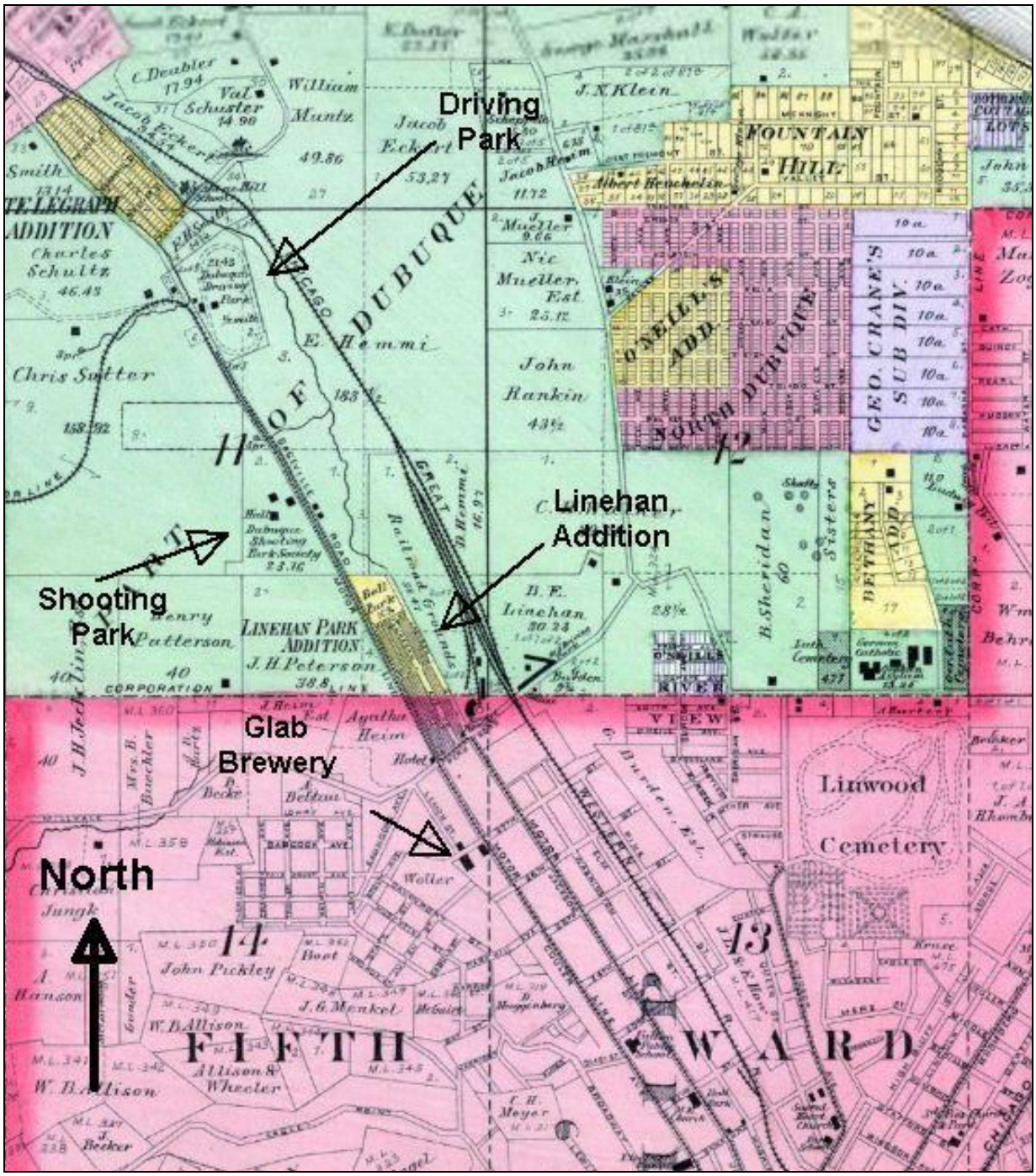


Figure 5: The survey area as of 1900 (1900 Plat Map of Dubuque)

Figure 5 locates the various attractions that lay beyond the city limits to the north. The ambitious Linehan Addition, located north of 32nd Street was platted with north/south running named streets and miniscule house lots. It became Nutwood Park and then was replatted as Linehan Park Addition in its present form. Its southern most portion was actually built up and a few houses survive in its northernmost tip. By 1900 the motor line continued well north of 32nd

Street and all of the existing streets were in place. The most notable and long-lasting attraction was Union Park, 1893-1934. Streetcar companies regularly established suburban parks as a self-serving revenue source. These distant attractions also fostered city growth along the carlines. Figure 5 depicts the double-tracked line extension (upper left) that required 11 bridges to reach the park (located just out of view to the west of the figure). The park was expanded over time, most notably prior to World War I when a 5,000-capacity theater was added along with other improvements. A disastrous flood claimed five lives in 1919. The park finally closed and post-World War II became a Y.M.C.A.-Boy Scouts camp, termed Union Park Camp, that finally closed in 1983 (www.encyclopediadubuque.org/index.php?title=UNION_Park).

The Great Western Railroad had established its shops and yard north of the Peru Road (now 32nd Street) and sought in late 1902 to link with a city sewer so as to rid itself of its refuse water from the washing of engines at its roundhouse. The railroad would need to construct a connection several blocks in length costing several thousands of dollars (Dubuque *Telegraph-Herald*, November 21, 1902).

During 1903 the 5th Ward which encompassed the survey area reported 75 new homes, double or a third more than the others. The Enterprise noted that these improvements came despite "…strikes, and the unsettle conditions, which caused the abandonment or postponement of a number of building projects…" and "there wasn't a time during the season when mechanics in the building trade were out of work. The same source continued "Take, for the instance in the vicinity of the Malting company's brewery, where there were solid blocks of open lots six years ago there are today rows of residences…" (Dubuque *Enterpris*e, November 21, 1903).

The massive streetcar system improvements of 1904 transformed the system and service in the Couler Valley. The road beds were completely rebuilt using sawn oak ties and heavier continuous rail joint steel rails were laid. The work progressed from north to south and the parallel lines on Couler and Jackson allowed for uninterrupted service as each was successively torn up and re-laid. The Sageville Road, beyond the city limits, received a 40-foot-wide macadamizing and curbs courtesy of the streetcar company. A new line was extended to Nutwood Park, along that road. Most important, the track system was rearranged with new parallel lines and switches to eliminate delays where cars formerly stopped to allow other cars to clear the line before proceeding on. The frequency and speed of service was greatly improved. Couler Avenue also gained an entirely new car barn with a brick, stone and terra cotta facade (Dubuque *Enterpris*e, June 11, 1904).

The new house count for 1904 was in excess of 150 residences. The Enterprise credited half of these to the "upper part of the city" and added "Districts where ten years ago there were only a few scattered residences, have been built up, and now some of the most thickly populated sections are where there weren't even streets laid out fifteen years ago" (Dubuque *Enterpris*e, December 3, 1904).

Improved car service to the area hastened house construction in the northernmost reaches of the survey area and further north. The *Enterprise* reported in the early spring of 1905 that one taking the cars on Jackson Street and around the loop to Couler Avenue, "one can count now ten houses in course of construction." Elm Street was gaining two and a carpenter observed "that work is in progress now on not less than thirty new houses north of Thirteenth street." Many of these houses were being built by large-scale builders such as Chris Voelker Realty Company (Dubuque *Enterprise*, April 29, 1905).

The same source challenged rumors to the effect that the new storm sewer had insufficient grade to drain itself. It summarized stating "…the very fact that water ran down the creek, and that this creek, turning and twisting as it did, proves that the sewer, which is built without twists or turns and giving a much greater water way than the creek did, will be the more efficacious." The finished storm sewer promised to promote upper-city growth. The same source continued, noting "The sewer will carry off the storm water, and when it's efficiency is demonstrated, the people will be encouraged to improve their property. No section of the city has been built up so rapidly in the last ten years as the northern part, and much of the building has been in the Couler Valley. Where there were corn fields and garden patches ten years ago, there are solid blocks of residences today. The factories of that part of the city make it a desirable residence section, and there are hundreds of available lots that will be on the market for building purposes when it is assured that the people will be protected from the storm freshets" Dubuque *Enterpris*e, February 25, 1905).

The city was eager to reach the 50,000 population mark and the 1905 growth promised to finally achieve that long-sought goal. The *Enterprise* reported, "The building boom is on and evidences of it are seen in every part of the city. Making the trip up Jackson street and around the loop, down Couler avenue, one can count ten houses in course of construction…(Dubuque *Enterprise*, April 29, 1905).

The City Council renamed a number of streets and consequently re-numbered a great many houses as a result. The numbered streets starting with 23rd Street and ending with 27th each gained three digits to become 26th through 30th streets. The ordinance was to be immediately implemented upon public notification but it appears that the actual changes weren't made until the 1921 Council passed a far more comprehensive ordinance (#99) on April 15, 1921. The impact of these changes first appeared in the 1921 city directory. The new ordinance did not duplicate the 1907 changes and the only applicable 1921 new change was renaming Pine Street at Poe Street. That change does not appear to have been very long lasting and it is now Pinard Street (City Council Minutes, August 1907).

An Era of Stability, 1910-1955:

This era witnessed the onset of prohibition in 1916 and the closing of the brewery after but a decade of operation. Premised directly or otherwise on the brewery's north end location, other new industries located further north within the survey area, most notably the Baldwin-Collender-Brunswick plant, maker of radio and phonograph cabinets.

The completion of the Bee Branch Sewer failed to solve drainage problems in several key areas within the survey area. Residents of Elm Street north of 24th Street objected to a planned sanitary sewer on the grounds that there were many vacant lots, placing assessment burdens on those with homes in the area, and that the deeply setback homes would have to have lengthy extensions to reach the sewer (Dubuque *Telegraph-Herald*, October 29, 1929).

Central Avenue to the west was widened between 22nd and 30th street in 1929 but required repaving. The paving was under discussion for 1931 when opposition emerged. The Iowa Power Company predicted that by that time the streetcar tracks would be removed and bus service substituted. The company didn't want to invest in paving costs associated with it's tracks. Property owners demanded storm sewers before money was wasted on paving. The *Telegraph-Herald* explained:

> Upper Central avenue has always been a catch basin for water pouring down side streets from the bluffs to the west and after every storm the street is flooded. The water brings with it a large quantity of dirt and rubbish. After every big storm the street is littered with debris and creosote blocks, laid about 18 years ago, float around in the water like corks.

Father William Weirich, pastor of the Holy Ghost Church, urged a go-slow approach for the aforesaid reasons but also "because most of the residents of the north end belong to the working class and that many of them would be unable to pay for their assessments if the paving is done this year. Continuing, Father Weirich brought the house down with these summary comments:

> We are looking for conditions to improve in the north end in the next year. The Brunswick factory is now under new management and we look for big things there. Possibly in another year or two the brewery will be re-opened and we will have good three or four per cent beer" (Dubuque *Telegraph-Herald*, May 6, 1930).

John Vachon's Photos of the Couler Valley:

Photographer John Vachon visited several Iowa cities in 1940 and he was particularly fond of Dubuque, where he took over 500 photographs that year. Reflective of the times, Vachon was interested in documenting the struggles of the unemployed and the many victims of the Great Depression. The lower Couler Valley was Vachon's favored venue to taking these photographs. Presumably the area was so deteriorated that its housing was most symbolic of what the photographer was seeking out. It is also true that this area could be easily photographed from the bluffs to the northeast and Vachon could combine his interest in natural photographs with his social comment. Vachon also took photographs in the downtown area, in the "Hoovervilles," and along the bluffs in the southwest part of the older town. He also took contrasting photographs of the wealthy bluff top residents, combining the great houses and Duesenbergs in the same image.

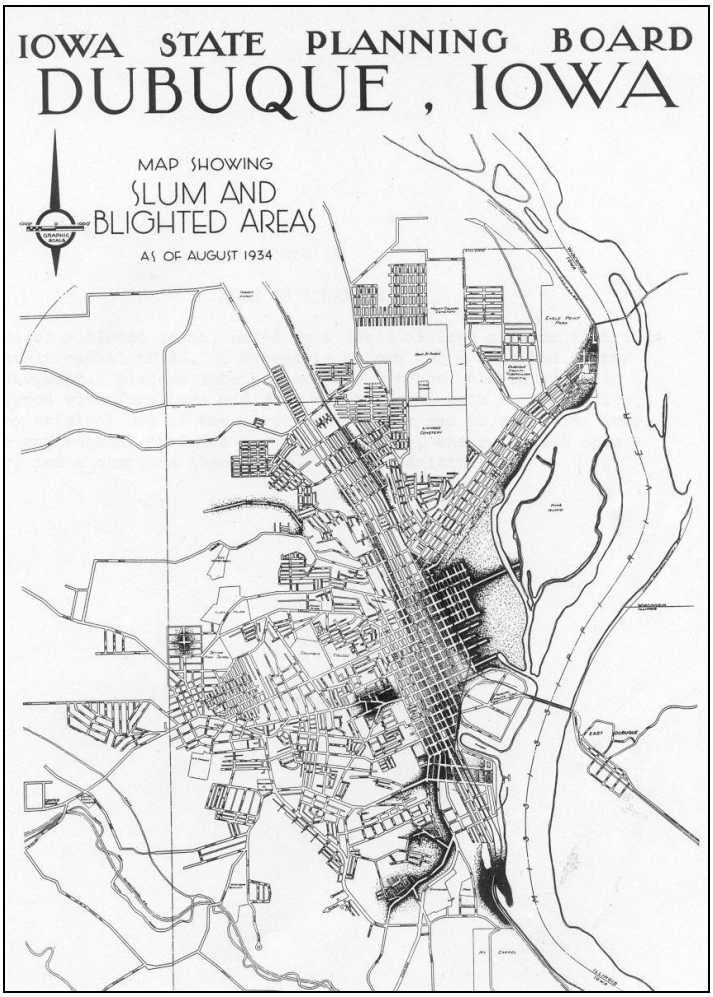


Figure 7: Blighted areas, 1936 Dubuque Comprehensive Plan

While Vachon nicely documented the housing in the Couler Valley, the real "slums" of the city were not located there as the 1936 map (see above) indicates. The eastward portion of the downtown proper was so labeled due to its high densities.

Post-1910 construction, both residential remained substantial and it was only during these years that the survey area was largely built up. House builder Chris Voelker was building strings of his gable front houses throughout the survey area.

The Architecture of Dubuque, 1833-1955:

The following vernacular descriptive summary and typology is repeated in the multiple property document. Excerpts, as they relate directly to this survey effort, are included in this report.

Vernacular Cottage/House/Commercial Types:

Vernacular architecture is defined in this typology as "nonacademic architecture." This range of recognized house types was most strongly influenced in its design by the realities of regional climates, the availability of (or the processing of) building materials, and by ethnic or other cultural/traditional values. Certain house types emerged to dominate regional and even national architecture and examples of these commonly accepted types are found in most communities. These local applications of type are commonly reinterpreted by those who built them. As a class or type, these house/cottage forms largely address the working class spectrum of residences although this is not exclusively the case.

Most of the nationally accepted vernacular types defined below have little application to Dubuque's urban vernacular architecture. Dubuque vernacular types are therefore appended to this section. The architectural context speaks broadly to the long-term dominance of this vernacular architecture and its significance in light of that dominance. Dubuque's vernacular architecture represents an intermixing of Southern Upland (David Anderson terms it Midland American Backwoods Culture") and Continental European, principally German, Swiss and Luxembourgian building traditions. The Southern Upland is first dominant in fairly pure forms (log houses in particular) but then found expression in the more permanent early brick houses and business blocks, representing a localized interpretation of urban commercial design and the various national architectural styles (Anderson, p. 13).

Little is known about Irish influences on vernacular architecture in Dubuque and very little has survived. Further study is strongly recommended, minimally with regard to linking non-religious Irish cultural organizations with surviving properties. German influence on the local vernacular also lacks any formal investigation and the Phase I survey is perhaps the first formal study of the German vernacular.

Dubuque's vernacular properties can be divided into two classes, residential and commercial/industrial. The latter is expressed in the forms of corner commercial storefronts and combination residential/workshop/storefront properties. The residential properties can be divided into two groups, the earlier examples which pre-date 1870 and those which post-date that year. The cutoff is arbitrary but the survey results hint at distinctively different vernacular characteristics. One difference is in scale with earlier buildings being a single story high. There is evidence that these were intended to be increased by adding a floor and by elongation.

The following general characteristics describe almost all of the surviving vernacular buildings in the Phase VI survey area:

- raised limestone foundations, probably the best material to ward off subsurface moisture, elevated due to flash flooding, present even on the earliest concrete block houses, dominant through World War I. Very rare is complete stone construction, found only in earlier years.
- front gable absolutely predominant, due in large measure to the narrow building lots in Dubuque
- use of a rear corner recessed and elongated side porch, normally south-fronting, paired on double houses, as high as the building. Double-decker full-width rear porches also very common.
- use of broad clapboard on earlier examples, narrower clapboard in pre-World War I examples.
- transom above entryway, especially common between 1890s and World War I.
- predominance of side-hall ground plan, with right-hand entryway strongly favored over the left-hand side.
- double-wall brick construction, dates to 1870s-80s, apparently a hollow-wall building technique for insulation purposes, indicated by lack of rowlock courses in exterior brickwork.
- the use of rounded upper window sash-either upper sash have been uniformly replaced or a rounded blank infilled the space between the sash and lintel.
- elongated narrow plans
- the avoidance of the hip roof form in residential plans
- a decided preference for two story plans in lieu of single story or story and a half high plans
- the absence of front porches of any size or shape on gable front plans
- steeply pitched gable roofs, usually without front or side dormers
- preference for decorative finials above porch entryways
- preference for double houses with centered pair of entryways, entryways never on exterior walls
- preference for centered cross gables and single or paired attic lights in all gable end walls.

These characteristics incorporate those developed by Lawrence Sommer. He listed a nearly universal preference for brick, rectangular plans, symmetrical/classical proportions (of Greek Revival derivation, focusing principally on gable treatments and dentils along eaves lines), dominance of single and story and a half plans, entrances on gable ends or sides, rear additions or L-shaped cores, a preference for gable roofs, plain chimneys, two story corner recessed porches. He proposed the same window lintel/arch evolution as is defined below. Sommer remained stylistically focused even when he looked for vernacular attributes, but he did determine that "perhaps more important than different styles in establishing the city's character, were the unifying elements of similar scale, mass, color and materials found on hundreds of local

buildings. Sommer also saw material, technological and physical influences, which favored the persistence of the local vernacular

> …the nature of available materials, construction technology, economies and the size of most city lots produced constraints that resulted in similarity of building scale. This was particularly true in so far as height was concerned. A four or five story structure was about as high as could be effectively served using only stairways (Sommer, pp. 75, 80).

The Upper Couler valley architecture is of considerable interest to the broader municipal historical architecture because it represents a fairly homogeneous range of later-date types and styles. The majority of residences post-date 1900 and this period of development also coincides with the local emergence of larger-scale house building firms. The predominant house form is the gable front two-story plan. The area is also of architectural interest because specific areas only became buildable once the Couler Creek was undergrounded. Generally speaking the east half of the survey area to the east of Jackson Street and south of East 30th Street, best represents both adaptive construction (raised foundations, setbacks) or surges in house construction following the creek's undergrounding. The area north of Holy Ghost Catholic Church and to the east of that same complex, also represents the belated availability of lots made suitable for up building.

The residential architecture in this part of the city differs in several ways. Notably the mix of buildings changes as does a diminution in brick construction in favor of frame residences. Concrete block buildings are notably fewer in number while concrete porch bases and piers are more common, their availability coinciding with new house construction here. The east half of the survey area favors double lot acquisition wherein the owner/builder left an open undeveloped lot adjoining the new residence for garden and other purposes. The German conservative influence appears to be still strong, disfavoring bungalow construction, with the majority of cottages eschewing overt Craftsman influence. Between the wars revival architecture is similarly largely absent or at least minimalized. The Tudor Revival style is barely present and there are no good examples of the Colonial Revival style either. Reflective of the latter, there are but two gambrel roof examples, both being located on the north end of Central Avenue.

The following typology includes all recognizable historical buildings (pre-1965) that are located within the survey area. It ignores completely rebuilt or new buildings.

<u>Gable Front Residences:</u>

One-story gable (and hip) front cottage plans:

This sub-category consists of rectangular gable or hip roof plans that have their long dimensions set perpendicular to the street. The date range is a considerable one given that it includes the earliest and latest examples (this sub-category excludes minimal traditional post-World War II examples, see below). There is a small number of "shotgun" like plans (2837 White, 2746 Pinard, 129 E. 27).

Central Avenue: 2718, 2815, 2960, 3029, 3060, 3116
White Street: 2650, 2701, 2766, 2837, 3107
Jackson Street: 2711, 2715, 2747, 2785, 2845, 2851, 2885, 3169, 3185,3177,
Washington Street: 2619, 2623, 2627, 2631, 2635, 2643, 2647, 2651, 2659, 2711, 2719, 2723, 2727, 2730, 2734, 2738, 2742, 2828, 2841, 2843, 2875, 2885, 2901, 2917,
Elm Street: 2708, 2722, 2733, 2743, 2829, 2831, 2836, 2841, 2836, 2840, 2940, 2943, 2945
Pinard Street: 2714, 2720, 2724, 2734, 2746, 2900, 2904, 2905, 2947
Diamond Street: 58
Milwaukee Street: 28, 40, 54, 64
Numbered Streets: 98 E. 27th, 114 E. 30th, 45 E. 33rd

Figures 8-9: (Left) 127 E. 30th Street-hip roof brick cottage with partial inset front porch,
(Right) 2747 Jackson, hip roof cottage, recessed front porch, no dormers

Figures 10-11: 2643 (left) and 2647 (right) Washington-hip roof cottages with partial offset front porch

Figure 12: 2766 White, hip roof brick cottage with combination
partial recessed front porch and centered entry vestibule

Figures 13-4: 2708 Elm (left), hip roof cottage with recessed front porch, 2714 Pinard (right), partial recessed front porch

Figure 15: 2627 Washington, bungalow like hip roof cottage with concrete block recessed porch

Figures 16-8: 2719, 2723 Washington, 2743 Elm, hip roof cottages with single or multiple porch arches

Figure 19: 2844 Elm, hip roof cottage with partial offset front porch with arches

Figure 20: 129 E. 27th-shotgun like cottage

Figures 21-2: (Left) 2635 Washington, gable front cottage with full width inset front porch, (Right) 2720 Pinard with partial recessed porch and side wing entry

Figure 23: 2718 Central, gable front cottage with no porch, side hall entrance

Figure 24: 45 E. 32nd, gable front cottage with offset partial width front porch

Figure 25: 2727 Washington Street (a singular example of the use of corner lights in the gable front)

One-and-a-half story gable (and hip) front cottage plans:

Figures 26: 2633 Central, walkout stone basement, side porch entry

Figure 27: 2619 Pinard, no porch, south bay, through-eaves south dormer

Figure 28: 2706 Central, brick side hall plan with small porch

Figure 29: 2735 Pinard, narrow plan

Figure 30: 2800 Pinard, broad Craftsman style plan with original cladding, offset entry vestibule

Figure 31: 3046 Central, side hall plan with combination partial porch and front bay

Figure 32: 2823 Elm Street-rectangular plan with centered south bay,
recessed left-hand entry and front bay under the porch

Figures 33: 3980 Central, ca.1940 gambrel cottage with side entrance

Central Avenue: 2633, 2662, 2828, 2835, 2946, 3046, 3101, 3950, 3960, 3980
White Street: 2966, 3056
Jackson Street: 2815,3105, 3107, 3403
Washington Street: 2707
Elm Street: 2736, 2813, 2821, 2823
Pinard Street: 2615, 2628, 2647, 2731, 2735, 2800, 2808, 2816, 2824, 2955
Diamond Street: 51
Milwaukee Street: 55
Numbered Streets:

Two story gable (and hip) front house plans having only a side entrance:

This very subtype uses a side entry due to the lack of setback in most instances. Given that two of the three examples are paired on one street, they certainly represent one plan and one builder. The concrete block example is forced by the shallow lot and bluff line to adapt its plan to a side entry.

Figures 34-5: 2612 and 2613 Central Avenue

Central Avenue: 2612, 2613, 2614

Two story gable (and hip) front house plans having a front entrance:

Figures 36-8: Left to right: 2615 Jackson, 2916 Jackson, 2702 Washington.

Side hall plans having a left-side front entrance. The most common local practice is to place the stairs and entry hall on the dark side of the house layout, which is to say away from the southern sunlight. These three examples illustrate the use or absence of an attic light, varied upper level window arrangements (influenced in part by the stair location) and bay window locations. Not all of these houses had full porches as the central example shows. Entry transoms are the norm. Lower front windows can be one large window with or without a transom, or several narrower windows.

Figures 39-41: Left-side entry side hall brick plans: 2952 Central Avenue, 2918 Washington, 3126 Central Avenue.

Brick plans be definition are broader as these are still load-bearing buildings. Straight or curved stone lintels are associated with the brick. South wall centered chimneys frequently occur in brick and frame two-story house plans.

Figures 42-44: Right-hand side hall plans: 2643 White, 2660 White; 2719 Elm.

Bay windows are always on the sunny side (or south side) of the plan and denote the location of dining rooms or living rooms. Several of these examples add front bays and half-porches. Note variances in upper front fenestration. Commonly a closet is placed in front of the stairwell and a blank wall hints at its presence.

Figure 45: 3115 Jackson Street

This is a good example of a west side house where the hall is placed on the dark side of the plan. This example adds a side entry porch and has the south side wall chimney but its façade fenestration is the main point of interest. The upper front windows are shifted south and the blank wall to the north hints at the presence of a closet. The lower level has but one window.

Figures 46-47: 2737 and 2830 Central Avenue

These examples show a broader two-story brick house, one that originally combined a storefront with residences. The second example illustrates a less common centered entrance. Neither example had a porch due to the proximity of the street.

Figure 48: 231 East 28th Street

This example illustrates a plan variant where a single-story or full-height south bay wing is centered on the rectangular plan. The roof is commonly squared off as in this case. A similar gable-front subset is defined below wherein the south bay wing is a full-fledged wing and allows for a wrap-around porch and usually a secondary front entrance off of the wing. Given that this plan simply adds a bay and not a room-sized wing, it is treated as a simple gable-front plan.

Central Avenue: 2608, 2615, 2666, 2687, 2735, 2737, 2750, 2768, 2801, 2822, 2830, 2838, 2850, 2952, 2970, 2976, 3115, 3126
White Street: 2642, 2643, 2647, 2649, 2655, 2660, 2663, 2665, 2709, 2770, 2827, 2845, 2947, 2980
Jackson Street: 2606, 2610, 2614, 2621, 2627, 2630, 2634, 2636, 2638, 2640, 2642, 2646, 2650, 2654, 2655, 2658, 2662, 2668, 2676 (concrete block), 2712, 2716, 2720, 2726, 2730, 2734, 2738, 2742, 2746, 2250, 2754, 2756, 2758, 2764, 2766, 2768, 2802, 2804, 2818, 2829, 2830, 2837, 2850, 2904, 2906, 2909, 2910, 2911, 2916, 2919, 2920, 2931, 2935, 2939, 2981, 3106, 3110, 3111, 3114, 3115, 3118, 3119, 3395
Washington Street: 2702, 2706, 2708, 2714, 2718, 2722, 2726, 2748, 2750, 2810, 2814, 2830, 2832, 2900, 2908, 2918, 2922, 2925, 2926, 2930, 2931, 2934, 2935, 2943, 2944, 2951
Elm Street: 2707, 2908, 2711, 2712, 2715, 2719, 2721, 2723, 2725, 2739, 2740, 2744, 2805, 2807, 2809, 2832, 2835, 2839, 2843, 2908, 2911, 2913, 2920, 2926, 2929, 2932, 2936, 2746, 2949, 2750, 2754,
Pinard Street: 2619, 2628, 2643, 2702, 2709, 2713, 2725, 2738, 2820, 2828, 2832, 2850, 2853, 2854, 2858, 2902, 2914
Milwaukee Street: 10, 16, 39, 51, 63
Ruby Street: 28
Numbered Streets: 231, 232, 234, 233, 235, 236 E. 27th, 231 E. 28th

Elongated gable (and hip) front house plan s having a centered side wing:

This subtype emerges as a notable one in this survey area and one that previously was simply treated as either an ell or gable front subtype. The footprint is that of an elongated rectangle, built in one iteration, having a centered or nearly centered substantial side wing, oriented to the sun or south side almost exclusively. There are variants of this subtype that employ a full-height bay wing in similar fashion but these are excluded here because those examples are really simply bay windows rather than full-fledged wings. Most commonly in the broader examples, a wrap-around porch links the façade and the side wing and there are entrances on both the façade and the wing. Rear recessed porches are usually two stories high and in some cases are built out even with the side wing although these might represent later date enlargements.

Single-Story Cottage:

Figure 49: 2921 Washington

This single example lacks a wrap-around porch and does not have a side wing supplemental entry. The wing is shallow but barely larger than a simple bay extension.

Story-and-a half Cottage:

Figures 50-1: 2812 Pinard, 2967 Jackson

The second image shows a plan variant that is too narrow to allow for a façade entry so the south wing entry is the primary front entry. Angled or cut-corner wrap-around porches are commonplace and these two examples show the two porch profiles.

Central Avenue: 2779, 2808, 2812, 2760, 2710
Jackson Street: 2967
Elm Street: 2821, 2823
Pinard Street: 2812

Two-story House:

Figures 52-5: 2703 Elm, 2735 Jackson, 2805 Central

The third example above violates the sub-type norm by having a north wing, but this was made possible by open ground to the north. It also has its only front entry on the wing despite the width of its core plan. It is probable that the stair location in this sub-type is centered on the plan, which is to say that the side wing allows for stairwell space opposite it.


Figures 56-57: 2901 Pinard, 2763 Jackson

A hip roof variant (2901 Pinard) of the subtype also illustrates an option of building out above the ground level porches which effectively subsumes the south wing within the plan. There is no front door. Note the Palladian like window set on the upper facade. The example at 2763 Jackson is a good Classical Revival example of the type. Note the angled front gable pediment base, the Palladian attic window set, the pedimented angled porch entry. This example too, despite its width, has a side entry.

Figure 58: 2621 Jackson Street


Figures 59-60: 2955 Washington, 3095 Central Avenue

These examples illustrate other variations. In the first image there is no front entry or wrap-around porch and the ground level front wing corners have been angled bay-like. The porches are double-decked but left open. The south wing

has the same ground level bay treatment. In the second image the wing is treated as a full-height bay. Note the gable end wood shingle, the returned eaves and the porch and window treatments.

Figure 61:3000 Central Avenue

This example substitutes an angled front wing for the wrap-around porch but retains the centered south wing. Frame variants such as 2776 Central Avenue combine the porch feature and the angled wing.

Central Avenue: 2609, 2626, 2632, 2639, 2642, 2754, 2776, 2780, 2805, 2826, 2836, 2840, 2940, 2951, 3000, 3029, 3095, 3135
White Street: 2825, 2850, 2855
Jackson Street: 2617, 2618, 2621, 2624, 2645, 2687, 2719, 2735, 2741, 2761, 2763, 2767, 2831, 2838, 2906, 2915, 2944, 2950
Washington Street: 2754, 2951, 2955, 2870, 2886, 2948, 3609
Elm Street: 2702, 2703, 2735, 2845, 2905, 2939
Pinard Street: 2639, 2853, 2901
Diamond: 51
Numbered Streets: 231, 232 E. 28th

Story-and-a-half Gable Front Duplex:

Figure 62: 2966 White Street

This cottage requires some additional research but it would appear that a second right-hand entry has been infilled in this instance.

Two-story Gable Front Duplex:

Figures 63-4: 2844 Jackson, 2948 Central Avenue

These examples are left-hand side hall examples, the second one being an early example and one that never had a porch. Note the north in-wall chimney.

Figure 65: 29 Milwaukee Street

When buildings front south, the general custom is to place the hallway(s) on the right-hand side. The stair landing window visible on the east wall locates that stairway in this case. In this example there is a double porch and an upstairs walk-out and a full-width offset front bay is balanced with a less-than full-width double decker porch.

Central Avenue: 2776, 2948
Jackson Street: 2844
Milwaukee: 29

Side Gable Plans:

Single-story Side Gable (and hip roof) Cottage:

Figures 66-8: 2655, 2676 and 2846 Central Avenue

The small number of this sub-type and the early construction dates that are attributed to them, along with the fact that they cluster along the oldest streets (principally Central Avenue) indicate that these are mostly early cottages that predate the general platting and infilling of the area. Many have been enlarged with dormers, two examples being seen above. The middle example is likely a salt-box plan given its longer rear depth.

Figure 69: 2655 Washington

This is an unusual "cottaglow" example where a side gable cottage takes on some bungalow lines (in this instance the offset porch) but still mostly reads like a cottage.

Central Avenue: 2611, 2613, 2618, 2644, 2655, 2764, 2676, 2804
White Street: 2929, 3019
Jackson Street: 3965
Washington Street: 2665
Pinard Street: 2910
Diamond: 54

Story-and-a-Half Side Gable Cottage:

Like the single-story vernacular sub-type this earlier form occurs in just three examples and again largely represent early cottages that were absorbed into the fully developed neighborhood. All three are pictured given their rarity. The third example pictured below is dated to 1940, the others pre-dating World War I. The first approximates a low-profile "I-house" plan.

Figures 70-2: 1627 Pinard, 2631 Pinard, 111 East 30th Street

Two-story Side Gable House:

There are surprisingly few of this sub-type and like its other type forms, it represents the earliest wave of isolated house building, with a focus on the earliest streets. A few examples have a triangular pediment as found on the duplex examples.

Figures 73-4: 2614 Pinard, 2749 Central Avenue

Two examples of side entrance plans, the second one reflecting the proximity of the street although it is probable that the void in the façade was originally a doorway.

Figures 75-6: 2760 Jackson, 2916 Central Avenue

Figure 77: 2834 Jackson Street (a side hall plan lacking stairs set against the sidewall)

Figure 78: 3125 Jackson (the only five-bay wide house plan found)

Central Avenue: 2619, 2643, 2749, 2916
Jackson Street: 2760, 2834, 3125
Pinard Street: 2614, 2700, 2948

Two-story Side Gable Duplex:

This sub-type comprises the vast majority of the side gable examples, a fact that argues that this type remained popular throughout at least the early stages of the area development. The duplex form continued in popularity to a limited extent into the early 1960's. Given the larger number the sub-type is generally well distributed within the area, only Washington Street lacking any examples. All of the early side gable duplexes pre-date World War I with the brick examples tending to be the earliest.

Figures 79-80: 2880 Central Avenue, 2917-19 Elm

Figure 81: 2920 Jackson Street

Figures 82-3: 2741 Central Avenue, 107-09 East 28th Street

Figures 84-5: 101-03 East 29th Street, 2903 Jackson Street

Two later and varied examples. The first is a Classical Revival double house with matching rear side wings that dates to ca.1908, the second while re-clad, might have had a now lost ornamented parapet front, but it two is more of a double house than a duplex (ca.1920).

Central Avenue: 2670, 2741, 2880, 2833, 3108
White Street: 2674-76
Jackson Street: 2633, 2675, 2820-22, 2826, 2903, 2912-14, 2917-19, 2920, 3089-91, 3127
Elm Street: 2912-14, 2917-19
Pinard Street: 2855-57
Milwaukee Street: 93-5
Numbered Streets: 102-04, 107-09 East 28th, 101-03 East 29th, 110-12 East 30th

L-Plan Cottage/House:

The challenge in the field is to distinguish this plan from other forms and finally this sub-type has to be checked against assessor's sketch plans to be certain that there is one wing present. The problem with this subtype is the length of that wing. The other sub-types have excluded simple bay extensions as simply being bays added to rectangular cores. The same approach has been used here, requiring a substantial enough side extension to qualify the example to the sub-type.

One-story Cottage:

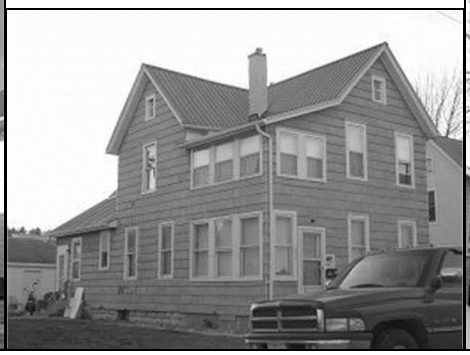
Figure 86: 2870 Washington Street

There are single examples found for the single and story-and-a-half story examples. Both employ main entries in the side wing along with wrap-around porches. Wings front south in both examples.

Story-and-a-Half Cottage

Figure 87: 2967 Jackson Street

Two-story House:



Figures 88-90: 2621 Jackson Street, 2813 Elm Street, 2845 Pinard Street

Three examples front corner infill, with an open double decker porch or built-in variations. The first is of interest because the infill contains the entrance and is drawn back behind the front wing wall plane. Note the shed roof bay added on the wing and the resulting partial width porch.

Figures 91-93: 2625 Jackson Street, 2886 Washington Street, 2906 Jackson Street

Additional porch and front wing treatments. The third example mimics the centered side hall plan type by virtue of using a wrap-around porch and a side wing main entry. It also complicates things by adding a hip roof core.


Figures 94-95: 2817 Elm Street, 2838 Jackson Street

Figure 96: 2933 Elm Street

This is a good example of a shallow side wing, slightly deeper than a bay but is this really an L-plan?


Figures 96-98: 2784 Central Avenue

From one perspective this early house looks cubic but it is actually an L-plan as the second image shows.

Central Avenue: 2784
White Street: 2850
Jackson Street: 2615, 2838, 2906, 2915, 2950
Washington Street: 2870, 2886, 2948, 2951
Elm Street: 2813, 2817, 2831, 2933
Pinard Street: 2744, 2845

T-Plan:

For consistency the test for a T-plan is the presence of two substantial side wings on a stem core. Relatively few qualifying examples were found to meet this standard. Just three examples were found, an indication that this vernacular form had largely fallen out of use by the time this area was built up. These are all very early examples, pre-dating 1900 and are located on the earliest streets.

Figure 99: 2772 Central Avenue

The core or stem measures 39 feet. The enclosed corner porch masks the south wing that is set off center to the core.

Figures 100-101: 2829 Central Avenue, 2926 Pinard Street

The first example combines a two-story stem and a single story north centered wing. The second example reversed directions but does the same thing but in a full two-story massing.

Popular Cottage/House Types:

Bungalow, Gable/Hip Front:

There are but two examples of this bungalow sub-type.

Figures 102-103: 2627 Washington Street (1920), 2858 White Street (1924)

The first example is a Chris Voelker ashlar faced concrete block one, while largely cottage in form, the side porch treatment with separate gable ends is distinctly bungalow. The second example is more cottage like, with the jerkinhead feature being either a bungalow or cottage.

Bungalow, Side Gable/Hip:

As is the case with the city in general, the Craftsman/bungalow style/type found little expression in the survey area, with a tendency towards "cottalows" or cottages having some influence in their massing (see gable front plants). These four examples are all later infill and all assume the same form, that being a recessed full-width front porch with a broad dormer atop the porch.

Figure 104: 2714 Elm Street

This is the earliest example (1914) and very close to a Classical Revival style cottage but with bungalow massing. The bay, porch columns and fenestration all reflect cottage detailing.

Figures 105-106: 3063 Central Avenue (1929), 61 East 30th Street (1915)

Central Avenue: 3063
Washington Street: 2898
Elm Street: 2714
Numbered Streets: 61 West 30th

The Foursquare or Cubic House Plan:

There are in short no cubic house plans that conform to the prototype, all of the Dubuque examples being rectangular on a three to two ratio, depth to width.

Figure 107: 3104 Central Avenue

This example is close to the form in appearance but it has an elongated depth.

Figure108: 3103 White Street

This example (1914) is not square and its dormers confuse the roof form by transforming a hip roof into combination gable/hip.

Figure 109: 107 East 32nd Street (1940)

This later example has an elongated core, a massive west side chimney (Tudor like) and no porch.

Tudor Revival style cottage;

This popular cottage form represents later-date infilling within the survey area. The style rarely occurs in a purer or complete form (just one example, 3001 Central Avenue) and for the most part represents a remodeling or minimal affectation placed on the façade of a new cottage.

Gable Front Examples:

Figures 110-111: 2750, 2815 Central Avenue

The first example could be completely non-Tudor influenced and simply represents a different roof pitch used to cover side porches on a story-and-a-half centered side wing plan. The second is a good example where a cat slide roof form and a side (closet) window ornament an entry vestibule on a cottage front. In this case, the intention is clearly Tudor Revival influenced. The latter examples date to the late 1920s or late 1930s.

Figures 112-113: 3016 White Street, 101 East 28th Street

The first example matches the previous one, the garage likely being original. The second image is dated to 1920 (assessor) but most likely represents the radical making over of an older plan, similar to 2750 Central.

Central Avenue: 2750, 2815
White Street: 3016, 3030

Side Gable Examples

Figure 114: 3001 Central Avenue

The minimalist examples consist simply of vestibule affectations. The image shows one genuine example.

Central Avenue: 3001
Washington Street: 2710
Numbered Streets: 101 East 28th Street

Colonial Revival Style Side Gable/hip:

This sub-type is distinguished from its minimal traditional cottage counterparts by the presence of upstairs livable space and side wall fenestration. All of these examples are from the mid-1950s. In other communities they would also date to the pre-World War II years. As such they represent late infilling of the survey area.

Figure 115-116: 2828 Elm Street, 2815 Washington Street

Figures 117-18: 2915 Washington Street, 3038 White Street

Figure 119: 3065 Central Avenue

Central Avenue: 3065, 3084
White Street: 2895, 2954, 2960, 2038
Jackson Street: 3005, 3035
Washington Street: 2815, 2818, 2824, 2829, 2905, 2915
Elm Street: 2728, 2732
Diamond Street: 24, 40, 50

Colonial Revival Style Side Gable Duplex:

There are two examples of what might well be a local sub-type, combining the local preference for the duplex form with the cottage architecture. They also appear to be a local response to the housing shortage that occurred during the pre-World War II mobilization and subsequent war years. The two examples, doubtless built by the same builder, measure 55 feet in width and 35 feet in depth. A third example, sans dormers and fully permastoned, is at 2702 White Street.

Figures 121-122: 2880-90 White Street (1941), 2800 Washington Street (1943)

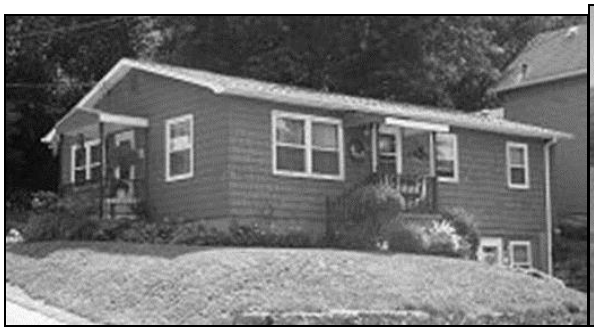
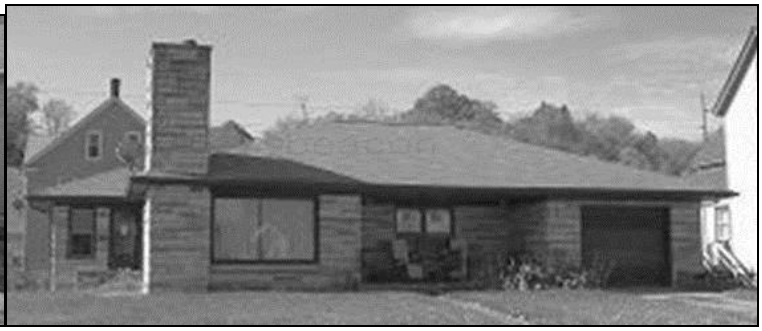
Minimal Traditional Hip Front:

This sub-type is distinguished from its Colonial Revival and Tudor Revival cottage counterparts by the presence or absence of upstairs living space. The latter gable roof examples have second story fenestration on the end walls, while this sub-type does not. Thus the roof pitch is lower. This sub-type is uncommon in the survey area compared to its side-gable/hip counterpart. These being post-World War II infill, their location tend to be further north. All examples have hip roofs.


Figures 123-24: 3055 Jackson Street (1955)2844 Washington Street (1961)

White Street: 3610
Jackson Street: 2814, 2844, 3055,3075
Numbered Streets: 36 East 32nd Street

Minimal Traditional Side Gable/Hip:

Figures 125-126: 2662 Pinard Street (1959), 2801 Jackson Street (1950)

Central Avenue: 2980, 2996
White Street: 2659, 2702, 2730, 2875, 2961, 2977, 2997, 3015
Jackson Street: 2741, 2757, 2771, 2801, 2825, 2937, 3277
Washington Street: 2800, 2874
Elm Street: 2826
Pinard Street: 2620, 2662, 2726, 2730, 2931, 2940, 2975
Numbered Streets: 270 East 29th Street

Minimal Traditional L-plan:

Figure 127: 2918 Elm Street (1953)

Elm Street: 2918
Pinard Street: 2934

Concrete Block Cottages, Houses and Duplexes

There are surprisingly few of these localized buildings in the survey area, a total of six examples being extant and all of the examples differ from the basic form found elsewhere, that being a narrow block equivalent of the gable front, sometimes found as a duplex. The Voelker Realty Company took the lead in building these using a "pyramid" ashlar faced block. Their construction elsewhere certainly coincided with the core expansion of the subject neighborhood so the general absence of this building material (apart from foundations) is curious. The example at 2676 Jackson Street is one of the rectangular plans having a centered side bay/wing. The plan is 18 feet wide and 42 feet in depth. Each of the three north side sections measure an even 14 feet. This is the only early block example in the survey area.

Figure 128: 2676 Jackson Street (1916)

Figure 129: 2665 White Street-very unusual two-story garage with hip roof

Figure 130: 55 Milwaukee Street (1922)

Figure 131: 2651 Washington Street (1924)

Figure 132: 2627 Washington Street (1920)

Figure 133: 2613 Central, very unusual side entry plan

Stylistic Examples:

There are relatively few "high-style" house examples in the survey area and all examples not surprisingly are located on the major north/south streets.

Queen Anne Style:

All examples employ a two-story core with hip roof. Several combine Classical Revival ornament with the rounded features common to this style, the mix reflecting the later construction dates of the examples.

Figures 134-135: 2808, 2813 Jackson Street (both 1900)

Figures 136-137: 2955, 3065 Jackson (1902, 1896 respectively)

Figure 138: 3087 Central

Central Avenue: 3030, 3087
Jackson Street: 2808, 2812, 2813, 2955, 3065

Romanesque Style:

This sole example approximates this style based solely on the upper front window arch. Otherwise this is a rectangular house plan with a centered south side wing, but with the angled southwest corner bay added.

Figure 139: 3000 Central

Classical Revival Style:

This style manifests itself in many lesser cottages and houses, mostly in the forms of pedimented gable ends (or returned eaves only), Palladian window sets, usually in the attic front, and some other Classical ornamentation. There are just two more elaborate house design examples. A very common roof form is that of squaring off a bay projection at the eaves line, frequently using brackets to accomplish the transition (see 3065 Jackson, a Queen Anne style example). The example of 2827 Central Avenue appears to be a vernacular conversion into a more stylistic but unusual plan.

Figures 140-41: 3126 Central Avenue, 2938 Washington Street

Figure 142: 2827 Central Avenue (1890)

Central Avenue: 2827, 3126
Washington Street: 2938

Non-Residential Architecture:

Unlike most comparable Dubuque survey areas, this one is predominantly residential. There is but a single church complex. There are numerous commercial buildings as would be expected and there are small-scale and massive scale industrial buildings.

Corner (mostly) Commercial Buildings:

These two residential conversion examples were former storefronts.

Figures 143-144: 2735, 2824 Central Avenue (1860, 1910)

These are frame commercial examples, the Classical Revival design is very unusual and elaborate.

Figures 145-146: 2660 Central (1920), 2900 Jackson Street (1900)

Most brick examples employ corbelled cornice/parapet treatments, while there is but a single pressed tin cornice.

Figures 147-148: 2890 Central Avenue (1898), 2920 Central Avenue (1901)

The first example typifies a post-World War I commercial design with prism glass transoms and a modern storefront. The second example illustrates the infilling of one of two original storefronts.

Figures 149-150: 2776 Jackson Street (1895) and 2776 Jackson Street (1895)

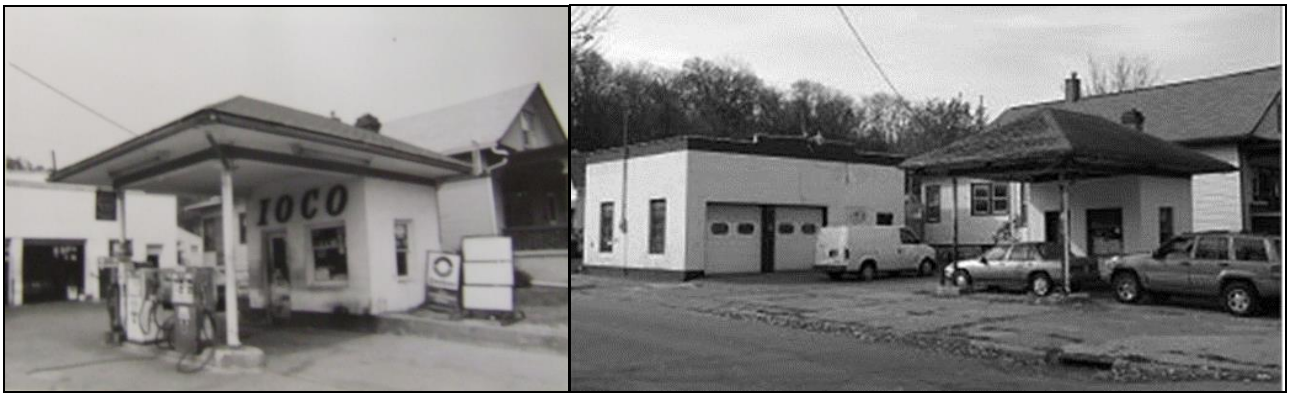
Figure 151: 3203 Jackson Street, Great Western Hotel (1898)

These mostly brick examples, most commonly sighted on a key corner location, are mostly two-stories in height and combine upstairs apartments with ground level retail. Commonly the buildings are large enough to encompass a double storefront. There are many now residential examples that were former combination residential/commercial

buildings. The latter is indicated by the presence of a solid stone lintel, formerly a storefront component, now buried above an infilled storefront. Cast-iron work is commonplace and there are some prism glass transoms present. Parapets are mostly plainly executed but there are exceptions. Metal cornices and pediments are not commonly found. Many of these examples are later in date (ca. World War I), this later construction reflecting the delayed infilling of their residential market areas. Not surprisingly the two major arterials, Central Avenue and Jackson Street claim almost all of these examples. Surprisingly there is no commercial cluster around the former brewery plant at 30th and Jackson. Only the proposed upper Central Avenue historic district contains mid-block commercial examples, corner locations otherwise being the norm.

Central Avenue: 2656, 2660, 2678, 2735, 2824, 2831, 2890, 2900, 2920
White Street: 2687
Jackson Street: 2700, 2776, 2795, 2811, 2900, 2984-90, 2987,3203
Washington Street: 2998

Small Industrial/Service Plants:



Figures 152-153: 2705 Jackson Street (left-ca.1983, SHPO Files) (1930 building, 1950s shops)


Figure 154: 2998 Washington Street (1917)

Central Avenue:
White Street: 2687
Jackson Street: 2705 (gas station and shop, 1930), 2811 (greenhouse office, 1928), 2984-90 (1959)
Washington Street: 2998

Major Industrial Plants:

The 1893 brewery is of course the premier industrial plant in the survey area and indeed in the city for its type and age. It was listed and then de-listed from the National Register of Historic Places. The Dubuque Stamping Company building appears to be of historical interest and possibly its architectural significance assuming it has a direct relationship

with World War II military contracting. The Brunswick-Baldwin-Collender plant has been determined to be too altered for any architectural/historical significance (its core does retain much of its original distinctive monitor roof pattern however). All of the major industrial plants survive along Jackson Street. Central Avenue at 30th Street was once a brewery location (non-extant).

Figure 155: 3000-40 Jackson Street, Dubuque Malting and Brewery (1893)

Figure 156: 3190 Jackson Street, Dubuque Stamping Company (1949)

Holy Ghost Roman Catholic Church Complex:

These buildings are all National Register of Historic Places listed and represent combinations of the Romanesque and Gothic Revival styles. They are a part of a proposed larger neighborhood historic district.

Figures 157-58: 2887 (Convent-first school/church, 1893), 2901 Central (1896)

Figure 159: 2917 Central Avenue (1916), Italian Renaissance style

Couler Creek, the Bee Branch Sewer and the Development of the Upper Couler Valley, City of Dubuque:

The creek and its replacement storm sewer, the "Bee Branch" were documented in 2010-12 and the findings of that study have direct application to this survey project. The historical portion of that report is substantially included in this survey report to the extent that it is relevant to describing the history of the survey area and the relationship between this drainage and the building up of the area. Housing infilled the survey area as various wetland parcels were rendered buildable by the progress of the sewer undergrounding.

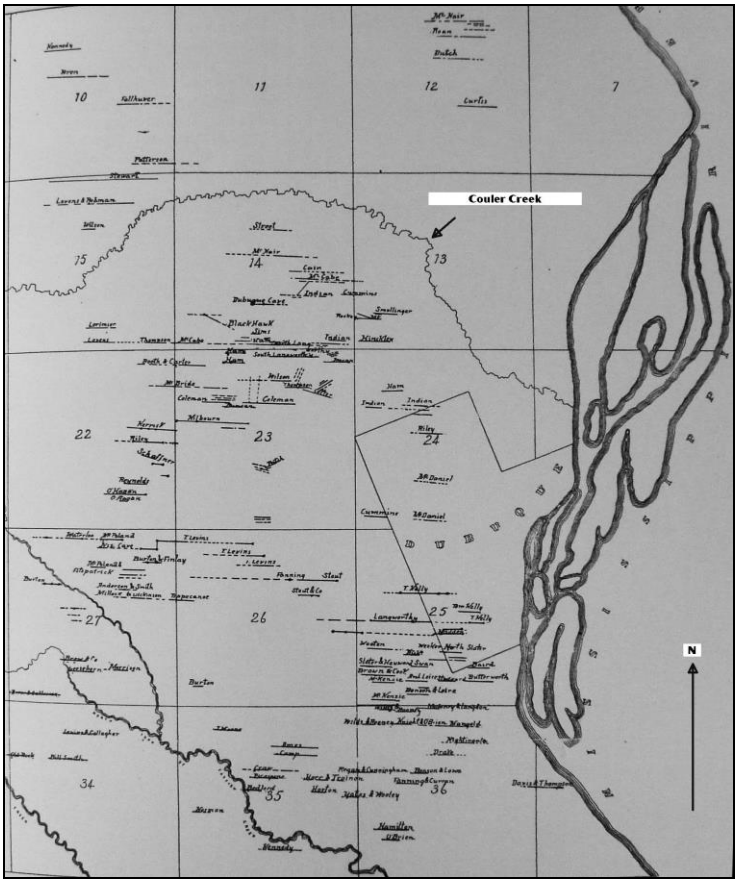


Figure 160: 1858 lead mining map drawn by J. D. Whitney, redrawn by the Iowa Geological Society in 1899, note the original city corporate limits as shown (Wilkie, p. 163)

Couler Creek is the now-lost historic name for the principal drainage system of most of the City of Dubuque. Dubuque's topography is composed of a ring of abruptly raised plateaus to the northeast (north of Eagle Point) and to the west. Deep valleys cut through the ridge or plateau, from the north to the south at the Peru Road, and at Kaufman/22nd Street. Major subordinate creeks drain the several sub-basins via these "hollows" and when heavy rains fall, the result was often catastrophic. Figure 160 nicely traces the original creek at a time when its banks were the habitat mostly of lead miners. The image also locates the original city boundaries. At this time the creek threatened few residents and it could

overflow when it needed to without inconveniencing many. Figure 161 overlays the original Federal land survey over the present-day street and highway grid. Even with the necessary caveats as to the accuracy of the street overlay, this map helpfully traces Couler Creek as far north as 26th Street (gis.iastate).

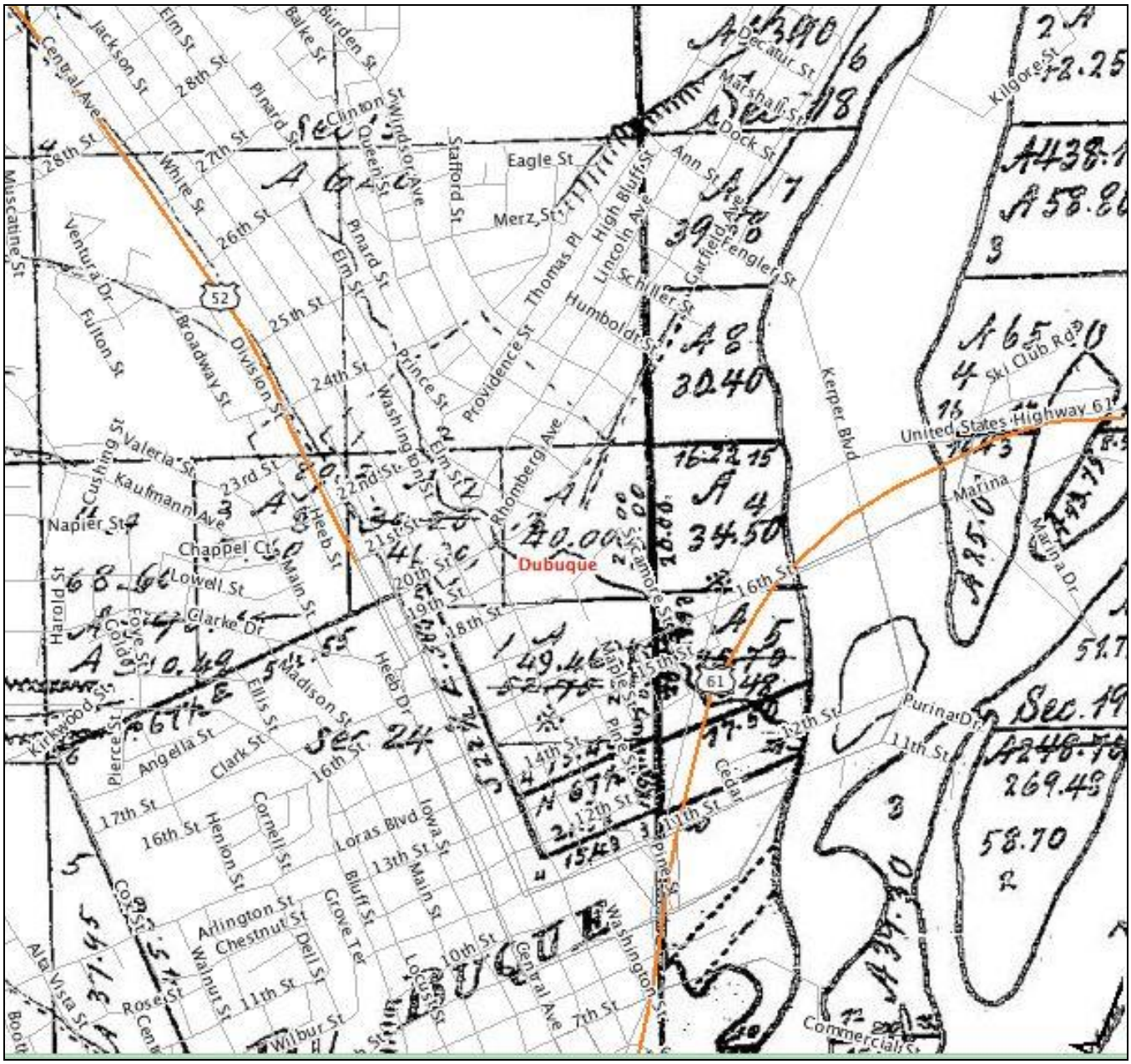


Figure 161: Original 1830s Federal Land Survey and Couler Creek Course
(Iowa Map Server, 2009, gis iastate)

Figure 162 depicts the full course of Couler Creek north of East 24th Street where it flowed to the west of Washington Street (not yet extended beyond 27th (now 29th) Street. Note that as late as 1885, the area east of Jackson Street remained unplatted apart from large acreages. The left hand upper section of the map shows the creek crossing Jackson Street diagonally at the former point. It flowed south along Jackson Street but trended generally eastward as it continued south. When it reached present-day East 26th it abruptly turned east and followed that street until it reached Elm Street. It again turned ninety degrees south and followed the west side of Elm Street. What appears to be taped repairs is actually the Elm Street right-of-way. Sections are being purchased above Sanford Street to widen what had been an informal street. Note the houses already in place along Elm Street. These are primarily to the east of the street and are placed well away from the creek.

Figure 162: Elm Street extension between Sanford (East 24th) and Peru Road, c.1885
(Dubuque Engineering Department)

The Dubuque and Northwestern Railroad was organized in 1883 and asked the City Council for an ordinance that would authorize it to lay its tracks. The company sought that authority to lay "one or more" tracks across High (Rhomberg Avenue) Street between 20th and Kniest streets, to cross Eagle Point Avenue between Washington and Johnson streets, to lay track on Elm Street and "to slightly change the channel of Couler Creek from twenty third (23rd) street to Eagle Point Avenue." Petitions were submitted to the Council by residents. The first, with pages of signatures, was dated December 29, 1883, and argued that no railroad presence would be allowed west of Pine Street or south of 17th Street. The concern was the preservation of property values in that area. The second, received February 4, 1884, was equally subscribed to and argued specifically against any railroad presence on Washington Street, for the same reason. The final ordinance was finalized on March 3, 1884. It made the railroad subject to the existing street grades for laying

any track and mandated that if the grade was changed, the railroad was to follow suit (Dubuque City Council Proceedings, petitions dated December 29, 1883, and February 4, 1884; Dubuque and Northwestern Railroad petition, filed February 4, 1884; Ordinance, dated March 3, 1884).

Couler Creek, The Problem:

The problem of course was a surplus of water runoff, generated by heavy rains on grounds that were much more elevated than was the city itself. The other problem was the sheer size of the drainage basin that Couler Creek had to service. Figure 19 shows how large an area is included within the Bee Branch drainage basin and how much of the entire city actually drains out of the system in the north end of the city.

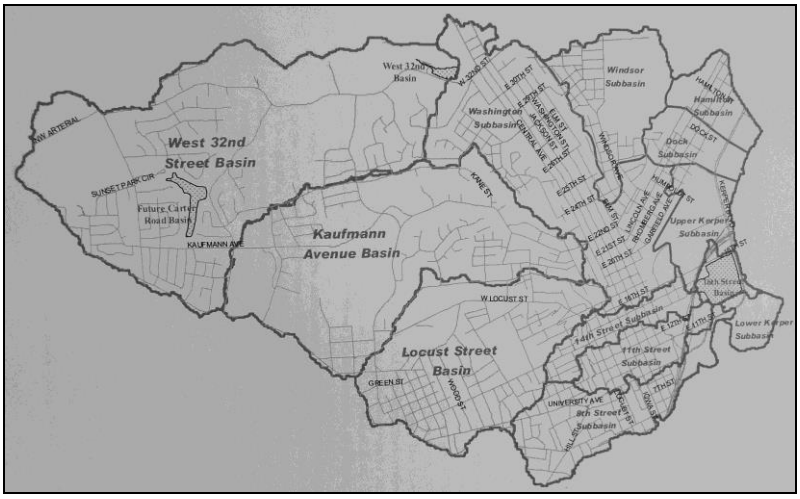


Figure 162: Bee Branch Drainage Basin (the survey area is the north part of the Washington Sub-basin) (CDM/WHKS REPORT, Figure 1-2)

Figure 162 defines the overall drainage basin and indicates how even broad areas to the south of the mouth of Couler Creek utilize that water course as a drainage into the Mississippi River. The same figure also illustrates the close proximity of the Mississippi River to the north. This fact would encourage the idea of diverting much of the flow of Couler Creek to the north as a solution to the flooding problem.

Figure 163: 100-year flood plain (CDM/WHKS Report, detail of Figure 1-4)

Figure 163 shows that the heavy flooding in a worst case scenario, was to the south of the survey area. Due to the low level of most of the Couler Valley, below East 32nd Street, the area was subject to repeated and substantial flooding from either Couler Creek, from upstream, or from the Mississippi River, from downstream. When heavy rains didn't

provide the source of water, the Mississippi River could do the job. Virtually all of the Couler Valley floor was within the 100-year floodplain. An early reference to the latter is found in May 1866, at which time it was Reported "the limits of Lake Peosta are undistinguishable, the river having swallowed them up in it" (Dubuque *Herald*, May 1, 1866).

Add even more water and the creek rampaged. In September 1875 (a repeat of a similar disaster two years previous) the floods came following a severe rain storm and the houses along. The hill drainage from the west destroyed 16th and 17th streets and carried one-ton curb stones downstream. Full 5,000 attendees at the county fair were marooned by the storm and Couler Avenue was "a broad river…from the fair grounds to the Iowa brewery Couler Avenue was a lake, and the Branch a roaring torrent, with volume enough to float a steamer." The flood of floods was that of July 4, 1876, which drowned so many residents of Rockdale, a mining suburb south of the city. It became the touchstone of submersions and its standard was recalled whenever anything remotely similar was visited upon Dubuque. Another great inundation came in early October 1878. Couler Avenue again flooded, several bridges along the Bee Branch were swept away, the "flats" (the neighborhood below the railroad yards and east of Maple Street) "were a vast lake"(Dubuque *Herald*, September 10, 1875; October 1, 1878).

With or without flooding per se, the dirt streets were frequently impassable. In early 1886 a sign was posted in the middle of a street bog along White Street, between 19th and 20th streets, which warned "No Bottom Here" (Dubuque *Herald*, April 15, 1886).

The year 1888 was a benchmark year for Dubuque because it marked the point where a comprehensive sanitary sewer system was planned and $75,000 was committed to its initial construction phases. Distinguishing in the historical record between storm sewers, that carried runoff water, and sanitary sewers that presumably carried household waste, human and commercial/industrial waste, is tricky. Presumably a sanitary sewer played no role in diverting surface water, but frequently sanitary sewers simply dumped their contents into creeks and finally the Mississippi River. The Kniest Street sewer was one of the first sanitary sewers and its construction was begun in late October and was finished in early 1889. The $45,000 Rhomberg Avenue sewer, built "to protect" that street, was begun in 1891. By 1894, what was clearly termed a sanitary sewer, was in place as far north as 27th Street to handle the waste from the several north end breweries. Again, a hint at a dual usage of the sanitary sewer, is found when it was also stated that the line "will also help drain the swamp north of Sanford to 29th Street." Perhaps the swamp was being used as a source of flush water to keep the sewer flowing? (Dubuque *Herald*, October 23, December 23,1888; June 6, 1891; December 21, 1894).

One effective way to get the city council's attention is to threaten the city with a lawsuit. Peter Kiefer and other petitioners, all of whom resided along Couler Creek, finally informed the city in early 1896 that they would hold the city liable for any flood-related property losses. Several petitions had been filed previously and action had been promised. The apparent desired resolution of the problem was "…to give property for a street, the opening of which would remove the alleged trouble." Simultaneous with this complaint was an investigation of the effectiveness and costs of the City Engineer (Dubuque *Herald*, February 4, 1896).

Another neighborhood change was the opening of the massive Dubuque Malting and Brewing Company plant, at 27th and Jackson streets. The building was in operation by early May 1896. The expansion of city residences ever northward and additional street paving also exacerbated flooding. The 1896 flood, in late May, played havoc with the newly-paved Kaufman Avenue. Eagle Point Avenue was the deposition place of choice:

> Fences, sidewalks and approaches were washed down Eagle Point avenue in a promiscuous manner. Much of the debris was deposited on East Eagle Point avenue between White and Kniest streets where hundreds of yards of macadam were deposited while the tons of mud were deposited partly on White, Jackson, Washington, Kniest and Couler avenue…Kniest street, Washington street from Sanford avenue to Seventeenth street; Jackson street, from Twenty-fourth to Eighteenth street, and Elm street, from East Eagle Point avenue to Seventeenth street, were all filled with raging torrents which carried away sidewalks, aprons, flooded yards and cellars, and deposited thousands of yards of mud along those thoroughfares. In some places, especially along Jackson and Sanford streets, the mud is between six and eight inches deep in some parts of the streets….The water on Kniest street and East Eagle Point avenue was just three inches lower than the last big flood in 1893 (Dubuque *Herald*, May 26, 1896).

The Couler Creek flooding issue returned to the Council in early June with a petition submitted by an unnamed citizen. A year later residents living on 19th Street between Washington and Elm streets petitioned to get their street raised up. They called the Council's attention to the fact that "water and mud washing down from the upper streets forms a regular mood [sic, mud?] and water pool on said Nineteenth Street and is a regular nuisance and a detriment to the property [there]." Later that same month, the new brewery had already made its impact on the water quality of the creek. The mayor also called the attention of the council to the offensive condition of Couler Creek from the sewer at Dee's basket factory to the new brewery. Since the brewery made connection with the public sewer, the water from the large artesian well has been turned from Couler Creek into the sewer, and as a consequence the sewer has been turning the bed of the creek into something like an elongated cess pool, to the annoyance of the people who live near it and to the detriment of their health. The sewer inspector also inspected the bed of the creek where the slimy ooze lies and found offensive deposits of many kinds hidden from view under the suggestive surface, including dead animals such as dogs and cats. The council thought it about time to do a little bit of cleaning up and referred the matter to the sewer committee (*Dubuque Herald*, May 3, June 5, 1896; Council Records, April 22, 1897, Item #20, Center for Dubuque History).

The brewery by diverting a source of regular flushing had left the creek, functioning as a sewer in its own right, as a health hazard. One proposed solution was to have the brewery periodically flush out the creek from its diverted well. Curiously, two years previously the sanitary sewer had been completed to 27th Street for the specific purpose of preventing this problem as the massive brewery was finished and brought into operation. Perhaps the waste overwhelmed the sewer's capacity? At any rate in 1894 the *Herald* stated the new sanitary sewer "takes all refuse from the breweries that formerly moved through Couler Creek" (Dubuque *Herald*, December 21, 1894; June 23, 1896).

Figure 164: An extreme example of a street washout along West 17 Street, view east from west of Central Avenue, July 4, 1876 flooding (Wilkie, p.310)

The first lawsuit came in late August 1896. The depth of the creek at 26th , between Washington and Jackson streets, was reported as ten feet. A bridge spanned the creek along the south side of 26th Street, but was located a full 16-feet south of that street and required several turns to get onto and off of the structure. In early April a couple drove their buggy and team into the creek in the dark, completely missing the crossing point. They sued in the amount of $17,000 for resulting physical injuries and the wrecked vehicle, citing municipal negligence. The case was finally settled for $500 in damages in October 1897 (Dubuque *Herald*, August 28, 1896; October 16, 1897).[1]

The year 1897 brought another massive Couler Creek induced flood. Everywhere north of 13th Street was inundated. Five Points was under several feet of water. The ball park was the "very center" of the flood. Seventeenth Street was under four feet of water. Diagonal and Kaufman Avenue were washed out once again. The Chicago and Great

[1] The Council voted to build a four-foot wide plank footbridge along the north side of 26th Street in September 1897. City carpenters built the bridge (Dubuque *Herald*, September 8, 14, 1897).

Western tracks appeared to cross a lake. Likely it was this flood experience that finally forced the City to seek a remedy for the Bee Branch and Couler Creek (Dubuque *Herald*, July 10, 1897).

The final and certainly the worst flood disaster occurred well after the Bee Branch was well underway. A freak freshet killed five persons at a large Union Park event in mid-1919 and inflicted $100,000 in damages. Did the unfinished state of the storm sewer play a role in the disaster? The same summer Elm Street residents sued the City when sewer-caused flooding on their street (Dubuque *Times*, July 9, August 22, 1919).

Early Efforts to Abate Couler Creek Flooding:

The first components of the eventual integrated storm sewer were planned in early 1898. These consisted of a stone culvert beneath Couler Avenue and an initial storm sewer segment between the Peru Road and 27th Street. The latter action was postponed pending the resolution of the Milwaukee Avenue matter. That idea was linked to the idea of re-routing the Bee Branch drainage from the Millville Road (32nd Street), north to the Maquoketa River (Dubuque *Herald*, January 13, 20, 1898).

Jackson Street had been raised to grade and extended north to the city limits. The Lenihan Addition was several feet below grade to the west. Milwaukee Avenue was the first street to the north of the Peru Road in the Lenihan plat and it ran between Couler Avenue and Jackson Street to the east. The plan was to extend Milwaukee Avenue an additional 1,300 feet west across the property of John and Agatha Heim, cutting through the bluff to divert the drainage. The task was an ambitious one. Extensive grading would cost $8,000 and the "waterway" itself would cost $12,000. The diversion would "avoid the expensive deluges that frequently occur in the Couler valley." The Council was initially receptive to the bold concept. Figure 165 shows the drainage that would have connected to the new avenue. Nutwood Park (a racetrack) separated the two plats located east of Couler/Central Avenue and the drainage was diverted east around that park (Dubuque *Herald*, January 20, 1898).[2]

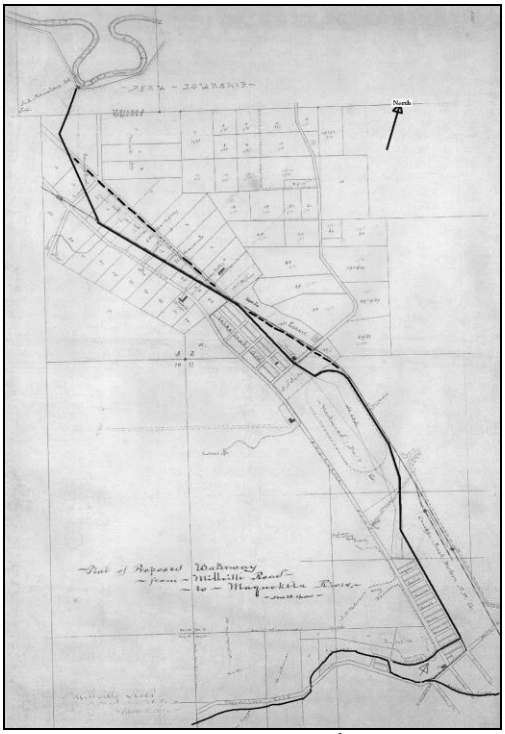


Figure 165: Plat of proposed northward deviation (32nd Street is at the south end of this figure)
(Dubuque Engineering Department)

There were two fundamental problems. One problem was that of using a street as a storm sewer. The water was to be diverted on Milwaukee Avenue and then north on Jackson Street, taking water that came from the county and

[2] Heim operated a brickyard at that location. As of early June 1901, Mayor C. H. Berg Reported the Bee Branch, opposite Heim's plant, was "in a very dangerous and dilapidated condition" (Dubuque *Herald*, June 9, 1901).

"turning it back into the county." The second problem was that of timing. Development to the north of the Peru Road was so far advanced that they didn't have much use for any extra flooding. Residents to the south were supportive, "the owners of property in the Couler valley, from the flats north to the Peru road are in favor of the project and are clamoring for it, while owners of property north from the Peru road, to the Maquoketa are up in arms against it." City Engineer Edward C. Blake had, by late January, prepared the requisite drainage profile and plat. According to his design:

> …the drain through Heim's place would be two feet deep at the lowest point of the old lake bed, and would be from six to eight feet deep at the north and south confines of the old lake. The plan is to put up an embankment through the Heim place so as to prevent the water overflowing his property from the ditch in case of an extremely heavy waterfall. At all other points the ditch would be from five to eight feet deep.

Additional drainage further north, principally from the Stewart Park and Walker's hollows, would be handled by increasing the depth of the ditch. By the time the ditch intersected with Jackson Street, its planned base width was an impressive 40 feet, the grade width being 50 feet in width. Engineer Blake was confident that this drainage would deflect floodwaters sufficiently so that "a small sewer [built] at some time later, down through the Couler valley, he believes the trouble and expense the floods have caused heretofore will be ended" (Dubuque *Herald*, January 21, 1898).

The "Bee Branch," the eventual namesake of the entire Couler Valley storm sewer, was the name of the principal source of floodwater, the Millville Road drainage. Presumably, its major role in contributing runoff, led to its supplanting of the Couler Creek name for the storm sewer.

The high-water mark of the plan crested and fell at the January 20 Council meeting. The property plat and Heim's contract to do the grading was poised for approval, when a series of opponents made statements against it. The speakers were William Quigley, Col. Lyon, and Major Smith. Action was postponed. A petition by M. M. Hoffman and 19 others seems to have provided the fatal wooden stake. In late February the Council took the unusual step of appointing a 15-person committee, including the five Aldermen, to look at the problem, defined as "taking care of Couler Creek from the Millville road to Lake Peosta" (Dubuque *Herald*, January 25, February 8, 24, 1898).

In mid-1900, property owners abutting an alley between 14th and 16th streets and Sycamore and Cedar streets asked for the "extension easterly of the present improvement of Couler Creek in said alley to Fourteenth street, there to unite with the Fourteenth street sewer and thereby necessitating only one sewer from that point to the river." To the south of the Chicago, Milwaukee and St. Paul yards, there were concerns about ditches and drainage. Becker Brothers and other petitioners complained about a deep ditch that ran along the south side of East 14th Street, between Sycamore and Lynn streets. The north side of the same stretch of street was well below grade and was "in a dangerous condition and almost impassable" (Dubuque *Telegraph-Herald*, June 14, 1900; City Council, August 1, 1901, Item #20, Center for Dubuque History).

Planning the Bee Branch Storm Sewer:

The driving force in resolving the flood problem was Alderman Charles T. Thomas (and then Gene Frifth, his successor). Thomas was serving his first term as 5th Ward Alderman, who was then up for re-election. The *Herald* credited Thomas for laboring "energetically to remedy the drainage conditions that make possible the periodic overflow in the Couler Valley…[and his re-election] …bids fair to work a solution of this vexing problem within the next year" (Dubuque *Herald*, April 3, 1898).

The first design concept was a limited one and, on August 4, 1898, City Engineer E. C. Blake submitted to the Council "a plan for a storm water sewer from the alley north of Eagle Point Avenue to Sanford [24th] Street, as requested by the Committee on the Whole." This single stretch of proposed sewer was 750 feet in length and Blake estimated that construction would cost $4.00 a lineal foot. The plan and estimate "along Bee Branch from Eagle Point Ave. to Sanford Street" was adopted by the Committee on September 22 (see final adoption the following day and amendment to limit the construction zone to between Garfield Street and Rhomberg Avenue) (City Council Records, August 4, 1898, Petition, Item #13, Center for Dubuque History).

The Bee Branch Committee, by early August 1898, had turned its attention to planning a substantial storm center for the Couler Creek water course. City Engineer Blake envisioned a five-section system, to be built over time:

Section	Internal Volume	Distance	Cost
Millville Road to 26th	80 cubic feet	1,850 feet	$9,250
26th to 23rd	95 cubic feet	1,900 feet	$10,925
23rd to Sanford (24th)	135 cubic feet	2,100 feet	$14,700
Sanford to Garfield	150 cubic feet	2,100 feet	$16,800
Garfield to Lake Peosta	Open ditch	2,000 feet	$4,000
Total		9,950 feet	$55,675

As the design evolved, Engineer Blake envisioned a vaulted semi-circular stone sewer above Lemon Street, presumably running east and south from the Peru Road/Millville Road area. At Lemon Street the storm sewer transitioned into a circular section form with a 10-foot interior diameter (Figure 166). It continued south in this form and scale until it reached 24th Street and Washington Street (Figure 167). The original 1899 sewer line section views indicate that the entire system, below Lemon Street had a volume capacity of 750 cubic feet per second. At 24th Street the section changed back to a semi-circular vault and an opening that measured nine feet by fourteen feet (Figure 168).

Supportive of this assumption is the petition that was filed with the City Council in early August 1898 by resident August Hammel and many of his neighbors. The petition asking that the stretch of the storm sewer between Eagle Point Avenue and Sanford Street (24th Street) would be arched and covered. It that section was not covered, it is hard to imagine what section was enclosed. The tracks of the Chicago Great Western Railroad

Signer	Address	Pledge
August Hammel		$25.00
Andrew Bitter		$25.00
Herman Borgewater		$15.00
George Maybanks		$12.50
Nicki Christoff		$12.50
Joseph Jungbluth		$12.50
Anton Graf		$12.50
Lorena Schanderl		$12.50
George Dobmeier		$12.50
Andrew Fuerst		$12.50
A. Proser		$15.00

ran along the proposed storm sewer right-of-way along that stretch and the railroad desired to double track what was a part of Elm Street. The Council referred the petition to the Committee of the Whole and resolved that "they go on the ground" (*Dubuque Herald*, August 10, 1898; City Council Records, June 7, 1898, Petition, Item #5, Center for Dubuque History).

The first substantive vote on the entire Bee Branch storm sewer took place on September 23, 1898 when the Council adopted this resolution:

> Resolved by the City Council of the City of Dubuque – That the City Engineer be and he is hereby instructed to prepare a plan and make estimates of the cost of a storm sewer along the Bee Branch from the Millville Road to Lake Peosta

The only amendment was that the City Engineer was to "confer with the old Committee on [the] Bee Branch" (City Council Records, September 23, 1898, Item #27, Center for Dubuque History).

The Bee Branch Committee walked the planned sewer right-of-way in early December 1898. They also brought in an "outside engineer" to double check the figures of the City Engineer. The northward drainage solution was still

considered a viable one. The *Herald* rated the whole matter as the most important Council matter and added "It is a vexed question, and have never been definitely settled." The editors proceeded to lay out the problem:

> Bee Branch, be it known to the outsider, is the name of a small rivulet that forms the outlet or drainage for a tract of country of a few miles in extent, variously known as Glab's Hollow, Stewart's Hollow, and the Millville road. It breaks through the bluff into the Couler valley near the north line of the city, just above the Glab neighborhood, and is about two miles distant from the court house. There is usually a little running water in the upper part of the stream, but the lower part is dry. On occasion, however, after heavy storms, showers and cloudbursts, the dry bed becomes a raging torrent, its banks overrun, the surplus water scatters over the streets, tears up sidewalks, floods cellars and lots, and it is the frequent cause of a large amount of damage. People in the neighborhood naturally do not like this and ask the city to protect them from the devastation.
>
> The point in the Couler valley where Bee Branch comes in from Glab's Hollow, is just about on the divide of the valley, so that water with little direction and aid will flow in either direction, that is to the north for two and a half or three miles until it empties into the Upper Maquoketa below Sageville, or to the south for about one and a half miles until it empties into Lake Peosta, or the Mississippi, near the foot of Eighteenth street. The direction of the flow of water shall take is the occasion of the dispute. Shall it go north or south?
>
> In order to understand the merits of the question it should be known that from the point where Bee Branch enters the Couler valley near Glab's, in going south it runs through a thickly settled and growing part of the city, until toward the end it enters a sewer way built by the city and pursues its way under ground. A large amount of property is imperiled at every overflow, and it is claimed that in improvements made along its course frequent abutments and walls impede and block the channel. It is a constant menace to this a growing part of the city, and the residents there naturally wish to get rid of it.
>
> The remedy they propose is to turn the stream to the north, remove it entirely from the city, and have it drain away to the north into the Maquoketa. Indeed, many of the old inhabitants claim that in early days Bee Branch turned north and discharged its waters along the Couler valley into the Maquoketa. This, they declare, is the natural channel of the stream, and the course it should run. But years ago for some reason it was diverted to the south where they now wish to get rid of it, and to the north the city people wish it to go. The people along the upper Couler, now possessed by railroad tracks, market gardens, race tracks and small farms, say the city folks nay, they do not want Bee Branch and its floods; no matter which way the water originally ran, the city has now got it, and let them keep it; they want none of it.
>
> It is between these two opinions that the council halts. It the stream remains where it is it must be confined if possible to its channel; and if it be turned north toward the Maquoketa the city will have to pay for the work. Which shall be done? Which is the cheaper and best? Where shall Bee Branch go? At its last meeting the council ordered estimates to be prepared by a disinterested engineer of those respectable costs, and then the council will adopt one or the other, probably the cheaper one; and then possibly do as it has for so many years, nothing. It is a job that will cost a considerable amount of money, no matter which direction it may take. The city will not be likely to tackle the job and do it, until it has to do so. The easiest way just now is to do as has been done for these many years, postpone it. It is not far amiss to say that this will be the outcome of the present agitation.

The curious feature in this account is the reference to an existing downstream storm sewer? Two months later, the special committee decided against turning Bee Branch northwards. City Engineer Blake was instructed to prepare plans, but the committee pushed for an independent designer and J. H. Boyce prepared a set of acceptable plans. In late June, what was said to be the heaviest rain storm in years, struck the north part of city. As usual "the Couler creek rose in its banks and considerable damage was done" (Dubuque *Herald*, December 6, 12, 1898; February 19, March 8, June 28, 1899).[3]

[3] The idea of draining surface water northward, particularly outside of the city limits, naturally did not die and in mid-1912 the Dubuque County Board of Supervisors established Drainage District Number 1 in this same area. Continued area development, and particularly the yards of the Chicago Great Western Railroad, force the issue and the southern ends of two of the three district lateral drains flanked the yards (Dubuque *Herald*, June 22 1912).

The Council approved Mr. Boyce's design, appropriated $20,000 and decided "in order to lighten the burden on the taxpayers, the work will be extended over a period of several years and the appropriation distributed proportionately." While promising, further action was deferred repeatedly and it wasn't until August 24 that Alderman Flynn took advantage of a thin quorum and threatened to leave the meeting if the sewer work wasn't taken up. The city attorney Reported that deeds for abutting properties had been secured. A number of area residents spoke (notably a Mr. Kiefer) in favor of the sewer and the Council voted to pay the property owner warrants and selected the first contractor, Steuck & Linehan, to tackle a $7,000 construction job. Subsequent efforts to call for additional bids that year failed, and as of late October, just $700 of the $20,000 had been expanded on the storm sewer (Dubuque *Herald*, July 4, August 25, October 20, 28, 1899).[4]

The original Council resolution considered in early December 1899 read "That the specifications for the construction of the Bee Branch sewer and waterway between the C. M. & St. P. R.R. tracks and Eagle Point Avenue be and are hereby adopted and approved, and the city recorder be instructed to advertise for bids for doing the work… Alderman McLaughlin amended the text to replace "Eagle Points Avenue" with Garfield Avenue and the amendment was passed, substantially reducing the initial project area. The use of the word "waterway" is illustrative, inasmuch as the entire sewer was not intended to be enclosed (City Council Records, December 7, 1899, Item #21, Center For Dubuque History).

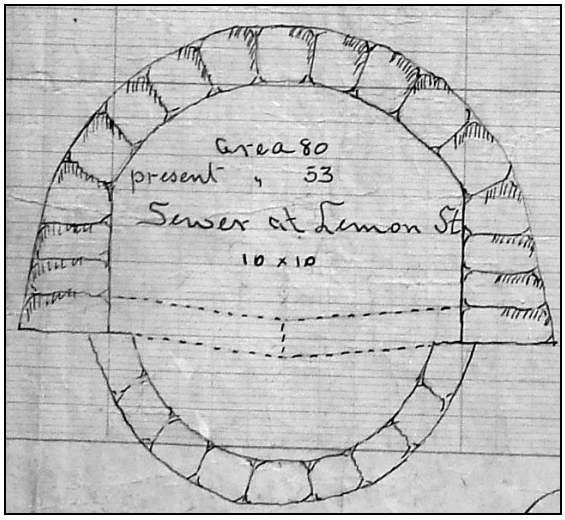


Figure 166: Bee Branch storm sewer design, Lemon Street transition point, section
(Original Bee Branch Plans, Engineering Department, City of Dubuque)

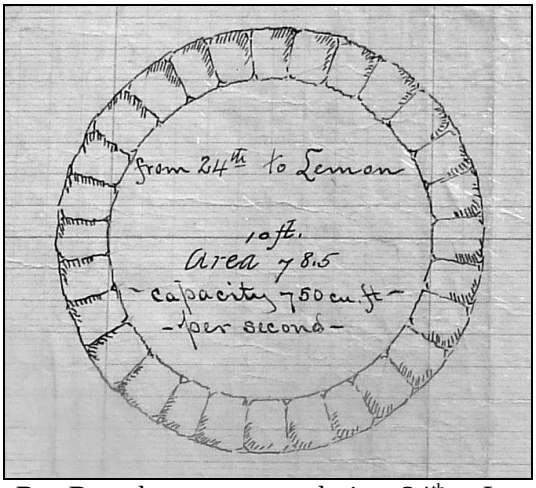


Figure 167: Bee Branch storm sewer design, 24th to Lemon, section
(Original Bee Branch Plans, Engineering Department, City of Dubuque)

[4] The Dubuque *Herald* of November 11, 1899 indicates that this contract was not let, given that Aldermen were calling for its letting under the authority of the August 24, 1899, resolution as of that time.

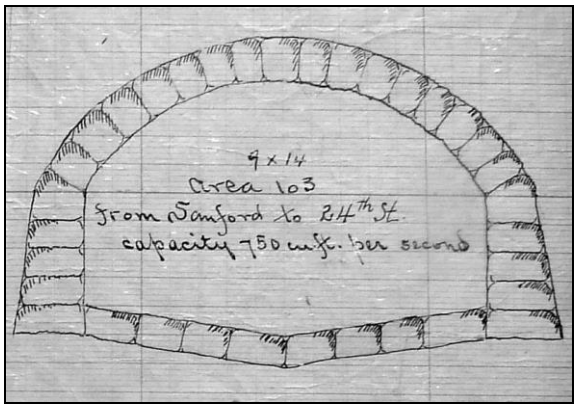


Figure 168: Bee Branch storm sewer design, Sanford to 24th, section
This was a two block-segment that performed two-90 degree turns between Elm and Washington streets
(Original Bee Branch Plans, Engineering Department, City of Dubuque)[5]

The enclosed sewer resumed at Rhomberg Avenue and continued south to Garfield Avenue (Figure 169), at which point the C. M. & St. Paul Railroad was responsible for the sewer segment that ran beneath their rail yard. South of that point, the creek was left as an open drainage. A fairly ornate stone bridge with iron railings was envisioned for 17th Street (Figure 24).

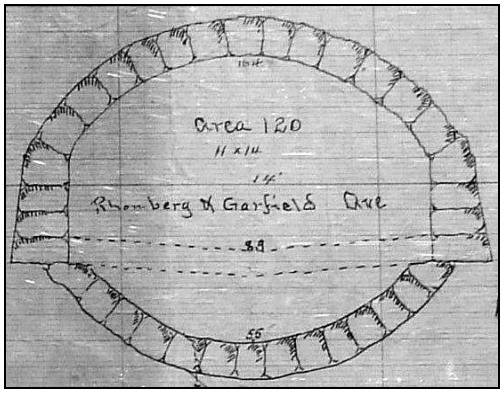


Figure 169: Bee Branch storm sewer design, Elm Street section
(Original Bee Branch Plans, Engineering Department, City of Dubuque)

Bee Branch Storm Sewer Construction:

By the end of 1901, even the incomplete storm sewer was having a critical impact on making previously unusable land habitable. Home builder Chris A. Voelker had already benefited from the improvement. A visionary, Voelker called upon the city to commit an annual appropriation for similar improvements that would benefit the recruiting and building of new industrial plants. He wrote the Dubuque Retailers League on December 28, 1901, stating "The Couler Creek sewer when completed will be of vast importance and of great value to property owners along its route and it was a step in the right direction." The area that enjoyed immediate benefit was that downstream from the Chicago, Milwaukee and St. Paul Railroad yards. In early 1902 the Dubuque Retailer's League secured an initial $5,000 City Council appropriation to begin filling that area for new factory sites. This work set the stage for the expansion of the packing plants and the re-centering of that industry within that part of the city (Dubuque *Enterprise*, March 9, 1902; Dubuque *Telegraph-Herald*, January 5, 1902).

In early August 1902 bids were requested to construct 100 feet of stone circular culvert between 27th Street (present 30th Street) and the Peru Road. Steuck and Linehan received the contract. Anton Earl got the contract to build a 100-feet long culvert underneath Couler Avenue in mid-June 1902. Within two months he was in trouble for his low bid. The City curiously determined that it was better to pay him the additional cost rather than to re-bid the project (Dubuque *Herald*, August 7, 13, 1902).

[5] This image is confusing because 24th Street is or was Sanford. More research needed.

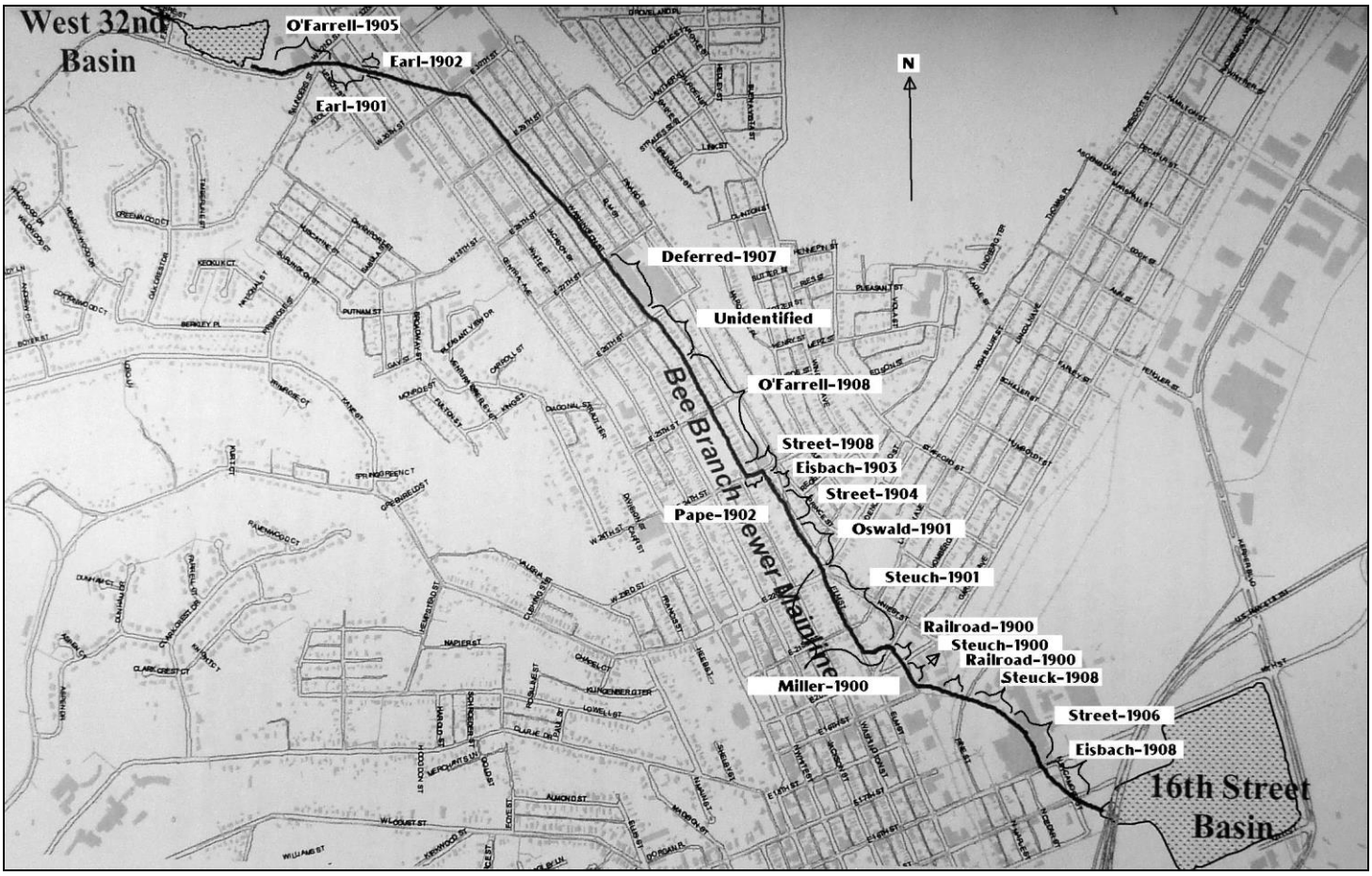


Figure 170: Construction sequence, Bee Branch Storm Sewer, 1900-1908
(Jacobsen annotating a CDM/WHKS REPORT current base map, Figures 1-3)

By this time the value of the new storm sewer was realized such that it was no longer deemed a Fifth Ward project. Alderman Horr of the Third Ward advocated finishing the entire project, estimated to cost from $50,000 to $100,000, using municipal bonds to fund the work. These estimates recall the apparently high cost estimates for diverting the drainage to the north, several years previously, although it is only fair to note that the sewer was needed regardless, although likely in reduced scale. The forcing event was yet another massive mid-May rainstorm. It was then reported "The Couler valley was a raging torrent throughout the night and it is thought that a great deal of property has been destroyed in the vicinity. Jackson street and Couler avenue were practically covered with refuse." Kaufman Avenue in particular had been stripped of its paving and the 24th Street storm sewer was filled with the debris (Dubuque *Herald*, May 18, August 13, 1902).

The City continued through late 1902 to wrangle with the railroad company relative to the construction of a critical culvert under their substantial tracks downstream from the survey area. The problem for the Great Western was that its franchise/ordinance with the City was up for renegotiation. The draft ordinance submitted to the Council in December 1902 was "cut and slashed" beyond recognition. The company had long had the option to double-track Elm Street and its request that the City fill the area along that street, to the west of its existing trackage to make room for a second track, was rebuffed, as was a request to add a Bee Branch drain at Sanford Street (East 24th) to drain their right-of-way. The only incentive left was the offer of the city to now pay $1,200 to induce the railroad company to fill in the missing storm sewer link (Dubuque *Herald*, October 12, November 21, December 10, 1902).

An acceptable ordinance was signed by Mayor Berg on January 12, 1903. The document is of interest because it shows that the Couler Creek continued to flow outside of the partially completed Bee Branch Storm Sewer as of this time. The company was authorized to

> …fill in Elm street between Sanford and Twenty-third streets…so as to straighten the channel of Couler Creek in said street sufficiently to permit of the construction of a second railway track across Sanford street and along Elm street to and across Twenty-third street…so that the railway tracks and the channel of Couler Creek shall be when straightened as show on the blue print identified by the signature of F. R. Coates, Chief Engineer, and filed to the office of the city recorder of Dubuque on the 4th day of December, 1902, said ditch when straightened will be entirely within the boundaries of Elm street and be maintained by the Chicago Great Western Railway company until the completion of the Bee branch sewer to Twenty-third street.[6]

The City pledged to construct that extension no later than November 1, 1905. The company also was authorized to fill and grade the west half of Elm Street within the same limits, after the storm sewer was completed. Finally, in exchange for a payment of $1,162, the company would complete the storm sewer between Rhomberg and Garfield avenues, the work to be completed by August 1, 1905 (Dubuque *Herald*, February 6, 1903).

The *Telegraph-Herald* noted at the end of 1914 "the Bee Branch Sewer has been completed to 28th Street and the transformation of this neighborhood will be a big feature of the 1915 operations of [Chris] Voelker." Chris Voelker was known as the "wholesaler of houses." He built hundreds of mostly frame houses in the Couler Valley and on Eagle Point. He also briefly experimented with concrete block houses (beginning in 1909) and he built a few storefronts, apartments and many duplexes. In just two years, 1902-03, Voelker built 24 houses on the northern reaches of Jackson Street alone. This was also the popular period of the bungalow and Voelker led the way in building these popular cottage forms. The same source added "the new bungalow development of Voelker in the north end surrounding the former ball park [Sanford to East 25th, east of Jackson Street] found its beginning in 1914" (Dubuque *Telegraph-Herald*, February 28, 1904; December 27, 1914; Dubuque *Times-Journal*, January 2, 1910).

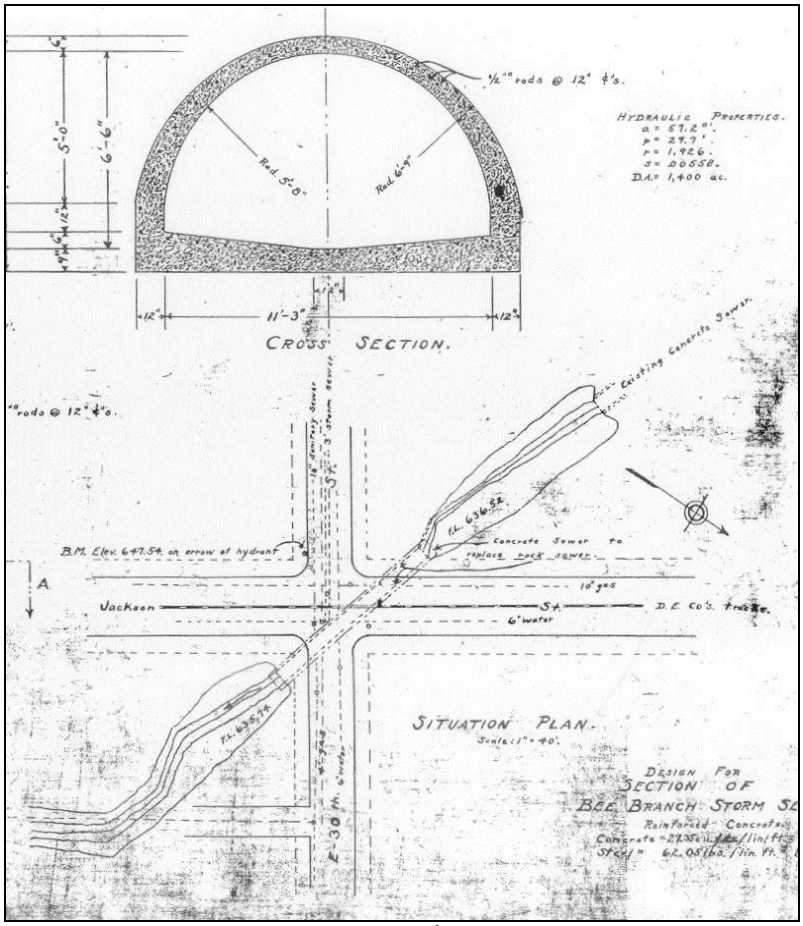


Figure 172: New concrete culvert at 30th and Jackson streets, March 1924
(Engineering Department, City of Dubuque)

[6] Here again, if Sanford is 24th Street then where is 23rd Street today?

The 16th Street Storm Sewer was planned to run east from the C. M. & St. Paul Railroad tracks along Pine Street, to Couler Creek, a distance of just over three city blocks. The street itself was also graded, guttered and paved as a part of the construction work. The City Engineer was directed to develop plans and specifications in early March 1897 for the storm sewer. Nineteenth Street, to the north, between Pine and the river, was also improved in the same manner at this time, as was 5th Avenue, between Peosta Street and Rhomberg Avenue. That street was particularly prone to being damaged by freshets. The 16th Street Storm Sewer, a 40-inch wide circular stone design, 710 feet in length, was advertised for bids in early April 1897. There were two manholes and eight inlets, the largest of which was a storm sewer with identical dimensions that ran north along the alleyway west of Maple Street, between 14th and 16th streets, a distance of 350 feet, and with a 20-inch diameter for another 320 feet. In the final plans what might have been an extension to the completed sewer measured 9.5 feet by 12 feet in section and contained 100 cubic feet of volume per lineal foot. The Council authorized the preparation of plans and specifications for a westward extension of the sewer to Washington Street in late March 1903. The storm sewer was to pass beneath the C. M. & St. Paul Railroad tracks and the Chicago Great Western right-of-way in so doing (Dubuque *Herald*, June 27, 1896; April 1, 1897; March 26, 1903).

Bee Branch Storm Sewer Construction Sequence							
Segment	**Plan**	**Bid**	**Contractor**	**Specs**	**Construction Notes**	**Contextual Notes**	**Accept**
North of Couler Ave. to Peru/Millville Roads		8-1-01	Anton Earl	100’	Must be north of avenue, given that work is underway when culvert beneath avenue is planned	Underbids, paid extra $1,500	
Stone culvert beneath Couler Ave.	12-31-97 (tabled)	12-13, 97 5-22-01 8-7-02	Anton Earl 6-19-02	Circular Culvert $7/ft.	Call for new culvert on Couler Ave. to replace bridge (5-20-02) ???	1897 account describes as being between 27th and Peru Road, action deferred 1-13-98	8-13-02 (Reported in trouble)
End of Lemon St. culvert to pt. 168’ west of same in Millville Rd.			O’Farrell & McNamara				9-07-05
Across Couler Ave., 27th to Peru Road	8-7-02		Steuck & Linehan	$12.50/lineal foot	100 feet of circular culvert in Bee Bra, curbing, gullies and McAdam		
To 27th St.	2-07-07				No approval this year (3-21-07)		
Elm 22nd to 23rd					Petition for extension-2-07-07		
Concrete culvert, 30th & Jackson Sts.	1924	Plans dated March 29, 1924					

Phase VI Survey Methodology:

This survey effort is essentially a second phase for the Part I Couler Valley survey (2002). The geographical area, the housing stock, and the period of development, as well as the identical ethnic residential presence, largely match the earlier survey. Since 2002 a broad range of neighborhood or area surveys have been conducted and the methodological

lessons learned from those efforts provides guidance on reprising the Phase I survey in an improved and more efficient manner.

The Phase I survey effort had the stated goal of intensively documenting only those properties or districts which appeared to merit National Register of Historic Places eligibility recommendations. Completed individual historical inventory forms and photographs documented individually eligible properties or district groupings. This survey effort has that same basic product goal.

This survey will use the same baseline data sources, notably Bruce Kriviskey's 1978 mapped survey findings and building evaluations. Iowa State Historical Society (SHSI) inventory holdings will also be used as a survey template. The City would prepare the necessary baseline survey maps as was done previously.

A comprehensive initial field survey will be first completed. A master database of all buildings that are of some historical interest will be developed, incorporating SHSI site numbers and information. A preliminary evaluation will identify the obvious eligible buildings and districts.

Given that considerable secondary level historical research has been done, any additional research will entail looking at new sources or those that were not previously applied to this area. City directory data and water service records are the most important examples. Sanborn Maps and comparable historical maps will be employed, as will County Assessor data. One newly available online source is the County Auditor's land records. This will provide an interesting test for the application of this data and it can be accessed offsite.

The following general source categories will receive this consultant's primary attention:

Newspapers: Focusing on online materials.
Municipal Records: Building permit, subdivision records, and City Council minutes have been used in previous survey phases.
Census Records: The 1940 census is now available and might prove useful in evaluating the impact of the Great Depression on the neighborhood.

An intensive field check, directed by the historical research, will produce a final list of eligible individual properties and districts. Only the National Register eligible buildings and districts will be intensively documented with the completion of Iowa Historic Inventory survey forms. The district and individual property documentation will include building permit data, Sanborn Fire Insurance Map analysis, city directory data (estimated building dates for pre-building permit properties), historical photographs, historical maps, and where possible newspaper and land records data.

District buildings were be compared to the identified sub-types. The major advancement, and one that to some extent is lamentably late with regard to the completed survey phases, is the completion of an intensive building typology as a by-product of the Bee Branch survey (2010). Some three dozen demolished historical buildings were "reverse-engineered" prior to demolition. Each was inspected internally and demolition photos supplemented structural information that was not visible when the building was intact. While the range of building types was not a complete representation of local types and styles, the sampling was broad and the individual and collective findings are informative in terms of seeing through re-claddings and inferring internal layouts. The main advantage is that a re-clad building will no longer be simply unevaluated and otherwise written off. The Bee Branch typology model will be field tested to the extent that its findings are applicable.

The proposed survey methodology was carried out as envisioned with one major adjustment. A death in the consultant's family substantially delayed the initiating of work on the project and the early onset of winter conditions similarly hindered any field work. The solution was to substitute field survey work using Google Earth as an initial survey tool. This worked very well visually but translated somewhat poorly into obtaining exact street addresses for follow up specific property checks using the county assessor's website. One saving grace was the provision of an excellent master survey map complete with specific addresses. This approach was sufficient to identify potential districts and key individual buildings. A preliminary findings list was submitted to the City and project manager at this point in time.

Master Listing of Documented Properties, Phase I Dubuque Survey:

Each district or cluster is assigned a site number as is each property. Evaluations are based on a visual exterior examination of the buildings, of Google Earth images, and historic photos. District properties appear in the first column while individual properties appear in the second column.

District Grouping	Individual Property	Description/Type-Style	Evaluation
National Register of Historic Places eligible properties (districts or individual significance)			
Upper Couler/Central Avenue [Site Form]	The District subsumes these potentially individually significant buildings:	2801 to 3126 Central, 97 E. 28th, 15 W. 28th, 23 E. 29th, odd side of White, 2823 to 3107.	Strong district initially developed from a commercial/brewery node at 30th and Central, then augmented by the Holy Ghost church and school complex which encouraged residential and commercial development in its proximity.
	2735 Central		
	3135 Central		
	3000 Central		Romanesque Example
	[Holy Ghost HD]		NRHP 2011-church, school, convent, early school.
	2827 Central	Frame gable front with very unusual square corner tower added	
	2890 Central	Two-story brick single storefront, notable brick cornice	
	2920 Central	Only metal cornice example on two-story brick double storefront	
	3000 Central	Sole Romanesque house example	
	3042 Central	Two-story brick Classical Revival style house	
	3087 Central	Excellent Queen Anne house	
	3126 Central	Two-story brick Classical Revival style house	
	3135 Central	Two-story brick gable front, upper fenestration is of interest plus entry and porch.	
Jackson Street Gable Front Frame Houses and & Washington Street cottages and bungalows 26thе to 29th streets [Site Form]	2606-76 Jackson (even side only), 2605-71 Washington (both sides), 231-6 W. 27th, 232 W. 28th	Two-story frame gable front houses on Jackson, cottages and bungalows on Washington best represent the impact of Couler Creek on local house construction	Eligible residential district with a few corner stores on Jackson St. There is no comparable solid string of the same house form in the city. These houses also represent the rapid building up of land made available by the under-grounding of Couler Creek so they are a rather rare example of such an up building-despite

District Grouping	Individual Property	Description/Type-Style	Evaluation
			the uniform profile there is still attention paid to individualizing the facades
[Site Form]	3000-40 Jackson	Dubuque Malting and Brewing Company	Delisted from the NRHP-site form.
[Site Form]	3203 Jackson	Great Western/Brunswick Hotel-1893-94	
Properties of some historical/architectural interest but not deemed to be individually significant not included in above list			
	2613 Central	Concrete block two-story gable front with unusual side entry	
	2615 Central	Two-story brick gable front house, front door replaced with side entry due to street widening.	
	2678 Central	Commercial-1919	Prism glass, terra cotta, original storefront
	2735 Central	Broad three-story equivalent (walk out basement) brick gable front, lost storefront, 1860	Close to eligibility depending on research
	2860 Central	Early saltbox plan with shingle siding	
	2687 White	Three garage buildings, stucco, brick and frame	Not found on assessor's per this address.
	2705 Jackson	1930 filling station and 1950s block shop	
	2815 Jackson	Frame Queen Anne house might be linked to the adjacent greenhouse?	
	2811-13 Jackson	Greenhouse complex, concrete chimney is landmark	Office with grotto-like re-cladding and green tile "mansard" dates to 1928
	2903 Jackson	Two-story frame apartment/ duplex-appears much altered, need to see original appearance.	
	2987 Jackson	Double storefront two-story brick, too altered, raised entries	
	3065 Jackson	Queen Anne brick design, unusual cast lintels	
	3190 Jackson	1941 factory built by the J. P. Smith Shoe Company, houses Dubuque Stamping & Mnfg. Co. 1948+	Façade altered 1955-thought might have WWII war production link.
	2700 Pinard	I-house like plan sat sideways to street, incorporated into bluff	
	2801 E. 28th	Classical Revival style brick	

District Grouping	Individual Property	Description/Type-Style	Evaluation
		house, fronts on side street with large open yard to the east	
	231 E. 28th	Brick Classical Revival house on large corner lot, rectangular plan with centered east full-height bay.	

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