

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Davenport Downtown Commercial Historic District

other names/site number _____

Name of Multiple Property Listing _____

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

2. Location

street & number Downtown Davenport 2nd St. to 5th St., Perry St. to Western Ave.

☐ not for publication

city or town Davenport

☐ vicinity

state Iowa

county Scott

zip code 52801

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance: national statewide X local

Applicable National Register Criteria: X A B X C D

Signature of certifying official/Title: Deputy State Historic Preservation Officer

Date

State Historical Society of Iowa

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

 entered in the National Register

 determined eligible for the National Register

 determined not eligible for the National Register

 removed from the National Register

 other (explain:)

Signature of the Keeper

Date of Action

Davenport Downtown Commercial Historic District

Scott, Iowa

Name of Property

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5. Classification

Ownership of Property

(Check as many boxes as apply.)

- | | |
|-------------------------------------|------------------|
| <input checked="" type="checkbox"/> | private |
| <input checked="" type="checkbox"/> | public - Local |
| <input type="checkbox"/> | public - State |
| <input checked="" type="checkbox"/> | public - Federal |

Category of Property

(Check only **one** box.)

- | | |
|-------------------------------------|-------------|
| <input type="checkbox"/> | building(s) |
| <input checked="" type="checkbox"/> | district |
| <input type="checkbox"/> | site |
| <input type="checkbox"/> | structure |
| <input type="checkbox"/> | object |

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
33	9	buildings
		site
1		structure
		object
34	9	Total

Number of contributing resources previously listed in the National Register: 33

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC/multiple dwelling

DOMESTIC/hotel

COMMERCE/TRADE/professional

COMMERCE/TRADE/business

COMMERCE/TRADE/financial institution

COMMERCE/TRADE/specialty store

COMMERCE/TRADE/department store

COMMERCE/TRADE/restaurant

COMMERCE/TRADE/warehouse

SOCIAL/meeting hall

SOCIAL/clubhouse

GOVERNMENT/city hall

GOVERNMENT/fire station

GOVERNMENT/correctional facility

EDUCATION/library

RELIGION/religious facility

RELIGION/church school

RECREATION AND CULTURE/theater

AGRICULTURE/SUBSISTENCE/processing

AGRICULTURE/SUBSISTENCE/storage

Current Functions

(Enter categories from instructions.)

DOMESTIC/multiple dwelling

DOMESTIC/hotel

COMMERCE/TRADE/professional

COMMERCE/TRADE/business

COMMERCE/TRADE/financial institution

COMMERCE/TRADE/specialty store

COMMERCE/TRADE/restaurant

GOVERNMENT/city hall

GOVERNMENT/fire station

GOVERNMENT/correctional facility

GOVERNMENT/ courthouse

EDUCATION/college

EDUCATION/library

RELIGION/religious facility

HEALTH CARE/medical business/office

RECREATION AND CULTURE/theater

LANDSCAPE/parking lot

TRANSPORTATION/rail-related

TRANSPORTATION/road-related (vehicular)

WORK IN PROGRESS

Davenport Downtown Commercial Historic District	Scott, Iowa
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HEALTH CARE/medical business/office	VACANT/NOT IN USE
INDUSTRY/PROCESSING/EXTRACTION/manufacturing facility	OTHER
TRANSPORTATION/rail-related	
TRANSPORTATION/road-related (vehicular)	
OTHER	

7. Description

Architectural Classification

(Enter categories from instructions.)

MID 19th CENTURY/Greek Revival

LATE VICTORIAN/Italianate

LATE VICTORIAN/Romanesque

LATE 19th AND 20th CENTURY AMERICAN MOVEMENTS/Comm Style

LATE 19th AND 20th CENTURY REVIVALS/ Classical Revival

LATE 19th AND 20th CENTURY AMERICAN MOVEMENTS/Skyscraper

LATE 19th AND 20th CENTURY AMERICAN MOVEMENTS/Prairie Style

MODERN MOVEMENT/Moderne

MODERN MOVEMENT/International Style

MODERN MOVEMENT/Art Deco

Materials

(Enter categories from instructions.)

foundation: STONE, BRICK, CONCRETE

walls: STONE, BRICK, CONCRETE

roof: SLATE, SYNTHETICS

other: TERRA COTTA

GLASS

Narrative Description

Summary Paragraph (Briefly describe the current, general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

The Davenport, Iowa, site of the Davenport Downtown Commercial Historic District consists of approximately 14 blocks containing 75 buildings and one structure, an elevated railroad track that extends at the north end of the Historic District. The county seat of Scott County, Davenport is situated on the eastern border of Iowa, located along a prominent bend in the Mississippi River where the river flows west rather than its more typical southern flow. (Svendsen et al.) Directly across the river lies Rock Island, Illinois. The approximately 49-acre Historic District is bounded by the south side of W. 2nd Street at the southernmost, the north side of W. 5th Street and the west 500 block of Brady Street at the northernmost, east side of Perry Street at the easternmost, and east side of Western Avenue at the westernmost. The Historic District comprises the heart of the downtown Davenport commercial business district, and encompasses the extant remaining mid-19th- to mid 20th-century commercial, light industrial, entertainment, multiple dwelling, religious, and fraternal buildings plus two rail-related resources. The Davenport Downtown Commercial Historic District consists primarily of a concentration of attached and freestanding commercial, governmental, light industrial, fraternal, multi-family residential, theatre and entertainment, and religious buildings comprising the main portion of the downtown central business district and civic center with locally important government buildings and social and fraternal meeting places. The buildings together form a cohesive grouping that conveys the significance of the district as the heart of downtown where people have gathered for the purposes of a wide variety of commerce, government, socializing and fraternizing. The elevated train track as a linear resource represents an important railroad investment that demonstrates the local importance of transportation to commerce and industry, as

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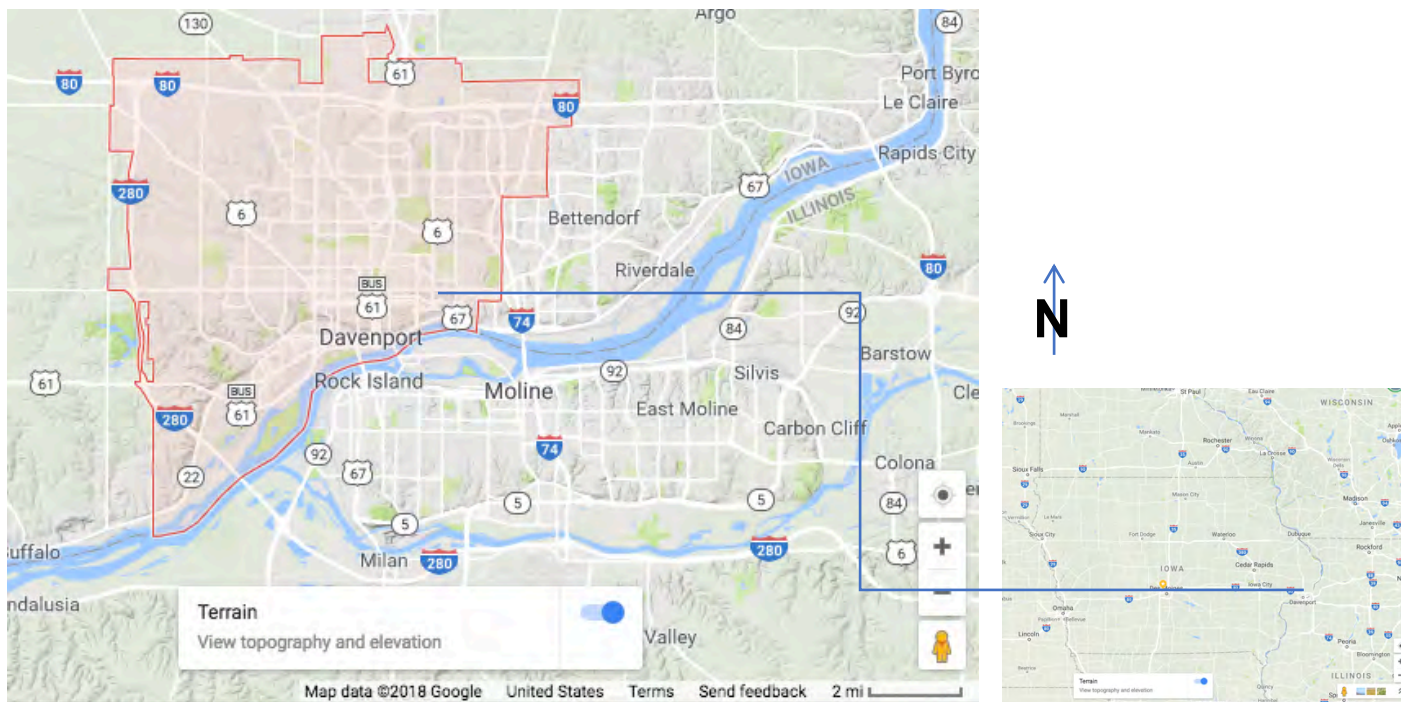
Name of Property

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does a storefront that served as an interurban railroad depot. Within the Davenport Downtown Commercial Historic District, the buildings and transportation resources are in good to excellent condition and retain historic integrity to portray their significance as part of the mid-19th- to mid-20th-century central business district, until the era of the Interstate freeway construction. Although river flooding, fires, building collapses, civic redevelopment projects, and parking lot development have eroded some of the historic building stock directly outside of these boundaries, this elevates the importance of these rare-surviving buildings within the Historic District boundaries.

Narrative Description (Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable.)

(**Iowa SHPO Additional Instructions:** After the main **Narrative Description**, discuss any physical alterations since the period of significance under the subheading **Alterations**, and the seven aspects of integrity as it applies to the resource in a **Statement of Integrity** with each aspect discussed in its own paragraph.)



Figures 1 and 2: Location terrain maps showing state of Iowa (right) and City of Davenport (left, outlined) and the other “Quad Cities” on the eastern border of Iowa and in Illinois across the Mississippi River. (Google, 2018)

Topography:

Topography has played a key role in shaping the development of this Historic District, which is broadly located between the Mississippi River and the northward-sloping bluffs above 5th and 6th streets. The first gridded plats were oriented toward the river, which played an important role early on for the commercial and industrial development of this area. Ferry connections and 1850s rail connections over the river helped spur growth near the waterfront; construction of the 1872 Rock Island Arsenal bridge (nonextant, replaced by the extant 1896 “Government Bridge”) further spurred commercial and light industrial development in what is today’s downtown Davenport. The grade in the Historic District slopes upward from 2nd Street to 5th Street. The lower-lying streets including 2nd Street have been prone to flooding over the decades, leading to most retail relocating outside of downtown beginning after World War II.

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Setting:

Davenport is the largest of five cities clustered along a stretch of the Mississippi River; together they constitute the self-defined “Quad Cities”—Bettendorf, Iowa, and Rock Island, Moline, and East Moline, Illinois. (Note: Although there are five cities, the name “Quad Cities” endures; see Statement of Significance below for further information.) A series of bridges over the river connect the cities, including two that enter at the east and west edges of the Davenport central business district: the 1896 “Government Bridge” (Rock Island Arsenal Bridge; NRHP 1969 as part of the Rock Island Arsenal Historic District), located a few blocks east of the Historic District at E. 2nd Street, and the 1940 Rock Island Centennial Bridge (formerly a toll bridge), located one block west of the Historic District at Gaines Street. The elevated train track that runs through the Historic District begins two blocks outside of the district boundaries, at the Government Bridge.



Figure 3: Map shows the greater downtown Davenport central business district, roughly bounded by the Mississippi River to the south, elevated railroad track to the north and east, and Western Avenue to the west. Three main plats underly the CBD, from west to east: Original Town of Davenport, Antoine LeClaire's (1st) Addition, and LeClaire's 2nd Addition. (Scott County Assessor base map, 2018)

Underpinning the built environment in the Historic District are the Original Town of Davenport plat west from Harrison Street, on the eastern half, LeClaire's 1st and 2nd Additions to the Original Plat filed by Davenport co-founder Antoine LeClaire. The 1836 Original Town plat was laid out by a land development company that included LeClaire and the eponymous George Davenport, among others, using a standard grid of square blocks. (Downer: 851-854; Svendsen et al.: 1-2) All three plats mostly employ square blocks bisected by east-west alleys, creating rectangular lots that mostly face north and south; the exceptions lie in the blocks on the north side of 4th Street, which historically were bisected by north-south alleys, and there are a few irregular lots north of 4th Street fronting Perry Street where the elevated train tracks curve at the northeastern corner of the Historic District.

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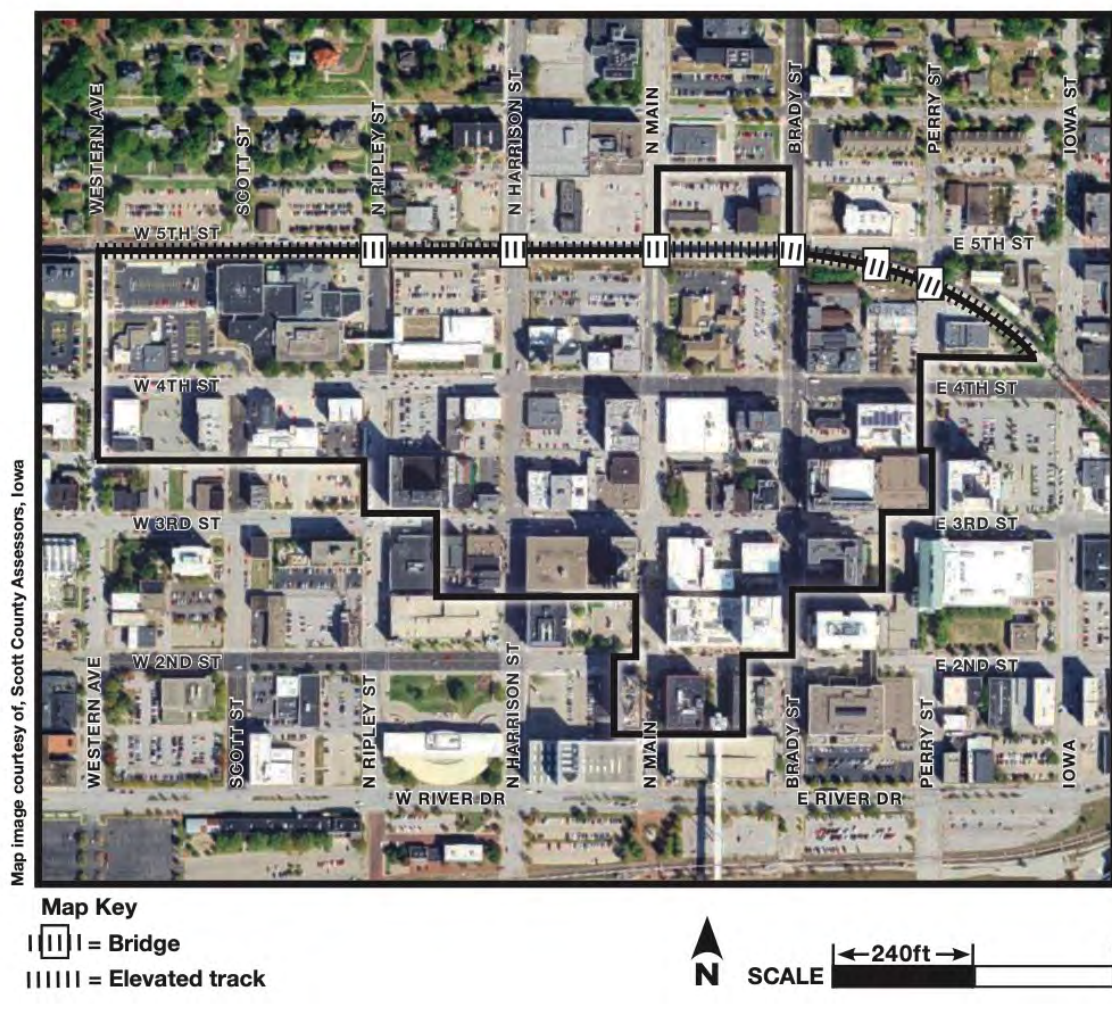


Figure 4: Map shows the Davenport Downtown Commercial Historic District boundaries. (Scott County Iowa Parcel Search base map, 2018)

The Historic District has numbered streets that run east-west, and named streets that run north-south. A note about directional orientation in downtown Davenport: Brady Street demarcates the east and west sides of downtown, with streets marked "East" (E.) or "West" (W.), depending on their location to Brady Street, and some named streets include "North" (N.). The east-west streets within the district are, from south to north: W. 2nd Street single lane two-way traffic with a mix of angled and parallel parking; E. and W. 3rd Street three-lane east-flowing one-way traffic with parallel parking; E. and W. 4th Street four-lane west-flowing one-way traffic with parallel parking; and W. 5th Street single-lane two-way traffic with parallel parking. The north-south streets within the district are, from east to west: Perry Street three-lane two-way traffic with parallel parking (north of E. Fourth Street); Brady Street (U.S. 61 northbound) three-lane north-flowing one-way; N. Main Street three-lane two-way traffic with parallel parking; N. Harrison Street (U.S. 61 southbound) four-lane south-flowing one-way; N. Ripley Street two-lane two-way traffic with a mix of angled and parallel parking; Scott Street single lane two-way traffic with parallel parking; and Western Avenue single lane two-way traffic with angle parking. Nearly all intersections are controlled by traffic signals. There are public concrete sidewalks on these streets, limited street trees, and typical municipal signage. East-west paved alleys exist between the south side of W. 2nd Street and south side of E. and W. 4th Street, and behind the north side of W. 5th Street. North-

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south paved alleys run on the north side of 4th Street between Perry and Brady Streets and between Main and Harrison Streets. Within the Historic District, many buildings front east-west streets: W. 2nd Street, E. and W. 3rd Street, E. and W. 4th Street, and E. and W. 5th Street; additional buildings front Perry Street, Brady Street, N. Main Street, N. Harrison Street, N. Ripley Street, and Western Avenue.

Superimposed on the grid is the 1901-1903 elevated rail track, with concrete retaining walls that support six plater girders and bridge spans, which allow vehicular and pedestrian traffic to flow freely on the streets below. The elevated track begins at the Government Bridge east of the Historic District and runs diagonally northwest toward E. 5th Street. The elevated track forms the northeastern boundary of the Historic District beginning at the embankment northwest of the intersection of E. 4th Street and Pershing Avenue, curving diagonally to E. 5th Street and Perry Street, then running linearly on the south side of 5th Street between Perry and Ripley streets, with the train track grade sloping down to street level between Ripley Street and Western Avenue. Within the Historic District, the elevated train track includes six viaduct bridges (some of which are 1920s replacements), which span Perry Street, the alley between Perry and Brady streets, Brady Street, N. Main Street, N. Harrison Street, and N. Ripley Street.

Within the Historic District, landscaping is minimal, given the zero-lot-line façade location of many of the buildings. As such, landscaping is primarily limited to some street trees and a few grassy lawns and planting beds at public and institutional buildings along 4th Street. The two main landscaped sites are the 1850s St. Anthony Catholic Church Complex, where the church is recessed from its corner site at W. 4th and N. Main streets, and grassy lawn with trees and planting beds is found. A century later, the 1956 Scott County Courthouse was recessed on its corner site at W. 4th and Ripley streets, and includes a shallow grassy lawn and trees. The 1895 Davenport City Hall is slightly recessed on its corner site at W. 4th and N. Harrison streets, and has a shallow grassy landscaped area. There are planting beds along the W. 4th Street secondary façade of the 1968 Davenport Public Library. And the non-contributing and abandoned Davenport Bank & Trust drive-through at the corner of Main and W. 3rd streets has fenced greenspace.

South beyond River Drive lies the flood-prone riverfront, which has a long history of flooding up to 2nd Street; a portion of the riverfront was turned into an early-20th-century park that includes the NRHP-listed 1918 Dillon Memorial fountain (NRHP 1983) and 1924 W.D. Petersen Memorial Music Pavilion bandshell (NRHP 1983). East of the Historic District lies the Davenport Motor Row and Industrial Historic District (NRHP 2019), occupying the easternmost portion of Davenport's central business district, historically a mixed-used neighborhood demised at Perry Street on the west extending east and north to the curving Chicago, Rock Island and Pacific elevated rail tracks and connecting Government Bridge. (James 2019: 7-1) Northeast of the Historic District, beyond the elevated train track, lies the Crescent Warehouse Historic District (NRHP 2003), which contains multi-story factory, warehouse, and rail-related buildings. (Svendson 2003: 7-1) Northwest of the Historic District resides the largely residential Hamburg Historic District (NRHP 1983, boundary adjusted 2017), which includes mostly 19th-century cottages to mansions built on the bluff. To the west of Ripley Street along W. 3rd Street is the W. Third Street Historic District (NRHP 1983), which contains smaller-scale mostly two-story retail and residential buildings tied to the Germanic history of Davenport.

Building and Resource Count:

The Davenport Downtown Commercial Historic District encompasses 66 contributing buildings dating from the 1850s through 1968, plus one structure, being the 1901-1903 elevated Chicago, Rock Island & Pacific railroad track. Overall the district contains 67 contributing historic resources and 9 non-contributing buildings. The Historic District properties with their contributing/noncontributing status are summarized in Table 1 at the end of this section. In counting buildings, separation via structural demising walls, the historical building record, as well as the duration of the functional relationship have been taken into consideration. It is acknowledged that remodeling of older commercial and light-industrial buildings via new facades, and expansion in some cases, complicates the building count.

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Of the contributing buildings, 33 have previously been listed in the National Register, the majority in 1983-1984 as part of the "Historical and Architectural Resources of Davenport, Iowa, MRA" (Multiple Resource Area; NRHP 1983), which came to include six historic districts and approximately 175 individually listed properties. Additional buildings have been listed to the National Register since then as part of historic tax credit rehabilitations. Some of the other contributing resources include properties and the elevated train track that were previously identified as individually eligible in the Davenport MRA, but due to owner objection in the 1980s, the properties were not listed. The 9 buildings classified as noncontributing were built after the Period of Significance (1853 to 1968), or currently lack sufficient integrity due to façade renovations that have removed or obscured significant historic fabric. However, some noncontributing resources potentially could become contributing upon resolution of integrity issues, as noted in Table 1.

The Davenport Downtown Commercial Historic District contains a variety of commercial, governmental, domestic, social, religious, recreational, and light industrial buildings, as well as some rail-related transportation resources. (Note: "light industrial" is defined here as relating to manufacturing that uses moderate quantities of power and partially processed materials, as well as wholesaling, jobbing, and warehousing.) This Historic District includes most of the commercial business district buildings spanning the 1850s through 1968 that survive between Perry Street at the east and Western Avenue at the west, and between 2nd Street at the south and 5th Street at the north. The commercial buildings generally are located on 2nd, 3rd, Brady, and N. Harrison streets; store buildings and financial institutions are two well-represented commercial building types. Governmental, social/fraternal, and religious buildings are located on or near 4th and 5th streets, and Brady and N. Main streets. Recreational buildings are largely located along 3rd Street. Domestic hotel buildings are located near historic depot locations, clustered along 3rd and Main streets; domestic apartment buildings are largely located on 3rd, 4th, and 5th streets, plus one rare-surviving Civil War-era house on Brady Street. Light industrial buildings are located on the northern and western fringes of the business district; these tend to be 19th-century industrial uses such as early factories and planing mill, as well as auto-related early-20th-century garages and service stations. The historic rail resources are located along 5th Street, where the elevated train tracks and viaducts stand, and at Brady Street, where a storefront interurban depot remains located along a former interurban route that used existing streetcar tracks no longer visible. Limited historic signs remain, including the rooftop "Kahl Building" sign, Capitol Theatre marquee, Mac's Tavern neon sign, and some painted "ghost signs." For many downtown buildings, the masonry structure from the period of significance remains largely intact and represents an important physical feature. Façade changes are commonplace for commercial buildings and often include first-floor storefront remodeling, upper-floor window alteration, and slipcover-type fronts.

A note about resource names: For buildings previously listed in the National Register, the listed name and spelling is generally used, with an exception being resources listed without a specific name (i.e. "Building") a more specific name is included based on newspaper coverage. Spellings reflect historic usage: The U.S. Court House is spelled as two words, reflecting the existing individual National Register listing, but Scott County Courthouse is spelled as one word reflecting the county's usage.

A note about addresses: Some buildings historically used an address of two cross streets or proximity to a larger business. Address numbering changed over time. Sanborn maps provide some addresses, but these do not always correspond with street numbers used in city directory listings (if addresses were listed). As such, current addresses are used as per the Scott County Assessor's Office, with any known historic and/or existing addresses noted in parentheses.

A note about building construction dates: The Scott County Assessor dates, where available, are included for reference. Dates that are different from the assessor's construction date are taken from newspaper coverage,

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National Register of Historic Places nominations, and/or related resources. Major additions and remodeling dates are also included where applicable and available.

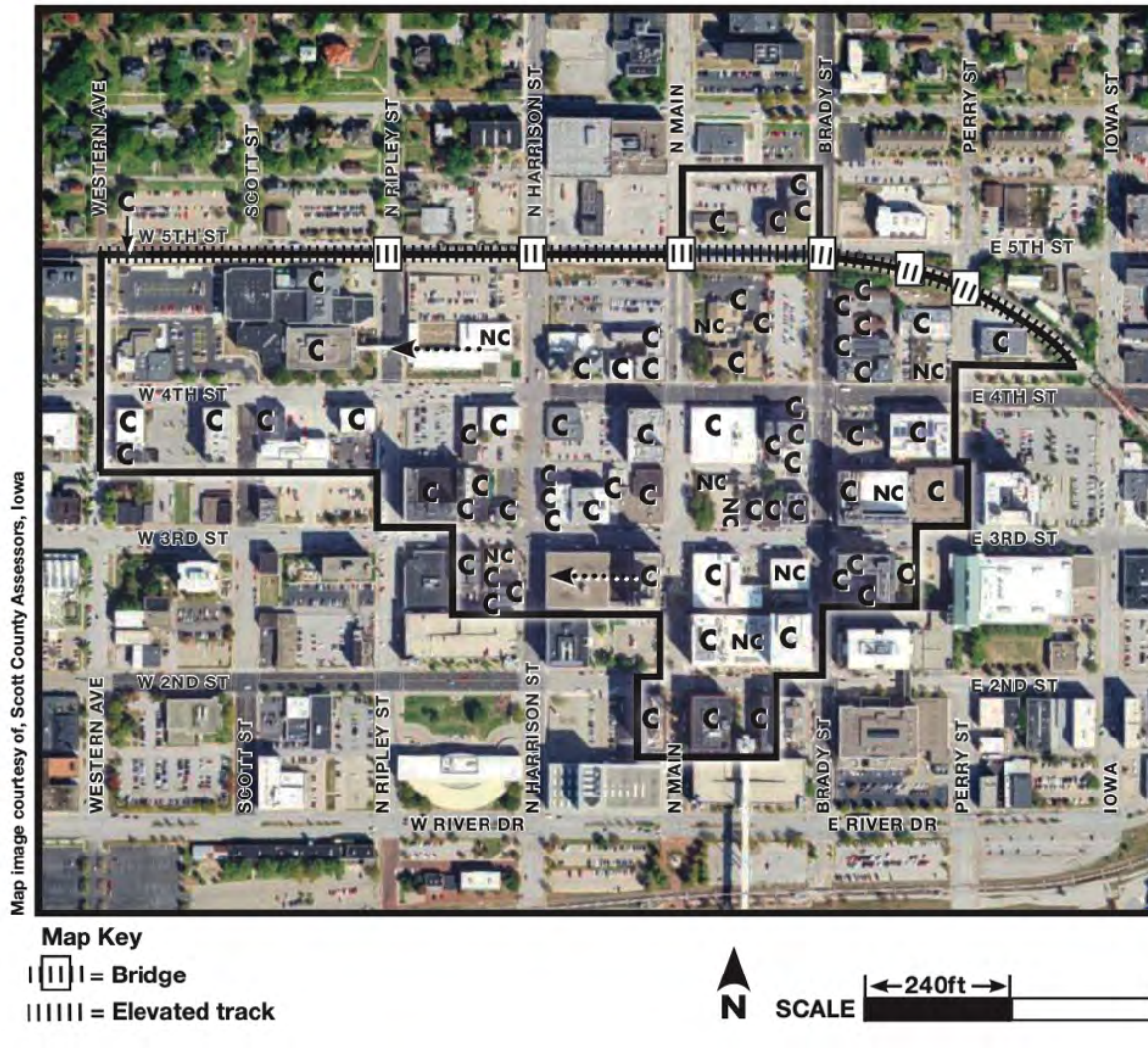


Figure 5: Map showing Historic District boundary with contributing and noncontributing properties as marked by C and NC; elevated rail track is shown by hash marks and rail bridges by white boxes. (Scott Country Assessor base map, 2018)




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Table 1: Contributing/Noncontributing Buildings and Resources




Main Street Commercial Historic District					
#	Address, historic address, assessor's legal description	Year(s) built (A= Assessor), historic name/use	Architect/builder, architectural style, building description, remodeling	Historical significance (P.O.S. = Period of Significance)	C/NC (NRHP = National Register of Historic Places)
2nd Street (south side)					
1	111 W. 2nd St. (111-113 W. 2 nd) LeClaire's 1st Add W/2 Lot: 007 Block: 041	1910 (A 1895) Beiderbecke – Abrahams Building 	<i>Clausen & Clausen architects Jasper Sievers, contractor</i> Commercial Style/Classical Revival 4-story commercial building of dark gray pressed brick with extensive stone enframing windows on façade (including Chicago-style upper windows), copper cornice. As is typical, the storefront was remodeled about every two to three decades.	Built by German immigrant Mrs. Louisa Beiderbecke as part of a 1910s downtown construction boom, it stands as one of a handful of extant downtown buildings built by women. The first-generation German Jewish Abrahams brothers' eponymous women's wear store operated here 1911-1991, during which time they built a national chain and used the store as a flagship before shifting operations to New York.	C
2	131 W. 2nd St. (121–131 W. 2nd St.) (LeClaire's 1 st Add Lot: W 40' Lot 9 all of Lot 10 Block: 41 AKA River Music Center Condos Lots: 001 & 002)	1892 (A 1892) J.H.C. Petersen's Sons Department Store – Petersen-Harned-Von Maur Store Building 	<i>F.G. Clausen, architect</i> Richardsonian Romanesque 4-story department store with basement of red brick, terracotta, highly decorative brickwork. Built to the corner with symmetrical wide double facades. The design was modeled on Chicago architect Daniel Burnham's 1888 Chicago Rookery Building.	Founder John H.C. Petersen immigrated from Schleswig (now Germany) and started a dry goods store with his three sons in 1872; their success led to this expansion during an 1890s building boom. In 1916, the Petersen family sold to competitors, who continued as Petersen-Harned-Von Maur through the P.O.S.	C NRHP 1983
Main Street intersects					
3	201 W. 2nd St. LeClair's 1st Add E 54' of Lot: 006 Block: 040	1923 (A 1924) First National Bank Building 	<i>O.H. Breidert, architect with Childs & Smith; Emil B. Scheibel, engineer; Adolph A. Weinman, artist; John Soller & Son, contractor</i> Renaissance Revival 9-story low-rise skyscraper bank and office building. Indiana limestone clad on steel frame on double facades, brick on side and rear, wide elaborate bracketed cornice. Details include stone carved sculptural figures above arched windows, and two-story fluted stone pilasters crowned by ornamental caps.	Noted as the "New Million Dollar Loop Skyscraper," built for bank founded in 1863 to replace prior structure lost to fire. Chicago-based architecture firm Childs & Smith's design incorporates a main entrance with elaborate bronze financial frieze by the designer of the half dollar.	C NRHP 1983

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2nd Street (north side)					
4	104 W. 2 nd St. (100 W. 2 nd St.) (LeClaire's 1 st Addition, Block 43, Lot 1+ AKA Parker Condominium Lot 1)	1922-1923, office remodels 1970s-2000s M.L. Parker Company Building 	<i>Peirce Anderson, architect with Graham, Anderson, Probst, and White; George A. Fuller, Chicago contractor</i> Chicago Commercial-style 7-story department store. Steel frame clad in brick with stone and terra-cotta detailing concentrated at lower two levels and seventh floor; this tripartite design is crowned with a cornice. Built to the corner, there are two façades with large storefront windows enframed in stone cladding, five bays on south, seven bays on east elevation.	The trustees of the W.C. Putnam Estate contracted Chicago architect Daniel H. Burnham to provide a concept (1908-1909) for developing the entire north 100 block of W. 2 nd Street with commercial properties to provide revenue to support the Davenport Academy of Sciences (now Putnam Museum and Science Center). After the successful 1910 Putnam Building, the Parker department store was planned in 1916, designed by the successor firm to Burnham—but war and high costs delayed construction.	C NRHP 2011
5	124 W. 2 nd St. (112-124 W. 2 nd St.) (LeClaire's 1 st Addition, Block 43, Lot 3+)	1957, remodel c. 1999 Putnam Center Building 	<i>Graham, Anderson, Probst, and White, architect</i> This 2-story connector is considered non-contributing due to recent past exterior changes. The post-war-era connector originally featured modernistic styling.	Constructed on behalf of the W.C. Putnam Estate as retail space, with lease profits benefitting the Davenport Academy of Sciences (now Putnam Museum).	NC (NC due to post-P.O.S. facade)
6	130 W. 2 nd St. (215 N. Main St.; 126-130 W. 2 nd St.) Parker Condominium Lot 2 (LeClaire's 1 st Addition, Block 43, Lot 5+)	1910, 1930 remodeling, 1990 hotel rehab Putnam Building 	<i>Peirce Anderson, architect Chicago-based D.H. Burnham and Co.; Gustav Wilke, Chicago contractor</i> Chicago Commercial-style 8-story office tower designed by Chicago-based architect Daniel C. Burnham's firm. Tripartite design is anchored with white stone base, red brick shaft, and crowned with ornate terra-cotta decoration featuring an oval-shaped motif.	Noted as the first office skyscraper in Davenport, and hailed as the work of Chicago's noted Daniel Burnham's office. Constructed by trustees of the W.C. Putnam Estate as a novel method of funding the Davenport Academy of Sciences (now Putnam Museum).	C NRHP 2011
3rd Street (south side)					
7	115 E. 3 rd St. LeClaire's 2 nd Add 37.5' W 176.5' N/2 Blk 59	1895 (A 1900) F.T. Schmidt Building	Richardsonian Romanesque 3-story brown rock-faced sandstone building with heavily arched windows, swag-embellished metal cornice, blind loggia created by short engaged columns. An unusual choice of stone in the Davenport commercial historic district.	Architecturally notable business building, opened in 1895 by wholesale liquor dealer Fritz T. Schmidt & Son. Schmidt advertised upper flats with gas/electric light, steam heat. Prohibition led the family to enter real estate and insurance.	C NRHP 1983





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<i>Brady St. intersects</i>					
8	101 W. 3 rd St.* LeClair's 1st Add Block 043 Part of Lot 6 & 7 Exc Part Com Se Cor Lot 6	1976, 2017 remodel (A 1976) Citizens Federal Savings & Loan Association Building 	Originally built of glass and concrete, this multi-story building has been remodeled beyond recognition into Scott Community College Urban Campus building.	Built as the Citizens Federal Savings & Loan Association Building; prior to constructing this facility, the Citizens Federal Savings & Loan Association (founded in 1930) officed out of the Kahl Building for 25 years.	NC (Due to post-P.O.S. facade)
9	131 W. 3 rd St. (*Parcel now combined with 101 W. 3 rd St.) LeClair's 1st Add Block 43 Lots 8, 9, & 10	1966, c. 1975 and 2017 remodeling (A 1966) First Federal Savings and Loan Association Building 	<i>William F. Cann, architect with St. Louis-based Bank Building and Equipment Corp. design/build firm</i> Modernistic 3-story bank building defined by vertical stripes of alternating Vermont marble and tinted glazing above a base of granite and glass, with projecting circulation/service core.	The first of several modernistic financial buildings to rise in downtown Davenport in the 1960s. The savings and loan, founded in 1933, was later reorganized as a bank and in the 1990s moved out of the CBD.	C NRHP 2016
<i>Main St intersects</i>					
10	203 and 229 W. 3 rd St. (NRHP 201-209 W. 3 rd St.) LeClair's 1st Add N 1/2 of Blk 42 [approximate y: assessor lists three parcels]	1928, 1971 garage addition (A 1927, 1971) Davenport Bank & Trust Building and Garage  	<i>1928 Weary & Alford Co. of Chicago, architects; Clausen, Kruse & Klein, associated architects; Walsh Construction Co., contractor; 1971 Richard C. Rich and Associates of Detroit, addition architect/engineer</i> Classical Revival 12-story skyscraper topped by 7-story clocktower. The 1928 bank's façade and secondary facade feature polished granite first story, with limestone faced over steel above, arched windows, and decorative stonework. Interior features include a lavish marble-clad banking hall. The New Formalism 1971 addition includes a 3-story recessed glass banking office "hyphen" connecting to a 6-story concrete parking ramp.	At the height of its prosperity, the American Commercial and Savings Bank* built this \$2 million skyscraper, the city's largest, tallest office building. During construction, the Iowa National Bank merged with American, forming one of the largest banks in Iowa. In 1931 the bank was liquidated, and in 1932 Davenport Bank and Trust formed as the sole surviving bank in the city. In 1963, the bank announced plans for a large parking addition; after delay, the quarter-block addition was completed in 1971. (*Formed in 1869 as the German Savings Bank, American Commercial changed its name during WWI.)	C NRHP 1983, 2016 boundary expansion
<i>N. Harrison St. intersects</i>					
11	303 W. 3 rd St. Original Town N 60.95' Of E	1970 (A 1970)	1-story financial office. Built to corner. Exterior has graveled-type panels that appear to be non-original.	Replacement financial service office building for Merrill Lynch, Pierce, Fenner & Smith Inc.	NC






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	100' Lots 5 & 6 Block 8	Merrill Lynch Building 			(Due to post-P.O.S. facade)
12	311 W. 3 rd St. (311-317 W. 3 rd St.) Original Town Block: 008 Original Town E 76 4/12' Of W 211 4/12' of Lots 6, 7 & 8	1910 (A 1910) Dorothea Apartment Building 	<i>Clausen & Clausen, architect; A.A. Arnould, contractor</i> Revival Style symmetrical 4-story brown brick triple storefront and apartment building. Masonry features decorative basket-weave friezes below upper story windows and blind arches at corners of building, stone accents around storefronts, stone windowsills, square stone decorative accents at top of building.	Built by German-born Dorothea (Kurmeier) Runge, the apartment remains one of the few extant downtown buildings built by a woman. The building originally featured three storefronts and 12 furnished apartments. An early tenant was Kamback & Kettman wholesale shoe supplies.	C
<i>(WEST BOUNDARY Intersects)</i>					
3rd Street (north side)					
13	200 E. 3 rd St. (309 Perry St.) LeClaire's 2 nd Addition, Block 58 Lots 1 & 2	1915, 1920 addition, 1935-1950s remodeling, 2000s elevator addition, historic rehab (A 1914) Hotel Blackhawk 	<i>1915 and 1920 Temple & Burrows, architect; 1915 Arthur H. Ebeling, supervising architect; 1915 McCarthy Improvement Co., contractor; 1920 Walsh Co., contractor addition</i> Renaissance Revival 11-story dark brick hotel low-rise skyscraper with stone and terra-cotta accents, built as 7 stories in 1915 with 1920 4-story upper addition. The U-shape design inverts the light court away from street view to presents an impressive E. 3 rd St. façade at Perry St. East entrance is a post-P.O.S. addition.	Part of 1910s downtown building boom, the fireproof hotel was built on the site of an earlier hotel, to attract conventions. By 1920, the Blackhawk was part of the Iowa-based Miller Hotel Co. chain that included Hotel Davenport and Kahl Building offices, plus Hotel Fort Des Moines and Hotel Savery (both in Des Moines); H.C. Kahl owner of Kahl Building and Thomas Walsh (owner of Walsh Construction Co.) were officers in the Blackhawk Hotel and Miller Hotel Co.	C NRHP 1983
<i>Perry Street historic intersection</i>					
14	136 E. 3 rd St. LeClair's 2 nd Add Block: 057 Lots 4 & 5 & Pt Perry St Lying N ...	1983 (A 1983) RiverCenter North Building 	Brown brick convention building that connects RKO Orpheum Theater (aka Adler Theatre) and Hotel Blackhawk. Recessed transparent glazed entrance overlays the location of Perry Street. A skywalk connecting this building and the convention center on the south side of E. 3 rd St. is not included in the Historic District boundary.	Significant civic project that created convention and event space credited with supporting the historic rehabilitations and continuing use of the RKO Orpheum Theater (aka Adler Theatre) and Hotel Blackhawk.	NC (Due to post-P.O.S. date)
15	102 and 116 E. 3 rd St. (106 E. 3 rd St. in NRHP; 102-116 E. 3 rd St.)	1931, 2007 rehabilitation (A 1930) Hotel Mississippi-RKO Orpheum	<i>A.S. Graven Inc., Chicago architect; Henry Dreyfuss, New York theater designer; Lundoff-Bicknell Co., Chicago contractor,</i> Art Deco 10-story hotel with theater and street-level retail along E. 3 rd and Brady streets. Black glazed terra-cotta first	Significant as the last major downtown hotel constructed in the interwar era (200 rooms plus 50 furnished apartments) and as the largest movie theater built in Davenport. The building also calls attention to the work of two nationally significant	C NRHP 1998




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	LeClaire's 2nd Add block: 057 prt lots 1, 2 & 3...	 <p>Theater</p>	story, with the upper walls clad in a light gray brick; terra-cotta floral insets bracket the base and top, and metal spandrels between windows defining the shaft. (Svendsen 1998)	designers — Chicago architect A.W. Graven and New York theater designer Henry Dreyfuss, whose work on the project began in the 1920s.	
<i>Brady Street intersects</i>					
16	112 W. 3 rd St. (110-114 W. 3 rd St.) LeClair's 1st Add Pt of Lot 4 Com At Sw Cor	<p>1887, 1889 (A 1890)</p> <p>Cruys Building</p> 	Italianate 3-story brick commercial building with two storefronts. Upper stories feature segmental arch top windows, intact cornice; storefronts have recessed entries.	Built as 2-story commercial building in 1887 by laundryman and shirt maker C. Cruys, who added a third story and remodeled the façade in 1889 for multiple tenants.	C
17	114 W. 3 rd St. (116 W. 3 rd St.) LeClair's 1st Add Block: 045 E31' Of Lot 3	<p>c. 1896 façade (A 1900)</p> <p>Donohue Building</p> 	Richardsonian Romanesque 3-level brick façade includes walk-out ground-level storefront. Slightly recessed from modern sidewalk, with projecting center bay, arched sidewalk-level storefronts and upper windows. Stairs lead up to the elevated main level. Includes light court on west elevation that provided natural light/ventilation.	In circa-1896, James P. Donahue, head of the Davenport Water Company, remodeled an existing masonry building for use by the utility. By 1912 this was the offices for Walsh Construction Co., one of the major construction firms in the country.	C NRHP 1983
18	116 W. 3 rd St. (116-118 W. 3 rd St.) LeClair's 1st Add Block: 045 W/2 & W 10.5" of E/2 of Lot 3	<p>1938, 1996 small rear addition (A 1939)</p> <p>Shannon's Dairy Lunch</p> 	<i>Howard Muesse, architect; John Soller Construction Co., contractor</i> Masonry 1-story building with storefront windows flanking centered recessed entrance. EFIS-type cladding may cover up the 1938 Art Moderne cream-and-black structural glass façade with glass block entrance. Rear brick wall.	This \$20,000 building with air conditioning was built upon site of earlier building that was lost to the bank; it was a rare new construction project during the Great Depression, and as such garnered extensive press coverage. Noted as one of the few "modernistic" buildings built in 1938 in the business district. Restaurateurs Mr. and Mrs. C. Roy Shannon.	NC (Due to post-POS cladding; if cladding is removed, building could be re-evaluated)
19	128 W. 3 rd St. LeClair's 1st Add Block: 045 Lots 1 & 2	<p>1968, 1998 remodel</p> <p>Davenport Bank & Trust Motor Bank</p> 	Bank drive-through has canopy with multiple teller lanes; EFIS-clad building at west is 1998 construction that removed one teller lane. Landscaped area to west with metal fence. Comparison with period photo shows infill/ alterations to teller stations	Although announced in 1963 as part of the bank's expansion plans, construction was delayed until circa 1968. This prominent corner was used for surface parking after the 1941 removal of 19 th -century Masonic Temple. (<i>Quad City Times</i> , Davenport Bank to Expand Customer Area by 50 Pct., July 22, 1963: 14; "8-Year Project Near End," March 21, 1971: 2F)	NC (Due to post-P.O.S. alterations)
<i>Main Street intersects</i>					





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20	202 W. 3 rd St. (200-220 W. 3 rd and 306-314 W. Main St.) LeClair's 1st Add Block: 044 Lots 4 & 5	1916, remodel 1966 (A 1916) M.D. Petersen Estate Building 	Renaissance Revival 1-story multi-tenant retail store building built to corner with double facades. Featured structural steel, terra-cotta exterior, interior terrazzo floors. Cornice removed 1948; replaced with brick parapet.	Built to house nearly a dozen retail businesses and offices, the \$60,000 "new Peterson Building" was erected by the estate of M.D. Petersen. Tenants included the United Cigar store. Storefronts and other remodeling in 1966 (building permits).	C NRHP 1983
21	224 W. 3 rd St. (214 W. 3 rd) Condos (LeClair's 1st Add Block: 044 E 24'3" Of Lot 3)	1916 remodel of pre-1886 building (A 1890) Janssen's Refreshment and Amusement House 	Classical Revival 2-story narrow building extends to rear alley. The façade of white terra-cotta features enframed storefront windows and three window bays on the upper story. Brick on other elevations. The building dates prior to the 1886 Sanborn map and was part of the Woeber Carriage Works.	Auto dealer Orey Janssen remodeled a pre-existing building in 1916 at "a large expense" to match the terra-cotta cladding of "new Peterson building" to the east. Janssen's confectionary and ice cream shop was gutted by fire in 1917. Later tenants included clothing stores.	C
22	230 W. 3 rd St. (216-240 W. 3 rd St.) LeClair's 1st Add Block: 044 Lots 2-3 Exc E 24'3" of Lot 3	1904 remodel of pre-1886 building, 1907 east addition (A 1907) Central Office Building 	<i>Gustav Hanssen, architect 1904 western half; Clausen & Clausen, architect 1907 eastern half</i> Classical Revival-style 4-story masonry office building with 1 st story cast-iron storefronts. Upper stories contain seven bays defined by engaged red brick pilasters with stone capitals and decorative brickwork underlining trios of windows on east half, doubles of windows on west half. The building was built in two portions: 1904 remodel of a former Woeber Carriage Works-cum-furniture store building and 1907 west addition.	The western half of the building began as 1850s brick church remodeled 1866-circa 1881 by Woeber Brothers into a 4-story carriage production facility and showroom. In 1887, Henry F. Petersen (of J.H.C. Petersen's Sons' department store) remodeled the carriage building for a furniture store. In 1904, Petersen's Central Office Building opened as a \$24,000 office building designed by local architect Gustav Hanssen. Clausen & Clausen architects had offices in the building, and in 1906-1907 the firm designed an eastern extension.	C NRHP 1983
23	246 W. 3 rd St. (226-230 W. 3 rd and 301 Harrison; 242-248 W. 3 rd St.) LeClair's 1st Add Block: 044 S65' of Lot 1	1874, storefront modernized over time prior to 1983. (A 1840) Henry Berg Building	Italianate style 3-story corner brick commercial building with cant corner entrance. Elaborate polychromatic brickwork: round-arch-top windows defined by brick pilasters upon which spring arch window hoods with keystones rest, corbel table at cornice, beltcourse. First floor exterior remodeled prior to 1983 NRHP listing, with infill brick, windows. Newspaper reporting described the storefronts as three plate glass windows, with	One of the last remaining mid-1800s Victorian mercantile buildings in the downtown. Gunsmith Henry Berg constructed it for \$10,000 in 1874, with upper level offices and apartments. By 1890s through 1914, the business operated here as Berg & Son. Bond Drug Co. took the corner storefront in 1914; by 1951 Craton's sporting goods store occupied the corner.	C NRHP 1983





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			2 nd and 3 rd floors dedicated to apartments and offices		
<i>Harrison Street intersects</i>					
24	300 W. 3 rd St. (300-308 W. 3 rd St. and 302-304 Harrison St.) Original Town Lot: 004 Block: 020 Original Town S 40' of	1867, rear addition by 1892 Sanborn (A 1895 - incorrect) St. Charles Hotel 	Italianate 3-story red brick with hipped roof built to corner of W. 3 rd and Harrison. Five rounded-arch window bays on Harrison façade; seven on W. 3 rd St. plus rear brick addition of two bays. Oriented to Harrison Street upon opening as a hotel with meeting rooms for clubs. By 1886 Sanborn, first floor was dedicated to saloon and stove/tin shop. Additional storefronts added fronting W. 3 rd St. Brick parapet conceals hipped roof from view; decorative cornice removed.	In 1867 Mathew Reilly (sometimes misspelled Riley) constructed a 3-story building for \$10,000 for use as St. Charles Hotel and boarding house; he continued the operation for about two decades. Saloon and billiards operated on 1 st floor; hotel on 2 nd and 3 rd stories. As of the 1950 Sanborn map, the 1 st story had five storefronts and the upper stories were occupied by a hotel, as was the adjoining upper stories of 312 W. 3 rd St.	C
25	312 W. 3 rd St. (314 W. 3 rd St.) Original Town Block: 020 Original Town – Prt Lot 3 Com 189.9' Esw Cor Blk 20; -N65'; -E 7"; -N 85'; -E 41' M/L; -S 150'; -E To Pob; Also E 10' Lot 3 (Alley)	1857 rear, 1881 front, 1912 storefronts (A 1854) G. Hager & Co. Carriage Works / Davenport Plow Works  Front  Rear	Vernacular fieldstone 2-story building at rear alley dates to 1857; it is fronted by a restrained Italianate 1881 3-story brick plow works addition, with 1912 storefronts. The semi-attached building overlooks a narrow east alley and rear alley. Fieldstone hipped-roof section has segmental-arch-top windows east and rear and a post-P.O.S. porch. Brick flat-roofed addition has segmental arch-top windows south and east elevations with stone sills. Façade is symmetrical with two recessed storefronts and six bays of upper windows topped by decorative brickwork at parapet.	Rear stone building constructed for George Hager Carriage Works, the former partner of the Woeber Brothers carriage makers; Woebers bought out Hager in 1858 and may have operated in the stone building prior to moving to the 200 block of W. Third St. The stone building became part of multi-building complex built by Davenport Plow Works (1871-1886), reorganized in 1886-1887 briefly as Globe Plow Works. The brick front addition was built 1881. Attorney and real estate investor C.A. Ficke acquired the building in 1889 after the plow works failed; he remodeled it for leasable tenant space. Ficke was a generous benefactor to the Davenport Academy of Natural Sciences (now Putnam Museum).	C
26	316 W. 3 rd St. (316-318 W. 3 rd St.) Original Town Block: 020 Original Town E 22' of W 29'9" Of Lot 3 also E 7" Of W 30'4" Of N 85' of....	1871, 1919 remodel, 1925 rear remodel, c. 1934 glass front east storefront (A 1875) C.A. Ficke Building	Commercial style 2-story brick double storefront created 1919 by remodeling a remnant of a larger 1871 Davenport Plow Works building. Six rectangular double-hung upper windows. The eastern half extends to the alley and has c. 1934 Streamlined Moderne-style black-and-green structural glass storefront with vintage neon sign for "Mac's Tavern." The west storefront with the cast-iron rosetted beam	The pre-existing former Davenport Plow Works building was reduced by half to make way for the adjoining Kahl Building/Capitol Theatre. Owner-attorney C.A. Ficke sold H. Kahl the east adjoining corner lot and part of the plow building, then commenced remodeling this remnant with upper story brick façade appearing to date from that era. As of 1919, the Maehr Co.	C




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			captures the appearance of one of the four original Davenport Plow bays that stretched across the original 1871 façade; the rear of the west half is truncated due to the 1925 Capitol Theatre expansion.	served dinners and sold confections from the east storefront (316 W. 3 rd) until 1933; Mac's Tavern opened in 1934 following Prohibition and continues today. Ficke provided an option on the west storefront to H. Kahl that he exercised in 1925 to expand the theater that resulted in the rear of 318 W. 3 rd St. being truncated.	
27	326 W. 3 rd St. (312-336 W. 3 rd St.) Original Town Lots 1 & 2 & W 7'9" Of Lot 3	1920, 1925 rear addition (A 1920) Kahl Building  	<i>Rapp and Rapp (C.W. and George L. Rapp), Chicago architects; Arthur Ebling, AIA, associate architect; Walsh-Kahl Construction Co.; Clausen & Kruse theater expansion 1925; Priester Co. theater expansion 1925</i> Chicago-style Sullivan-esque 10-story multi-use office, retail, and theater building. Clad in white-gray glazed terra-cotta and stone with elaborate wall decorations. Intact projecting theater marquee. Noted to be modeled after Adler & Sullivan's Wainwright Building in St. Louis, an iconic early skyscraper. In 1925, Kahl exercised an option on adjoining land to build a rear 7-story stage addition.	Erected by Henry C. Kahl, partner in the Walsh Construction Co. High quality office space was seen as crucial to accommodating pent-up demand. The \$1.5 million building was reported to be "one of the best equipped skyscrapers in the Middle-West." The building was fully leased before construction was complete. Theater operated as the Capitol, then part of the RKO circuit; it was the last of the movie palaces to operate when it closed in 1977. It later reopened for various performance uses.	C NRHP 1983
4rd Street (south side)					
<i>Perry Street and driveway intersect</i>					
28	131 E. 4 th St. LeClair's 2nd Add Block: 057 Lots 6,7 & 8	1931-1933, 1966 remodeling, c. 2004-2007 remodeling (A 1960) U.S. Post Office and Court House (aka Federal Building) 	<i>Seth J. Temple, architect</i> Restrained Art Deco 3-story rectangular plan with flat roof. The building features enduring stone: creamy Kasota limestone cladding (from Minnesota) above a granite base and steps, and interior with marble staircases, wainscoting, and trim. Windows are strongly vertical, with embossed diamond-patterned bronze spandrels uniting 2nd- and 3rd-story windows. The two facade entrances are outlined by carved vertical "pilasters" and outlined in granite trim.	Lobbying for a new post office had begun by the 1920s, when new office buildings and hotels increased mail in the downtown area. Influential Davenport architect Seth J. Temple began plans in 1931. In 1932, wrecking crews took down the 1889 Richardsonian Romanesque post office; the cornerstone was laid in fall 1932; and the project finished under budget in 1933. Remodeling occurred in the 1960s and 2000s; the post office departed in the early 2000s.	C NRHP 1983
<i>Brady St., Main St., Harrison St. intersect</i>					
29	315 W. 4 th St. LeClair's 1st Block: 044	1916, 1929 rear addition (A: 1925 – incorrect) Wagner Printery	Chicago-style 2-story masonry building with stylized geometric stone carvings featured on the facade. Stone outlines and enframes the storefront and trio	Wagner Printery erected this plant during the 1910s downtown building boom. Herman L. Wagner founded the company in 1879 on W. 3 rd	C





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	Lot 6 & E 44' of Lot 7	<i>Clausen & Kruse, architect</i> 	of upper window bays as well as the stepped parapet. Noted as "modern, fireproof construction," with a rear press room addition that brought the building to about 12,000 square feet of space for printing and paper supply.	Street, then moved to Harrison St., before construction this building. The company's printing work included City of Davenport projects; City Hall is located a half block east of this building. The company relocated in 1966 to a suburban-style industrial park, representing changing business practices that impacted downtown in the late 1960s.	
<i>Ripley Street</i>					
30	401 W. 4 th St. (401-411 W. 4 th St.) Original Town Block: 019 N 74' of E 105' of Lots 5 & Lot 6	1905 (1906 A) Schricker Flats 	<i>Clausen & Clausen</i> Colonial Revival/ Federal Revival 4-story brick apartment plus English basement. Built to a corner, the wide, symmetrical façade fronts 4 th St., with nine bays. Units divided into three blocks of five apartments, basement to 4 th floor, with each block having a separate entrance and rear light court. Stone defines the basement, door surrounds, lintels (double sets with keystones), windowsills. Building topped by wide flat cornice. (<i>Quad-City Times</i> , "May Be Let During Week," April 30, 1905: 7)	John C. Shricker replaced an old homestead with a \$40,000 apartment house with 25 flats, as the central business district expanded west. The John C. Schricker Company constructed the building, with Shricker as president and architect F.G. Clausen as vice-president. In 1949, J.C. Schricker remodeled the eastern section and subdivided units. (city permits)	C
31	425 W. 4 th St. (331 Scott St.) Original Town Block: 019 (N half, except Exc N 74' of East 25' Lots 5- 6)	1902, c. 2016 recessed addition Central Fire Station 	<i>Gustav Hanssen, architect</i> <i>Galante Architecture Studio, architect 2016 addition</i> Italianate / Classical Revival 2-story plus hose towers. Built on a corner, the main façade fronts 4 th St. with three arched apparatus bays, upper level of three sets of double arched windows, topped by a pediment. Buff brick with stone accents. An L-shaped recessed addition built in 2016 contains five new apparatus bays; a 1940 separate fire/city annex was removed to fit the addition.	Architect Gustav Hanssen visited Milwaukee and Chicago fire stations during the design phase to gather ideas. The resulting station continues to serve as Davenport's fire department headquarters.	C NRHP 1982
<i>Scott Street</i>					
32	501 W. 4 th St. Original Town Lot: 005 Block: 018	1923 (A 1924) Eagles Lodge and Danceland	<i>Clausen & Kruse, architects</i> <i>Central Engineering Co., contractor</i> The Georgian Revival 3-story fraternal hall built to corner with double facades of brown brick with gray granite-look terra-cotta at base, window trim, cornice, plus an eagle figure at the northeast corner. North elevation has five bays, east elevation has	The Eagles Davenport Aerie 235 formed as a group in 1902, but waited until its 20 th anniversary to announce plans for a lodge building. The interior was designed with 1 st story auto showroom/garage, 2 nd floor ballroom, and 3 rd floor club rooms. The ballroom hosted its first dance December 31, 1923. The Eagles held a naming	C





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			10 bays: rectangular storefronts, 2nd floor blind-arched windows and smaller pedimented windows, and 3rd floor tall rectangular windows.	competition for the auditorium in 1925 and changed the moniker to "Danceland."	
33	527 W. 4 th St. (525-529 W. 4 th St. and 321-329 Western Ave.) Original Town Block: 018 Lot: 008 (Exc S 46.23')	1904, c. 1945 rear connector (A 1921) Ferd Haak Cigar Company 	<i>Deat J. Harfst, architect</i> <i>Henry Tappendorf, contractor</i> <i>Rock Island, Illinois</i> Beaux Arts-style 3-story masonry building with raised 1 st floor features rusticated stone first story with pressed brown brick body. Stone trims the entrance, beltcourses, and sills. Wide Chicago-style windows repeat at the storefront level. The colonnaded arched recessed entry with double stone columns is centered between brick pilasters that enframe trios of windows under the bracketed cornice.	German immigrant and veteran cigar maker Ferd Haak built this showroom-factory after losing his Great Western Cigar factory north of the CBD in early 1904. This building adjoins the Haak-built 1903 Davenport Tobacco Leaf Co., a smaller factory and wholesale tobacco building (319 Western Ave.).	C
<i>Western Avenue intersects</i>					
4rd Street (north side)					
34	118 E. 4 th St. (120-122 E. 4 th St.) LeClair's 2nd Add Block 55 W/2 Lots 9 & 10 & Pt Lot 8	1965 or 1966, 1992 remodel (A 1965) State Liquor Store 	<i>Henry Schaefer, contractor</i> Simple Modern Movement 1-story rectangular plan 40x128-foot store; concrete block walls with brick veneer front. with central entrance flanked by storefront windows. Storefronts appear to have been altered; 1965 architect's sketch (no name given) showed double storefronts with each having a large window with separate recessed entrance. Built with off-street parking to the west, with alley access.	Fidlar & Chambers printing replaced its 4-story late-19 th -century building and former Mason Carriage Works building with a 1-story storefront. An architect's sketch was published in October 1965 showing a flat-roofed rectangular brick store building with double storefronts costing \$35,000. The printer leased the building to the Iowa Liquor Control Commission for 15 years. (Davenport Bank and Trust's addition claimed the prior liquor store location.) In 1981 Fidlar & Chambers moved into the building, and remodeled in 1992.	NC (Due to remodeled facade; building can be re-evaluated if further research shows otherwise)
<i>Brady St., Main St. intersect</i>					
35	210 W. 4 th St. (210-214 W. 4 th St.) LeClair's 1st Add Block: 046 W 60' of Lot 1 & W 60' of S 2' of Lot 2	1907 commercial remodel of pre-existing building, 1914 expansion and remodel (A 1900) Frey Apartments 	<i>B.W. Gartside Jr., architect for 1914 third-story addition; William Struve, 1914 contractor</i> Prairie-style 3-story brick apartment building with 1 st -story storefronts; semi-attached with west side alley. Symmetrical façade with three storefronts with thin cast-iron columns, plus door to apartments; upper levels have 4 bays of large windows with stone sills, shielded by wide horizontal eaves supported visually by four sets of oversize double brackets.	Owner-liveryman Charles Frey in 1906-1907 purchased and remodeled the c. 1880 2-story masonry former Eagle Steam Bakery into three storefronts with upper apartments, then in 1914 added a 3 rd story for \$6,000 per city permit. Variety of commercial tenants, included the Morris Plan Bank 1917-1919 (214 W. 4 th St.) headed by only woman bank manager in the system, Lucy B. Milligan. Also realtors, undertaking/ funeral chapel, dry cleaner, and Manger Auto Supply.	C

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36	226 W. 4th St. Le Claire's Add Block: 046 Lots 9 & 10	1895, 1963 rear annex (A 1893) Davenport City Hall 	<i>John W. Ross, architect 1895 Morrison Brothers, contractor</i> Richardsonian Romanesque 3.5-story civic building with 5-story bell/clock tower built to corner with façade fronting 4th St. Ohio Berea sandstone; shingled hipped roof punctuated by three towers along south façade, with center square bell/clock tower. Arches define fenestrations including the main entrance. Rear 1963 addition has 3-story stucco entrance and 2-story brick annex.	Seeking to replace the narrow old city hall at 510 Brady St., in 1893 the city invited architects to submit proposals for building an up to \$70,000 city hall at 4th and Harrison, across from the county courthouse square. The national competition resulted in Davenport architect John W. Ross's monumental design that cost \$80,000, a large sum during a time of national economic downturn—paid with reserves accumulated from city vice tax. (Wood)	C NRHP 1982
<i>Harrison St., Ripley St. intersects</i>					
37	400 W. 4th St. (428 Ripley St., 400 W. 5th St.) Original Town Block: 022 Courthouse Square	1898; rear additions 1983 and 2007 (A 1900) Scott County Jail  <i>5th St. facade</i>  <i>Ripley St. elevation</i>	<i>Clausen & Burrows, architects; Larkin, contractor</i> Romanesque Revival 3-story with raised basement jail of rusticated Bedford stone jail. Hipped roof is pierced by square centered tower, which projects from the original façade with an arched entrance door, flanked by six bays of windows on either side (rectangular, segmental arched, and arched). Built to front W. 5th Street, construction of the elevated railroad line led to reorienting entrance to Ripley Street. The 5th St. façade with tower remains readily visible as rail line slopes down to grade.	Jail designed by noted local architect Frederick G. Clausen in 1897; opening was delayed until the metal jail cells were completed in 1898. The building was sited behind the non-extant 1880s courthouse and connected via an underground tunnel. The jail remains the main detention facility for Scott County; rear additions expanded jail facilities increased safety.	C NRHP 1983
38	400 W. 4th St. Original Town Block: 022 Courthouse Square	1956, 2007 rear addition and police skywalk (A 1955) Scott County Courthouse 	<i>Chester C. Woodburn, Dougher Rich & Woodburn—Woodburn & O'Neil, architects; Arthur H. Ebeling, associated architect; Priester Construction, contractor</i> Modern Movement 3-story aluminum clad and granite civic building. Built on a corner site, but recessed on site with front grassy lawn. Symmetrical façade fronts 4th St. Stone foundation and surround around centered front entrance (no longer used). Flat aluminum panels enframe a wall of aluminum windows arranged in vertical columns with fluted aluminum spandrels, with window groupings separated by aluminum mullions. The building included air conditioning. A rear parking lot occupied the space between the 282x111-foot courthouse and the 1898 jail; additions now infill this area, and entrance into the county facility now occurs through a 2007 recessed west addition.	Architectural planning for a new courthouse began in the 1940s due to termite damage and settling sustained to the 1880s courthouse. But disagreements over location, design, and cost delayed the project and resulted in redesigns. The Des Moines architecture firm Dougher Rich & Woodburn employed the International Style and aluminum in their modernistic design. Previously the firm designed a series of "PWA Moderne" county buildings in Iowa during the Public Works Administration era (roughly 1933-1944). Aluminum was selected as a less expensive alternative to stone and because it was locally produced by Alcoa, which had recently opened a plant in Davenport.	C

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Western Avenue intersects at the county parking lot

5th St. (south side)

39	Roughly between Perry Street and Western Avenue	1901-1903, 1920s replacement bridges, various repairs Chicago Rock Island and Pacific Railroad Elevated Track  <i>Bridge over N. Main St. at W. 5th St.</i>	Concrete walls, five through plate steel girder rail bridges at street crossings (Perry, Brady, N. Main, N. Harrison, N. Ripley) plus steel stringer bridge over alley between Perry and Brady. The retaining walls are concrete, with some repairs and patching such as where alleys once crossed under and have been abandoned. The track elevation reduces down to street level between Ripley and Western. The rail line remains active.	The elevated track was only the second such built by the CRI&P, with the 1890s Chicago elevated track being the first. It required a major investment by the railroad that was done in part due to the railroad's strong Davenport ties. The elevated track allowed rail traffic to flow through downtown without disrupting street traffic. The elevated track was controversial when proposed due to the impact on property.	C
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5th Street (north side)

40	108 W. 5 th St. (108-112 W. 5 th St.) LeClair's 2nd Add Lot: 004 Block: 048	1912 (A 1900) Walker Flats 	<i>Deat J. Harfst, architect</i> Prairie-style 4-story apartment building with raised basement on stone foundation; The units are arranged with two separate exterior entrances defined by oversized stone door surrounds with stylized stone brackets; the two stair landings are lit by staggered windows, topped at the 4 th story with demilune windows above stone square-arched hood molds. Stylized stone brackets underscore a thin projecting brick and stone cornice expression.	L. R. Walker erected the \$50,000 apartment building as an investment. He died in 1914, but the apartment name has endured. The building was designed with two entrances serving three sections of apartments. It features Prairie Style design elements.	C
41	130 W. 5 th St. LeClair's 2nd Add Block: 048 S70' of Lots 1 & 2	1873 (A 1872) City Market 	<i>T.W. McClelland, architect</i> Italianate red brick 1-story rectangular masonry, side-gabled building. Multiple doorways, wagon bays, and segmental arch-top windows. The Main St. gable end has brick piers meeting diagonal brick structure at the roofline subdividing the façade with 3 arch-top fenestrations topped with keystones and an oculus window.	Built as a public market, the concept proved unprofitable, leading to its use as a jail until the 1898 county jail opened, then it shifted to a women's jail overseen by a police matron, plus city patrol/ambulance station. The city boasted of its early adaptation of a police matron, used to register prostitutes for vice taxation. (<i>Quad City-Times</i> , "City Council Proceedings," April 24, 1873: 1; Bowers and Svendsen, "City Market", NRHP 1981; Wood)	C NRHP 1984

Main Street intersects





Perry St. (east side)

E. 4th Street intersects

42	415 Perry St. LeClair's 2nd Add Block: 056 N76' of Lots 1 & 2 also S/2 of vacated alley	1922 façade, remodeling of 1867 opera house after fire (A 1870)	<i>Zimmerman, Saxe & Zimmerman, Chicago architects; John Soller & Sons, contractor</i> Renaissance Revival 1-story office building conversion of 1867 opera house following a fire that destroyed the interior. The 1921-1922 remodeling reused	After the 1921 Burtis Opera House fire, the long-time opera house operator-owner and outdoor advertising businessman Charles T. Kindt remodeled the building for the Chicago-based Thomas Cusack Co. outdoor advertising firm, of	C
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	lying N Of sd lots, exc triangle 8' 6"X 10' at E end	Thomas Cusack Co. District Headquarters 	the extant walls of the Burtis Opera House, which were undamaged by the fire. The \$40,000 remodeling updated the façade and created front offices and rear artist studios, workshops, paint rooms, and storage rooms for the Thomas Cusack Co. outdoor advertising Davenport regional office.	which he was district manager of the Davenport branch. Chicago-based architects Zimmerman, Saxe & Zimmerman worked nationally for Cusack, the world's largest outdoor ad firm. In the mid 1920s after Cusack's death, General Outdoor Advertising Co. took over the plant through circa 1939. Later uses included a VFW post and state offices.	
Perry Street (west side)					
43	414 Perry St. (416 Perry St.; 414-418 Perry St.) LeClair's 2nd Add Block: 055 S 12' of Lot 7 all of Lot 8 & N 13 1/2' of E 63' of Lot 9 & ...	1937 (1920 A) Blackhawk Garage 	<i>Rudolph Schindler, contractor</i> Restrained Art Deco 1-story auto garage that boasted the largest open ("post-free") floor space in the city at its opening. Stepped parapet with stone coping, behind which is trussed arched roof. Variegated buff brick façade (90-foot-wide) is divided by four brick piers topped with carved fluted stonework; centered auto bay flanked by large storefront windows (plywood covered). Concrete block sidewalls extend 150 feet to alley.	Returning prosperity under President Roosevelt prompted one-time Yellow Cab Co. owner Edward Slavin to construct this \$17,000 garage, noted as one of the largest car storage garages in the Tri Cities. At the March 1937 opening, Fred Willey (president of Yellow Cab and Hertz Drive-It-Yourself cab lines), offered car leasing, 150-car storage capacity, and auto servicing. Represents the growth of automobile usage in downtown Davenport.	C
Brady Street (east side)					
44	217 Brady St. (217-219 Brady St.) LeClair's 2nd Add Block: 059 Subd of N/2 of Blk 59 Lots 1&2	1870 (A 1883) Hender Hardware / Iowa & Illinois Interurban Depot 	Italianate 3-story masonry double storefront semi-attached. Symmetrical red brick façade features two storefronts (remodeled over time), two entrances to upper stories, six upper bays of segmental-arch-top windows with keystones, and deep cornice. The south side commercial alley allowed for bay windows fronting the alley and a basement business entrance.	Built by English immigrant Walter Hender for his stove and hardware store, the building featured 2 nd floor offices and 3 rd floor flats. Hender's son drove the business into bankruptcy in 1904. The Iowa & Illinois Interurban depot and waiting room occupied 217 Brady c. 1904 –1921; passengers boarded from the street. Western Union Telegraph Co. offices occupied 219 Brady 1915 – 1955+.	C
45	221 Brady St. LeClair's 2nd Add Block: 059 Lot 3 Pt Blk Com In W/L....	1934 remodel of c. 1870s storefront (A 1885) DeLuxe Cafe 	The building was built c. 1870s as an Italianate double-storefront matching the adjoining Hender building (217-219 Brady); however its north storefront (223 Brady) was demolished to build the 1924 Union bank skyscraper; the south storefront was modernized c. 1934. (<i>Quad-City Times</i> , "Building slow," August 5, 1934: 13)	Owner Mrs. Emma Wulf remodeled the storefront and presumably the Italianate upper facade for \$1,300 in 1934 for longtime tenant DeLuxe Café (c. 1922-1940); Open Door café succeeded (1940-1953). Arthur Murray Dance Studio moved into 2nd floor 1957; plastic Arthur Murray Dance Studio sign projects from building.	C
46	229 Brady St.	1924 skyscraper expansion of 1909 1-story bank, 1946-	<i>Temple, Burrows & McLane, architect 1909; Temple & Burrows, architect 1924;</i>	The building is associated with Davenport's financial prosperity in the early 20 th century, with	C NRHP 1983




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	(also entrance on E. 3 rd St.) LeClair's 2 nd Add Subd of Pt of N/2 of Blk 59 Lot 4 & 5 Also Com 98.8' E of Nw Cor	1947 Union Arcade remodel Union Savings Bank and Trust Co. 	<i>Hoggson Bros., contractor New York bank builders 1924; Kruse & Parish, architect 1946 ; Tunnick Construction Co., contractor 1946</i> Classical Revival style 8-story low-rise skyscraper built and remodeled over time (1909-1947). Started as small 1-story limestone bank in 1909. A 1924 L-shaped expansion added 6 stories atop, clad in stone, plus full rear 7-story addition with leased offices above an expanded lavish banking hall. The 1946-1947 remodel subdivided the banking hall with a mezzanine, replaced windows, removed Brady St. columns and installed flat pilasters.	the 1923-24 expansion of Union-Davenport Bank and the 1926 consolidation with Scott County Savings Bank to form Union Savings Bank and Trust Co. demonstrating its financial strength. (Svendsen) In 1932 the bank voluntarily liquidated after a run on deposits caused by failure of another bank. Post-war, the ownership invested \$75,000 in subdividing the banking hall for 2 stories of retail stores—called the Union Arcade Building. (<i>Quad-City Times</i> , "Give Contract for New Union Savings Bank," July 23, 1923: 3)	
<i>E/W 3rd St. intersects</i>					
47	327 Brady St. (Fourth and Brady) LeClair's 2 nd Add Block: 057 N80' of Lots 9 & 10	c. 1936, c. 1964 addition (A 1940) Jesse Hawley Super Service Station 	Art Deco 2-story brick super service station with stone accents setback on its corner lot, reflecting historic location of gas pumps. Cant corner, highly decorative brickwork on engaged pilasters with stone bases and capitals that enframe upper story windows and pedestrian doors and garage bays. C. 1964 1-story north side addition obscures multiple garage bays, but the building continues to showcase late 1930s Depression-era architecture.	This super service station is associated with the growth of the automobile. Built on a corner lot that had been used for used car sales, Jesse Hawley's Super Service Station was operating here by 1936. Hawley sold Mobil products and in the late 1930s advertised complete service from 6 a.m. to midnight. Converted to non-filling station uses after 1950 Sanborn map.	C
<i>E/W 4th St intersect</i>					
48	401 Brady St. (401-405 Brady St.; rear addition 112-114 E. 4 th St.) LeClair's 2 nd Add Lot: 001 Block: 055	1877 with 1888 rear addition, 1908 and 1919 remodel (A 1875) Forrest Block  Brady St. facade  112-114 E. 4 th St. at right	<i>F.G. Clausen, architect; J.H. Whittaker, contractor; Clausen and Kruse, architects 1919</i> Italianate 3-story red brick double storefront with center entrance to upper floors flanked by storefronts. The building survived with few exterior alterations, retaining a substantial metal cornice, cast-iron storefront columns, decorative window hoods, and projecting facade center frontispiece. Built to the corner, the symmetrical façade fronts Brady St. with seven bays. The 4 th St. secondary façade is subdivided with brick pilasters and has 17 window bays on upper stories including an 1888 rear addition that includes an arched opening that led to a driveway (now inner courtyard).	Politician and developer John Forrest redeveloped his homestead where he resided for 33 years into a 3-story double business block in 1877, and added rear extension in 1888. The multi-tenant building included the Y.M.C.A. on 2 nd floor, and a hall on 3 rd floor used by Ancient Order of United Workmen (AOUW). The post office established an outpost in the corner storefront in 1889 – 1896. The Forrest Block was the longtime office location for pioneering woman physician Dr. Jennie McCowen, a locally important leader for women's rights. (Wood) The building took the name Henley Block in 1901; upper stories converted to Henley Apartments c. 1908.	C NRHP 1983


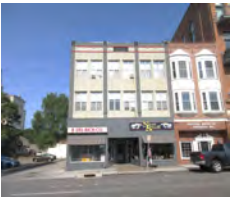

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49	411 Brady St. (407-411 Brady St.) LeClair's 2nd Add Lot: 002 Block: 055	1924 (A 1920) Democrat Building 	<i>Clausen & Kruse, architect</i> Sullivan-esque 2-story newspaper office and printing plant with mezzanine and basement, designed by Davenport architect Rudolph Clausen. Symmetrical façade features polished granite base, ashlar Bedford stone enframing grouped windows (upper windows with decorative metal frames and spandrels), decorative balconies; carved stone floral and geometric designs; elaborate stone and terra-cotta cornice, onto which is incised the name of the newspaper, "The Democrat."	The building is associated with both the original occupant, <i>The Davenport Democrat and Leader</i> newspaper (which vacated the building in 1951 after consolidating with <i>The Daily Times</i>), and the <i>Catholic Messenger</i> (which published here 1956-1970s). The building's architecture has been noted as a locally important example of Chicago architect Louis Sullivan's influence. (Bowers and Svendsen; <i>Quad-City Times</i> , "New \$300,000 Plant on Brady Street to be Dedicated April 1...." December 31, 1923: 15)	C NRHP 1983
50	421 Brady St. (417-423 Brady St.) LeClair's 2nd Add Lot: 003 Block: 055	1892 expansion of 1856 church, 1951 remodel (A 1885) Hibernia Hall 	<i>Frederick G. Clausen, architect ; Struck & Jaeger, contractors</i> Richardsonian Romanesque 3-story red brick double storefront and clubroom extension built onto and incorporating a former freestanding c. 1856 brick church. Red brick symmetrical façade includes a large arched center entrance with cast-iron storefronts, decorative brickwork, an arcade of arched windows at the 3 rd -story. Rear of building shows former church sanctuary with 2-story gabled house-style structure attached. Fire in 1951 resulted in some remodeling.	The Irish Catholic Ancient Order of Hibernians fraternal club purchased a former church in 1889 for use as a hall. Clausen's 1892 facade expansion demonstrates the local tradition of remodeling older masonry structures, and the design has been noted as an exceptional local example of Richardsonian Romanesque architecture. The club rooms were used by a variety of fraternal organizations, and the <i>Catholic Messenger</i> newspaper officed here for about 40 years. The club disbanded and sold the building in 1937.	C NRHP 1983
51, 52	425 Brady St. (421 Brady St.; 425-427 Brady St.) LeClair's 2nd Add Lot: 004 Block: 055	1863 house/office 1882 livery (A: 1862, 1900 additions) Philip Worley House 	Greek Revival 1863 red brick 2-story side-gabled house with small front porch and recessed 1-story attached physician's office addition to north. Italianate 2-story red brick semi-attached livery stands to the north. House is three bays with double chimneys; livery has three segmental-arch-top windows on upper story. House is set back with shallow grassy front yard.	This property is a rare-surviving mid-1800s single-family house in what became the central business district. The house with office was completed in 1863 for physician Dr. Philip Worley. Son Dr. H.A. Worley later lived/practiced medicine here until 1882, when another son, Charles H. Worley built the livery. In 1890, Charles Worley sold the livery business, but later bought the property back. (Cordes, 2014)	C Philip Worley House C Charles Worley Livery NRHP 1983
<i>Elevated CRI&P rail line intersects</i>					
Brady Street (west side)					
53	302 Brady St. (300-302 Brady St.; 101 W. 3 rd St.)	1919; 1942 and 1962 remodels (A 1918) Scott County Savings Bank / First Trust & Savings Bank	<i>Clausen & Kruse, architects</i> Classical Revival style stone bank building built as tall 1-story building and subdivided on the interior into 3 stories in 1962. Clausen & Kruse's 1919 design framed tall windows with engaged pilasters; clad in	Founded 1883, the Scott County Savings Bank drew 25,000 visitors to its 1919 open house. The flat roof was intended as the base of a future skyscraper, with 8 additional stories planned; permission to build a skyscraper was denied	C





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	(Condos; LeClaire's 1 st Add Block 45 Lot 4 E 16' of S 87', Lot 5 except N 62'...)		Rockport, Mass., granite and built with entrance lobbies off both Brady and W. 3 rd Streets. The 1962 remodeling cut the 2-story volume banking hall in half and expanded into the attic level, bringing the building to 3 stories total, staircases and elevator installed, air conditioning added, and Alcoa "sunbeam" windows and doors.	by the federal government during WWI. In 1926, the bank merged with Union-Davenport Bank (229 Brady St.). Bechtel Trust Co., occupied the building by 1930; in 1935, the institution was renamed First Trust & Savings Bank and remodeled in 1962. The bank outgrew the space, and moved to the First National Bank Building skyscraper (201 W. 2 nd St.).	
<i>Alley intersects</i>					
54	318 Brady St. (318-320 Brady St.) LeClaire's 1st Add Block: 045 N21' Of S 58' of Lots 6 & 7	1901 (A 1900) Winecke Block 	<i>Edward S. Hammett, architect; Gerhard Neuenhaus, contractor</i> Commercial-style 3-story masonry double storefront designed by Davenport architect E.S. Hammett. Four pilasters topped by floral capitals divide the façade; which has cast-iron storefronts with recessed entrances. On Upper levels, horizontal bands separate each story and underscore the cornice, which includes the name "WINECKE." Despite post-P.O.S. parging, the building still contributes due to its massing, vertical and horizontal design elements, fenestrations, name block, cast-iron storefronts.	Tailor William Winecke moved his business here into a previously existing building in 1890, but the building was damaged by the Renwick Building fire of 1900. Winecke rebuilt a 3-story gray St. Louis brick double storefront. (<i>Davenport Morning Star</i> , "From Out of the Ruins," February 21, 1901: 7; <i>Quad-City Times</i> , "Other Buildings," March 8, 1901: 4)	C
55	322 Brady St. LeClaire's 1st Add Block: 045 S37' of Lots 6 & 7	1901, various (A 1900) M.J. Eagal Block 	<i>Edward S. Hammett, architect; Gerhard Neuenhaus, contractor</i> Queen Anne-style 3-story narrow commercial brick building designed by Davenport architect E.S. Hammett. The 2-story bay windows beneath the center "M.J. EAGAL" name block and a cast-iron beam with rosettes, which separates upper stories from the single storefront (post-POS remodeled with brick). When built, it cost \$12,000 and featured St. Louis hydraulic pressed brick laid with clipped bond; brick is now painted. Building contributes despite remodeled storefront.	The M.J. Eagal building was damaged when the neighboring Renwick Building burned in late 1900; a year later the Golden Eagal store opened in the new M.J. Eagal Block. It was hailed as "the model grocery of the city" with fresh baked bread, fresh meats, and a line of bottled wines and liquors. He also dealt in mail order business and was secretary of the Business Men's Association in 1900. Building in 1901 featured 10 office suites 2 nd floor, and two flats on 3 rd floor. (<i>Davenport Morning Star</i> , "From Out of the Ruins," February 21, 1901: 7; "The Golden Eagal," December 5, 1901: 6)	C
56	324 Brady St. (324-328 Brady St.) LeClair's 1st Add Block: 045 S60' of N	1901 (A 1897) Renwick Building	<i>Clausen & Burrows, architects C.E. Osborn and John Peters, contractors</i> Chicago Style 4-story red brick commercial building, with cast-iron storefront, tall windows on upper stories, topped by Romanesque Revival arched	Sisters Margaret and Rebecca Renwick first constructed a 4-story commercial building on this site in 1893; fire destroyed it in 1900. The sisters rebuilt in 1901, and tailored the 40,000 square foot investment property for tenant Drake Furniture &	C NRHP 1983




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	92' of Lots 6 & 7		windows at the fourth floor. Bracketed deep cornice. Red brick. (<i>The Daily Times</i> , "The contractor for the erection of the Renwick building..." May 16, 1901: 5)	Carpet Co. The Renwicks also built other buildings around 2 nd and Brady downtown; this building has been misattributed to their brother, William. Furniture companies continued using the building for decades.	
57	330 Brady St. LeClaire's 1st Add Block: 045 N 32' Lot S 6 & 7 (Exc W 28')	1966 (A 1966) Avco Finance Office 	Simple Modern Movement 1-story white painted brick office building built to corner, with recessed entry doors and storefront windows on both street elevations. Windows extend to horizontal course above and nearly to sidewalk.	Avco offered personal loans. It expanded in the 1960s through acquisition including two Iowa financial institutions. The office was the 87 th opened by the company in 1966. (<i>Quad-City Times</i> , December 18, 1966: 3F)	C
4 th St., 5 th St. intersects					
58	508 Brady St. (508-510 Brady St.) LeClaire's 2nd Add Block: 048 pt of Lot 5 Beg 56'6" N Of Se Cor	c. 1859 (A 1857) Wupperman Block/I.O.O.F. Hall 	Italianate 3-story commercial block with two storefronts and stair hall entrance. Upper levels have seven bays of rectangular windows with arched window hoods. The brick cornice features a geometric pattern. The early use had retail stores, with 2 nd floor leased rooms and 3 rd floor Independent Order of Odd Fellows (I.O.O.F.) clubhouse and ballroom.	H.A. Wupperman built the 3-story brick building with an upper level hall noted as "Union Hall," prior to leasing to the Davenport Lodge No. 7 Independent Order of Odd Fellows (I.O.O.F.). Other organizations also used the hall such as Knights of Pythias. Remained active Odd Fellows Hall until c. 1979.	C NRHP 1983
59	514 Brady St. LeClaire's 2nd Add Lot: 005 Block: 048	1900 remodel of 1857 old city hall (A 1857, 1920) Old City Hall 	J.G. Birtness, contractor 1900 Classical Revival 3-story apartment building created by remodeling the vacated old city hall. The narrow brick building (three bays) received an updated façade while creating two flats per floor reached via an offset entrance door. On the upper floors the center section of the brown brick façade projects slightly and has a 2-story bay windows flanked by windows with stone sills and flat arches at either side. Cornice crowns building.	Built in 1857 by the city as an engine house for volunteer fire brigade, the city council adapted the building as city hall until construction of the new city hall on 4 th St. was completed in 1896. The city in 1900 sold the building to John Ochs' Sons realty firm, which converted the building to six flats, renaming the building Oxford Flats. Reflects the trend of building "flat buildings" on the edge of the central business district.	C NRHP 1983
Main Street (east side)					
60	321 Main Street LeClaire's Add w 39.7' Lot 8; Also lots 9 & 10 (library)	1968 (A 1963) Davenport Public Library	Edward Durrell Stone, FAIA Steward-Robison-Laffan associate architects New Formalism 2-story rectangular massed concrete-and-tinted glass building built to corner. The building is constructed of poured concrete and white pre-cast concrete block. The symmetrical façade fronts Main Street with broad "pierced" overhang projecting	In 1965 the library commissioned noted modernist architect Edward Durrell Stone, FAIA, founder of New Formalism architecture style, to design a new library building on the site of the former 1904 Carnegie library at 4 th and Main streets. (The old building suffered structural damage.) Stone incorporated an existing rear 1963 children's addition.	C





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			from flat roof to form a portico supported by six rectangular columns; overhang continues on sides. The façade features white precast concrete block squares in a stacked bond with five dark tinted glazed fenestrations extending the height of the building with a vertical pattern of muntins and centered doors.	The open-concept interior includes a floating terrazzo staircase to the mezzanine and columns that double as air-handling through vents; lower-level archives. (Groskopf) (<i>Quad City Times</i> , "New Library Work Okayed," July 8, 1965: 4) The building repeats themes Durrell developed on his pioneering New Formalism celebrated 1954-1959 U.S. Embassy in New Delhi, India.	
W. 4th Street intersect					
61, 62, 63, 64	401 Main St. (407-417 Main St.) LeClaire's 1 st Addition, Church Square	1853 stone church, 1887 addition with 1948 Permastone 1838 church-turned-school with 1945 Permastone Rectory addition with 1945 Permastone c. 2010 church hall (A 1837, 1850, 2010) St. Anthony's Roman Catholic Church Complex 	Greek Revival church of ashlar limestone fronts Main Street and has round-arch fenestrations; brick transepts and a rear 1887 chancel addition clad in 1948 Permastone. Contributing to the church site are a 2-story side-gabled 1838 church building with additions repurposed as the parochial school in 1853, and clad in 1945 Permastone, as well as Permastone-clad rectory addition. The rectory itself has been removed, and a c. 2010 church hall is located at the north end of the site. The grounds are grass-covered along Main Street; a parking lot is located behind the buildings.	The St. Anthony's Church Complex focuses attention on pioneer religious and social movements in Davenport. The church square was part of city founder and promoter Antoine LeClaire's 1 st Addition to the Original Town plat, designated in 1838 for church use as a philanthropic gesture. (Wilkie: 66) St. Anthony's was the first Christian congregations to organize in Davenport, and its sanctuary and school hosted meetings, lectures, and concerts. The Permastone added to brick portions of the complex reflects post-war improvements to match the 1853 stone church.	C (61) Church C (62) School C (63) rectory addition NRHP 1984 NC (64) 2010 church hall (Due to post-P.O.S. age)
Main Street (west side)					
65	324 Main St. LeClaire's 1 st Addition, Block 44, Parcel 6 & E 44' Lot 7	1907, 1928 remodel, 1939 fire remodel (A 1906) Davenport Hotel 	<i>Temple & Burrows, P.T. Burrows, architect in charge George J. Jobst, contractor</i> Renaissance Revival 6-story C-shaped hotel with retail and office space incorporated; the 2-story front entrance clad in stone opens into the lobby. Built to corner, fronting Main Street, with retail storefronts along 4 th St. The red brick building has oversize quoining on the corners, Bedford stone balustrade on the 2-story entrance roofline, and substantial cut stonework.	In 1905, stockholders incorporated the Davenport Hotel Company to build a modern hotel roughly equidistance from the two passenger depots. The hotel highlighted its steel and concrete fireproof design, dining room, private baths, and 6 th -floor convention hall. A large fire struck in 1939; the cornice appears to have been lost at this time.	C NRHP 1983
E.W. 4th Street intersect					
66	400 Main St. LeClaire's 1 st Add Block: 046 E90' Lot 1; Lot 2 (Exc W 60' S 2');...	1906 (A 1905) Davenport Commercial Club	<i>Temple, Burrows & McLane, architects; Tri-City Construction, contractor</i> Beaux Art-style 3-story brick clubhouse built on prominent corner. The symmetrical façade fronts Main Street and includes stone 1 st story, 2-story-tall stone	The building demonstrates the strength of the business community, which constructed the clubhouse to attract and retain businesses. The club organized in 1905 and collected subscriptions to build the clubhouse. A who's who of	C




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			columns supporting a stone pediment, and large arched windows with muntins forming patterns, and smaller rectangular windows on the top story, under the wide overhang of the deep cornice.	Davenport businessmen subscribed, including W.D. Petersen, W.C. Putnam, C.A. Ficke, and George M. Bechtel. The commercial club became the chamber of commerce. Other fraternal groups also used the club rooms.	
67	418 Main St.* (408-410 Main St.) LeClaire's 1st Add Block: 046 Lot 3; & S 10' Lot 4 (*now combined by assessor with 400 Main St.)	1913, 1914 addition (A 1905) Dempsey Hotel and Annex 	<i>Arthur H. Ebeling, architect; Central Engineering Co., general contractor</i> Prairie Style 3-story masonry hotel designed by Davenport architect Arthur H. Ebeling. Brick façade has stone foundation, brick piers at 1 st story contains geometric stone designs. Upper piers rise to enframe windows, defined by stone horizontal sill courses and lintel courses. The façade is asymmetrical due to 1914 3-story addition added to north. The wide overhanging cornice supported by oversize brackets has been removed.	This independently owned hotel building is associated with the early-20 th -century local hotel trade, demonstrating Davenport's importance for rail travel and trade conventions. Proprietors George S. and Anna Dempsey constructed the hotel in two stages, starting with 40 rooms, adding 30 rooms in 1914. Located a half-block south of the Rock Island depot, it was formerly the site of the Cottage Hotel. The Dempseys advertised the hotel as modern and fireproof. Post WWII, the building became a single-room occupancy hotel and low-rent apartments.	C
Harrison Street (east side)					
68	305 Harrison St.* (*now combined by assessor with 248 W. 3 rd St.)	1893, unknown storefront remodel (A 1840) Julius Eckhardt Building 	<i>Possible Clausen design</i> Romanesque Revival 4-story masonry with three upper bays of windows. Rusticated stone arches highlight windows on 3 rd floor and three pairs of smaller arched windows on 4 th floor. A stone beltcourse marks division to the lower storefront, which includes cast-iron columns; the storefront windows have been infilled with post-P.O.S. brick. Ornate intact bracketed cornice. Building contributes despite infilled storefront.	Butcher Julius Eckhardt, a native of Schleswig-Holstein, Germany, built a new building for his meat market in 1893 with upper apartments. In 1910, Eckhardt retired as the oldest butcher in the city; attorney C.A. Ficke purchased the building. At that point, Ficke owned the adjoining Berg Block. Ficke was a prominent Davenport attorney responsible for building or renovating numerous properties in the downtown area.	C
69	307 Harrison St. (307-309 Harrison St.) LeClaire's 1 st Addition, Block 44, S 45' of N 85' of Lot 1	1899, unknown storefront (A 1899) (H.E.) Ficke Building 	<i>Clausen & Burrows, architects</i> Queen Anne-style 4-story "flat building" (apartments) of red brick with stone accents (including 1899 date stone). Includes 1st-floor cast-iron storefront (and post-P.O.S. brick infill), and upper stories feature with projecting two-story bay windows decorated with floral-swagged spandrels flanking arched windows, crowned with elaborate bracketed cornice. (<i>Davenport Weekly Republican</i> , "Ficke Building," February 4, 1899: 5; <i>The Daily Times</i> , "Some Observations," March 25, 1899: 13)	Henry E. Ficke, a Hamburg, Germany, native and farm implement dealer, built the 9-flat building in 1899 for \$6,000. The storefront originally housed through c. 1904 the McCormick Harvesting Machine Company agricultural equipment dealership, which became a division of International Harvester in 1902; the Wareham pool hall (1912-1950) was a longtime tenant. The property remained in the Ficke family for more than five decades.	C NRHP 1983




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W. 3 rd Street intersects					
70	325 Harrison St. (323-325 Harrison St.; 223-227 4 th St.) LeClair's 1st Add Lot: 009 Block: 044 LeClair's 1st Add N86 2/3' Of Lot 10 & N 86 2/3' Of W/2 Of	1909 and 1916, 1946 remodel (A 1920) Davenport Electric Contract / Kambach & Kettman, Inc. 	Hanssen & Harfst, architects 1909; Harry W. Phillips, contractor 1909 Prairie Style 1-story masonry buildings that were functionally combined in 1946, during the period of significance. The 1909 multi-storefront faces 4 th St. and features a curved corner, brown brick piers with stone bases and capitals enframing three storefronts with large display windows, and a horizontal band of buff brick underscoring the wide overhanging cornice supported by simple brackets. The adjoining 1916 Thomsen Motor Co. garage adapts the same architectural materials and style, with a centered bifold wood garage door flanked by display window openings.	Two early-20 th century buildings were functionally combined in 1946: Independent Realty Co. engineered the 1909 W. 4 th St. multi-tenant building to support a future 3-story vertical addition (never built); early tenants included stores and a saloon, until the 1916 state prohibition. The Harrison St. 1916 garage was built for a Mitchell auto distributorship; the fireproof garage included a front display room for cars and parts, office, and rear service center. Reflective of the tumultuous early auto industry, the Mitchell dealership changed hands four months after opening. In 1946 Davenport Electric Contract united the two buildings. In 1959 shoe supply wholesaler Kambach & Kettman purchased the facility and remains there.	C
Harrison Street (west side)					
71	218 Harrison St. Original Town S 26'3 & 7/8" Of E 100'of Lots 5 & 6 Also all That Pt Of N 25' Of S 50' Of E 100' Of Sd Lots 5 & 6	1897, 1960 remodel (A 1900) Farmers' and Mechanics' Savings Bank / Morris Plan Bank 	John W. Ross, architect Richardsonian Romanesque 3-story narrow stone and brick bank building (25x100 feet), with a secondary façade facing an east-west alley. A hefty stone column supports the arched recessed entrance trimmed with rusticated stone. A 1960 remodel by the Morris Plan Bank removed a corner tower and added cover-up storefront, since removed.	Founded in 1892, the Farmers' and Mechanics' Savings Bank weathered the 1893 financial panic and in 1896 announced plans to build its own quarters, hiring prominent local architect Ross. In 1919, Farmers' and Mechanics' merged with American Commercial & Savings Bank. The Morris Plan Bank purchased the property in 1919, selling installment credit; the bank remodeled in 1960.	C
72	220 Harrison St. Original Town Pt lots 5 & 6	1955 remodel of c. 1880s saloon building (A 1890) Italian Village Restaurant Building 	Modern Movement remodel of 1886 3-story masonry building, with four bays of double-hung windows on upper levels, asymmetrical angled storefront with recessed entrance door and one small window. The 1955 projecting sign still hangs on the front, along with a flag pole mounted near the roofline. There is no cornice.	Built c. 1880s as a 3-story brick saloon, the façade and 1 st floor interior were remodeled in 1955 for \$35,000 to tailor the building into a restaurant specializing in pizza and pasta. The Italian Village operated from 1955-1992 under various owners; its closing was tied to the economic downturn in the downtown.	C
73	222 Harrison St. (222-224 Harrison St.)	c. 1909 (A 1900)	Commercial-style 1-story masonry double storefront with elegant thin cast-iron storefront system and cornice. Post-POS	The storefronts appear on the 1910 Sanborn map, when a grocery store operated to the south, and the Star Theatre movie house to the north. The	C

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	Original Town Block: 008 Original Town S39.06' Of N 100' Of 100' of Lots 5 & 6	Double storefront/Star Theatre 	storefronts are recessed slightly, preserving cast-iron system.	Star Theatre is listed as operating at 224 Harrison St. from 1909 – 1946, becoming an adult theater in the 1940s before closing.	
<i>W. 3rd St. intersects</i>					
74	332 Harrison St. (328-332 Harrison St.) Original Town Block: 020 N 63' of Lot 5 & N 63' Of 25' Of...	1875, various (A 1880) U.N. Roberts & Co. Block/ Jacobsen Cigar 	<i>F.G. Clausen, architect (attributed)</i> <i>John Hiller, stonemason</i> <i>Clark & Parker, masons</i> Italianate 3-story brick planing mill built on corner lot. On Harrison St. façade, four brick piers demise three main sections, with each containing a trio of segmental-arch-top windows on the upper floors with brick hoods and keystones; a similar treatment wraps to secondary façade facing W. 4 th St. with plentiful windows. Storefronts remodeled since original construction.	Planing mill operator Uriah N. Roberts constructed this building in 1875 as larger quarters for his production of window sash, doors, blinds, and molding. The firm continued here until 1894, then moved to larger quarters. (Later becoming part of Gordon -Van Tine Co.) In 1903, cigar maker Peter N. Jacobsen, Jr., expanded his cigar factory to this building. Operations continued into the 1940s. Jacobsen was the largest cigar manufacturer in Davenport (of 8) by the 1930s; cigarette popularity diminished the business. (Bowers and Svendsen)	C
<i>W. 4th St. intersects</i>					
75	416 Harrison St. Original Town Block: 021	2007 Davenport Police Station	2-story building dominated by glazed curtain wall that extends along secondary façade on W. 4 th St. Rear attached parking garage; skywalk across Ripley Street connects to the northwest rear corner of the Scott County Courthouse, 400 W. 4 th St.	The police station building is located between the Davenport City Hall and Scott County Courthouse/Scott County Jail. It continues the tradition of building government and institutional buildings on 4 th Street.	NC (Due to recent age)
Western Avenue (east side)					
76	319 Western Ave. Original Town Block: 018 S46.23' Lot 8 & S31.61' W/2 Lot 7 (Exc E 5' S 42' W/2 Lot 7)	1903, c. 1918 addition (A 1903) Davenport Leaf Tobacco Co. / Victor Animatograph Co. 	<i>Clausen & Burrows, architects 1903; Clausen & Klein, c. 1918; John Peters, contractor 1903</i> Commercial-style 3-story cigar factory and wholesale tobacco building; detached, with south side adjoining alley. Stone foundation, brown pressed brick façade with two arched divided-light windows. Upper-level front windows are rectangular framed under repeating arched brickwork at parapet wall. In circa 1918 Clausen & Klein remodeled and presumably designed the 2-story north addition with arched window detail repeated.	Built for the Ferd Haak cigar company's subsidiary Davenport Leaf Tobacco Co. Circa 1920, the Haak company leased the building before selling it and adjoining showroom/factory, 527 4 th St., to Victor Animatograph Co., manufacturer of moving picture machines and stereopticon slides; Victor expanded outside the CBD in 1948.	C

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DOWNTOWN BUILDING DAMAGED BY FIRE—The Hibernian hall, 421 Brady street, Davenport, which was damaged by fire Sunday, is shown here after the blaze was brought under control. The three-alarm fire was fought by practically all of the city's fire fighting equipment. All off-duty firemen also were summoned. (Times Photo.)

Figure: In the 1950s, fire damaged the old Hibernia Hall building in the 400 block of Brady Street. Note the elevated train viaduct over Brady Street in the background. (The Daily Times, December 24, 1951: 11)

Building Alteration and Loss

As this nomination attests, this downtown commercial historic district has been in the making and remaking since its founding. Flooding and fire have claimed a number of buildings through the decades, and reshaped others through post-disaster rebuilding and new construction. Large destructive fires and repeated flooding up to 2nd Street have made front-page news. Scattered single-family residential use continued through the period of significance, but most housing has been accomplished via flats above storefronts, hotels, and purpose-built apartment buildings. Blight removal has underpinned post-war government and private redevelopment projects—and these efforts have removed several blocks of pre-WWII building stock between River Drive and 5th Street. The rise of the automobile also has played a role in reshaping the 19th-century landscape: Creation of parking lots has occurred since the mid 20th century, to serve customers and to clean up buildings deemed to be in poor condition. The loss of buildings in these ways, although unfortunate, further elevates the importance of those buildings that remain. Flooding from the Mississippi River continues to plague businesses along Front Street (formerly 1st Street) and 2nd Street; this historic flooding pattern contributed to businesses leaving the central business district. Major floods in the 1950s, 1960s, 1993, and 2019 among others particularly affected buildings located on 2nd Street. A number of buildings within and around the district suffered disastrous fires, some of which caused complete or partial losses. For example, First National Bank built its 1923 skyscraper after it lost its earlier bank to fire. And Hotel Davenport lost its cornice during a fire that sent flames shooting out its upper windows. The county began work on replacing its 1880s courthouse, which had sustained termite damage and structural damage; the new Modern Movement courthouse opened in 1956. The city built its new 1968 library after the earlier building was damaged while adding an addition to the rear of the building.

Overall the contributing buildings retain their original form, ornament, and portrayal of their original use and design. Many of the windows have been replaced and storefronts have been remodeled through the decades, as is typical for commercial buildings of their age and style. Although individual buildings have been altered, as a whole the district retains integrity of design, location, workmanship, setting, feeling, association, and

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materials. Few buildings have been altered so that they are no longer recognizable as contributing to the district. The buildings within the district retain facades that date to the period of significance, and there are few modern intrusions. Where buildings have been demolished, or lost to fires and flooding, parking lots or open space most often have replaced them, with most of these located outside of the district. Some paving/parking is historic auto-related paving.

Prior Study and Historic Preservation Efforts

Historic preservation in Davenport began in earnest the mid 1970s. Successful bicentennial-era preservation projects led Davenport to become the first Iowa city to hire a full-time historic planner, Marlys Svendsen, with a state grant in 1979. Svendsen undertook and directed surveys and National Register nominations, culminating in the 1982 publication with Martha Bowers of *Davenport, Where the Mississippi Runs West: A Survey of Davenport History & Architecture*, followed by the listing to the National Register of Multiple Resource Area with multiple historic districts and scores of individual buildings—the most of any Iowa city. (Svendsen et al.; Meginnis: 6) Civic projects in the 1980s and 1990s included the award-winning rehabilitation of the RKO Orpheum Theatre (now the Adler Theatre). Private investors have continued to utilize historic tax credits to assist with restoring historic buildings, leading to additional National Register of Historic Places nominations, such as the 2000s rehabilitations of Hotel Blackhawk and Putnam Building into boutique hotels, and creation of unique loft apartments in buildings such as the Forrest Block and Hibernia Hall, both on Brady Street.

Integrity of the District:

While some changes and limited parking lots have been the result of tenants and property owners remodeling or rebuilding to attract customers and tenants during the period of significance, other changes have occurred due to flooding, fires, and building collapses. Fires and natural disasters have damaged and destroyed buildings that once stood adjacent to the historic district and others that could have contributed to the district. The nearby convention center and parking garage development also has occurred post-P.O.S. Despite such alterations, the district as a whole retains a significant group of buildings containing essential physical features set within the historic layout along the grid street system to represent the significance to the community. Examining the seven aspects of integrity demonstrates this:

Location: The Historic District and buildings within it remain in their original locations. With regard to location, its integrity is excellent.

Design: The grid and alley layout of the Historic District was established by early-19th-century developers and further shaped by merchants and local government seeing the need and opportunity for commerce above the flood-prone river bottoms. Buildings within the district range from simple Greek Revival to high style Modernistic architectural statements. These groupings of buildings and the streetscapes they create—particularly along 3rd, 4th, Brady, Main, and Harrison streets—are largely intact and historic. All elements of the district contribute to the form, plan, space, setting, and style of a Midwestern midsize downtown commercial district developed and continually redeveloped from the mid 19th century through the mid 20th century. Some buildings exhibit excellent integrity of design. Other buildings retain fair to very good integrity, contributing via massing and streetscape continuity.

Setting: Overall the integrity of setting is good to fair, depending where in the district one is standing. The character of the district remains intact. Sidewalks, streets, and alleys remain in place and operational, as is the elevated train track and viaducts. The removal of commercial buildings outside the Historic District boundaries, particularly to the east and south of the district, began during the period of significance. Some building loss has been mitigated to a degree within the last decade by construction of sensitively designed infill mixed-use development that retains the historic building profile of the greater downtown area.

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Materials: The integrity of materials remains good to excellent. Buildings within the Historic District retain character-defining features and historic fabric including decorative brickwork, stonework, and terra-cotta; cast-iron storefront systems with columns and at least one sleek structural glass storefront; and decorative cornices and parapets. Missing cornices, upper-level window changes, and storefront window and entrance doorway remodeling have resulted in loss of some historic fabric—although some of these changes should be considered historic given that they occurred during the period of significance. Other changes are cosmetic, with cover-up materials merely obscuring original materials.

Workmanship: The integrity of workmanship is good to excellent. The craftsmanship of the district is largely that of masons who neatly laid brick and applied terra-cotta, with tidy fenestration openings, decorative inlaid patterns and detailing on parapet walls, as well as some detailed carved stone elements. The craftsmanship of stoneworkers is represented in masonry buildings featuring carved, rusticated, and chiseled stone walls and architectural elements.

Feeling: Collectively, the buildings within the district portray the neighborhood's commercial, governmental, social, recreational, domestic, rail-related transportation, and limited industrial heritage through the decades—and reflect the continual evolution of a midsize Midwestern downtown. Architectural details on the retail buildings and streetscapes within the district continue to express the unique historic character of the area and help visitors to experience the history and importance of the Davenport Downtown Commercial Historic District as a distinctive place of retail shopping, finance, and entertainment with offices and residences in upper levels.

Association: Viewed together, the buildings retain a high degree of association because the surviving physical features and streetscapes, which directly connect visitors to the history of the Historic District as the main center for commerce, finance, communications, local government, and entertainment and social outlets, , located in the shadow of the elevated train tracks. The buildings represent some of the best and/or rare-surviving works by Davenport architects as well as some out-of-state firms. Due to a new generation of building owners, merchants, and residents, the Historic District is undergoing a retail and housing renaissance: Once again, the streets bustle with pedestrians, cyclists, and automobiles on their way to places within the district that continue their historic uses mainly as storefront retail establishments with upper-level offices and residences, as well as finance, government uses, and some entertainment venues. Rail transportation is also still represented through the continuously used elevated train tracks.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

- ☐ A Owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

COMMERCE

SOCIAL HISTORY

ARCHITECTURE

Period of Significance

1853–1968

Significant Dates

1853

1968

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation (if applicable)

Architect/Builder

A.S. Graven Inc.

Arnould, A.A.

Bank Building and Equipment Corp.

Birtness, J.G.

Central Engineering Co.

Childs & Smith

Clausen & Burrows

Clausen & Clausen

Clausen & Klein

Clausen & Kruse

Clausen, F.G.

D.H. Burnham & Co

Dougher, Rich & Woodburn

Ebeling, Arthur H.

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Architect/Builder (cont.)

Fuller, George A.

Galante Architecture Studio

Gartside, B.W. Jr.

Graham, Anderson, Probst, and White

Hammett, Edward S.

Hanssen & Harfst

Hanssen, Gustav

Harfst, Deat J.

Hoggson Bros.

Jobst, George J

John Soller & Son

Kruse & Parish

Lundoff-Bicknell Co

McCarthy Improvement Co.

McClelland, T.W.

Morrison Brothers

Muesse, Howard

Neuenhaus, Gerhard

Osborn, C.E.

Peters, John

Phillips, Harry W.

Priester Co.

Priester Construction

Rapp and Rapp

Richard C. Rich and Associates

Ross, John W.

Schaefer, Henry

Schindler, Rudolph

Sievers, Jasper

Steward-Robison-Laffan

Stone, Edward Durrell

Struck & Jaeger

Struve, William

Temple & Burrows

Temple, Burrows & McLane

Temple, Seth J.

Tri-City Construction

Tunnichliff Construction Co.

Walsh Construction Co.

Walsh-Kahl Construction Co.

Weary & Alford Co.

Whittaker, J.H.

Wilke, Gustav

Woodburn & O'Neil

Zimmerman, Saxe & Zimmerman

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Statement of Significance

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations).

The Davenport Downtown Commercial Historic District is locally significant under Criterion A for Commerce, and Social History. The Historic District also is locally significant under Criterion C for Architecture. The downtown commercial district represents the growth of the City of Davenport as the leading commercial district serving the Iowa–Illinois Mississippi River region known as the “Tri Cities” and later the “Quad Cities.” Overall the Historic District provides a rare-surviving grouping of mid-19th-century through mid-20th-century commercial, social, architectural properties in Davenport. The district’s building stock includes locally rare-surviving examples of building types and styles in an evolution of architectural styles and responses; also included is the 1901-1903 elevated train tracks that facilitated commerce and allowed commercial business district traffic to pass unimpeded beneath the elevated tracks. Criterion A–Commerce is represented via office buildings, financial institutions, department stores, specialty stores, auto-related commercial buildings, restaurants, hotels, theaters, newspapers, light industrial facilities some of which had sales functions, investment apartment buildings, and rail-related resources that illustrate the commercial importance of the Historic District. Commerce-related transportation is represented via rail-related resources including the elevated C.R.I&P. rail tracks with viaduct bridges that allowed traffic to flow beneath the busy train tracks above, as well as the building used as a storefront interurban depot for several decades; goods were shipped via interurban as well as passenger travel. Criterion A–Social History is represented by extant social and fraternal halls, Eagles Danceland auditorium, fraternal clubhouses, Davenport Public Library as a community gathering place, and the St. Anthony Catholic Church Complex where a variety of organizations have met including anti-vice efforts that led to closing 24-hour saloons and other vice in the early 20th century and mid 20th century civil rights support that culminated in a prominent 1963 protest march that began at the church. Selected buildings are significant locally via Criterion C–Architecture as intact examples of the work of locally significant or nationally significant architect, or artistic renditions of influential architectural styles applied to downtown commercial buildings. The architecturally significant buildings include a number of civic and semi-public buildings clustered along 4th Street, a pattern set into motion with the Town of Davenport’s co-founder Antoine LeClaire philanthropically donating two square blocks in the 1830s, one for a courthouse square and the other for a church square for St. Anthony’s on W. 4th Street, both of which have been continuously used as such. The period of significance is 1853, the date of the earliest resource in the district, to 1968, the year of the last major governmental building project within the Historic District during the 20th century and the year of closure of the downtown C.R.I&P. elevated passenger depot in downtown Davenport. The year 1968 also is the year prior to the Quad Cities’ second suburban-style shopping mall was announced, which spurred additional development oriented toward Interstate 80 (substantially completed across Iowa in 1966) some two miles north of downtown, which accelerated loss of retail businesses downtown along with other changes in downtown development.

There are 33 previously listed resources: Central Fire Station; Central Office Building; City Market; Davenport Bank & Trust; Davenport City Hall; Davenport Hotel; Democrat Building; Donohue Building; F.T. Schmidt Block (Building); First Federal Savings and Loan Association Building; First National Bank Building; Forrest Block; (H.E.) Ficke Building; Henry Berg Building; Hibernia Hall; Hotel Blackhawk; Hotel Mississippi–RKO Orpheum Theater; Kahl Building; (M.D. Petersen Estate) Building (202 W. 3rd St.); M.L. Parker Company Building; Old City Hall (Oxford Flats); Philip Worley House (and Charles Worley Livery) (2 resources: house and livery); Putnam Building; Renwick Building; Scott County Jail; St. Anthony’s Roman Catholic Church Complex (3 contributing resources: church, school, and rectory addition); Union Savings Bank and Trust Co. (Union Arcade Building); United States Post Office and Court House; Wupperman Block/I.O.O.F. Hall.

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Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

(Iowa SHPO Additional Instructions: For properties not nominated under Criterion D, include a statement about whether any archaeological remains within or beyond the footprint of the property were assessed as part of this nomination under the subheading **Archaeological Assessment**.)

Commercial Background: Community Building, River Transportation, and Commercial Development of Davenport, 1830s – 1840s

Early Plats in Davenport: Davenport began in 1836 as a Mississippi riverfront town established in the recently surveyed Black Hawk Purchase within the Iowa District of the Wisconsin Territory, opposite the military Fort Armstrong located on the Rock Island (now Arsenal Island, Illinois). Part of Davenport's commercial business district (and the western half of the Historic District) was platted by a group of land company stockholders that included George Davenport, whose name graces the city, and Antoine LeClaire, a French-Indian interpreter, lawyer, and speculator, the first plat laid out three park squares, a public levee, and 36 gridded blocks plus six half blocks, all oriented toward the river. The plat extended from Harrison Street west to Warren Street, and the public river levee north to today's Seventh Street.

In 1837 the territorial legislature established Scott County and provided for an election to determine the county seat, with Davenport one of the competitors (the county was named for General Winfield Scott, presiding officer at the signing of the peace treaty ending the Black Hawk War). In 1838, Iowa became a separate territory upon Wisconsin becoming a state, and Iowa statehood followed in 1846. (Wilkie: 32-33; Svendsen et al.: 1-2) During a competition for the county seat that extended 1838 through 1840, LeClaire and Davenport donated one of their plat's park squares for a public courthouse square, helping to secure the county seat in Davenport. The county seat status brought additional commercial opportunities to Davenport that helped the business trade increase rapidly during the 19th century through the mid 20th century. (Svendsen et al.: 1-2-1-4)

After a slow start to lot sales due to title uncertainty, beginning in 1838 LeClair platted additions to the east on a reserve of land with clear title. (LeClaire had been granted the land while he was official American interpreter for the 1832 Black Hawk Treaty, which ended the Black Hawk War and turned over most of the former Sac and Fox land to the United States Government.) LeClaire set aside a "Church Square" to the Catholic Church in his 1838 1st Addition, and donated both the land and the funds toward the building of the first Davenport church, St. Anthony's, as well as providing assistance to other denominations. St. Anthony's provided an early important civic meeting place. The newly founded county held the first Scott County District Court at St. Anthony's Church in 1838, an example of the community use beyond religious purposes that St. Anthony's Catholic Church Complex has played during the Period of Significance. Both the courthouse and church squares are located along W. 4th Street and continue to be used for their original governmental and church/civic uses. (Svendsen et al.)

Commercial Back Ground: Transportation Drives Commerce, Davenport as a Regional Commercial Center, 1850s – 1960s

River traffic and the status as the state's first city to have railroad service in the 1850s placed Davenport at a national crossroads of trade, attracting a greater share of commercial, industrial, and residential growth than most other Iowa communities at the time, as noted by historian Sharon Wood. (Wood: 10; Federal Writers: 213) For a century, three key rail-related forms of transportation connected through Davenport—railroads, streetcars, and later interurbans—providing crucial transport of raw and finished goods, as well as passenger travel. Thanks to a century of sustained rail transport and early-20th-century highways, Davenport increasingly became a jobbing center, distribution point, and diversified manufacturing location, with a mix of local industries and branch factories for national corporations—which influenced the general commercial health of the city and the banking sector.

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The earliest commercial and industrial development occurred along the Davenport riverfront. Ferries landed at Main Street and steamboats from St. Louis brought passengers, cheap bulk goods, and commerce. But railroads would revolutionize Davenport's role as a gateway to the west and reshape the commercial and industrial riverfront. In the 1840s, Davenport promoters began investing in the bringing of a rail line from Chicago to Rock Island, Illinois. Re-chartered as the Chicago and Rock Island Railroad, it was completed to the Mississippi River in 1854; Davenport lawyer and jurist Judge James Grant became president of the company. A private bridge company formed in 1853 to build the first rail bridge to cross this segment of the Mississippi River, the Rock Island Arsenal Bridge, completed in 1856. (Svendsen and Bowers 1982: 3-1-3-2)

Meanwhile, in 1852 LeClaire and other Davenport residents, joined by the City of Davenport and Scott County governments, invested in building a rail line from Davenport west across Iowa to Council Bluffs, Iowa; first incorporated as the Mississippi & Missouri Railroad Company, the line merged with the Rock Island Railroad after the Civil War to become the Chicago, Rock Island & Pacific Railroad—with Council Bluffs and transcontinental connection to California from Omaha both reached in 1869. (Wood: 10) Other railroads followed in Davenport and the Illinois side, opening additional avenues for trade while decreasing importance of river traffic. Historians Marlys Svendsen and Martha Bowers, in their 1982 *Davenport, Where the Mississippi Runs West: A Survey of Davenport History & Architecture*, documented how Davenport's geographical location afforded it a competitive advantage that would lead it to become a regional hub: "Illinois communities opposite Davenport were favored with similar transportation advantages, but Davenport's location on the western side of the Mississippi proved a special aid. With the tide of settlers moving from east to west it was logical and economical to unload supplies and people closer to the area of expansion." (Svendsen and Bowers 1982: 1-4) According to Svendsen et al.: "Construction of the various railroads between 1865 and 1900 caused significant changes for Davenport.... [T]he railroad construction boom caused local land values to soar, commerce and industry to expand and compete more vigorously.... Davenport's position as a regional center was enhanced. Business from western communities funneled into the city from both the main line and branches.... Davenport became the place for consolidating and warehousing shipments and for farmers to gather to market their products." (Svendsen and Bowers 1982: 3-5) As noted by Svendsen and Bowers, Davenport's location at the boundary between east and west continental railroad rate structures allowed businesses to ship either direction at cheaper rates, giving local wholesalers in lines such as tobacco and cigars, dry goods, and hardware an advantage over interior Iowa and Illinois cities. (Svendsen and Bowers 1982: 5-3)

Historically, rail and vehicle traffic have flowed into downtown Davenport over a series of bridges since 1856 located east of the central business district. As the rail hub on the west side of the Mississippi River, Davenport was considered a gateway to the West. This opened up opportunities for wholesaling, distribution, and even commerce to Gold Rush miners traveling to California in the mid 1800s. The current bridge, the Government Bridge, dates to 1896 and remains open and is the oldest surviving Mississippi River rail crossing in the Iowa-Illinois region, connecting at E. 2nd Street in Davenport. The first-generation wood Rock Island Arsenal Bridge, built in 1856 east of the current Government Bridge, was the nation's first permanent rail bridge across the Mississippi River, and its presence led to steamboat companies suing over its presence; attorney Abraham Lincoln represented the M&M and Rock Island railroads. Government Bridge traffic congestion led Congress in 1895 to authorize the War Department to build a larger bridge, with double lanes as well as the double deck. Designed by Chicago engineer Ralph Modjeski, the remodeled substructure with new superstructure was completed in 1896. (Moy and Karłowicz: 89; HAER 1968; HAER 1985: 1-5) From the 1850s through the mid 1930s, the Government Bridge provided the only rail/vehicle/pedestrian entrance point into the City of Davenport from Illinois, aside from ferry and barge. In 1898, the bridge averaged 5,000 people a day in good weather, via streetcar (190 streetcar trips), horse-drawn vehicles (about 1,200 teams), and by foot (more than 3,200) — excluding passenger trains. (*The Davenport Democrat*, "Items in Brief," October 7, 1898: 1) In the 1930s, motor traffic on the Government Bridge averaged 9 million vehicles a year; in contrast, the Iowa-Illinois Bridge only saw 600,000 vehicles its first year. (*Quad-City Times*, "Happy 60th, Centennial

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Bridge,” July 11, 2000: B1) This traffic combined with other rail traffic brought great numbers of residents of Iowa and Illinois through the Davenport commercial business district.

After 1900, railroads improved upon existing systems, with the 1901-1903 downtown elevated tracks for the C.R.I.&P. being an extraordinary example. With heavy rail traffic coming and going across the Government Bridge and passing through the commercial business district, and due to connections with Davenport business interests, C.R.I.&P. offered to elevate the double tracks (later expanded to triple tracks) that passed through the central business district as it had done in Chicago. Newspaper coverage the 1900 elevated track proposal details pros and cons of building a structure on the northern end of the business district. The Davenport City Council in November 1900 read a draft ordinance to permit the CRI&P to build concrete-retaining walls supporting elevated tracks along Fifth Street between Perry and Western streets, with double-track viaducts supported by metal pillars at Perry Street, Brady Street, Main Street, Harrison Street, and Ripley Street with specific instructions on street grading; vacation of Scott Street; steel structure to allow traffic through the Perry-Brady alley; and a new elevated depot between Main and Ripley streets. Protests were also given, particularly for property owners along 5th Street who likened the elevated track to a “Chinese wall” and from St. Anthony’s church about condemnation of church land for the elevated track. (*Daily Leader*, “Track Elevation,” November 14, 1900:6) The elevated track ordinance passed in winter 1901, and construction began later that year. (*The Daily Times*, “An Important Meeting,” February 7, 1901: 4; “Railway Notes,” August 27, 1901: 4)

In 1902, a newspaper reported that other Iowa cities were now looking at the benefits of elevated tracks, summarizing the win-win benefits for the railroad and city: “It would enable the company to make station improvements that would soon greatly need, to make fast time through the city without danger to life and limb, and to meet those needs at a time when the improvement would not be costly. On the other hand, it would do an even greater favor to Davenport by taking the surface road off the street thus relieving people from railroad blockades of principal streets, with all the resulting dangers involved.” (*Quad-City Times*, “They’re After Us,” September 17, 1902: 8) The final retaining wall work was completed in 1903. As part of the new elevated tracks was a new elevated depot (nonextant). Previously the depot had been located at street-grade at Perry and Fifth streets (nonextant); the new C.R.I.&P. elevated depot sat above 5th Street between Main and Harrison streets and operated until closure in 1968.

In the 20th century, CRI&P was the only Iowa railroad which had both north-south and east-west transcontinental service. (Thompson: 172-173) The elevated depot was a hub of 24-hour activity, as a 1912 snapshot demonstrates: 30 passenger trains, six freight trains, and two local passenger trains every 24 hours operated during 1912, and three competing rail lines saw additional passenger and freight traffic. “[F]ew argue over the fact that it was the creation of the Quad-Cities as a great railroad center that welded this area into a mighty industrial and commercial center,” opined the *Quad-City Times*, successor to the *Times-Democrat*, in 1968 at the closure of the “Rock Island Depot” and passenger rail service in Davenport, (*Quad-City Times*, “It’s Here, It’s Here, the Iron Horse,” October 16, 1968: 1D)

The elevated tracks remain active, with rail lines operated by Iowa Interstate Railroad continuing to traverse streets on through plate girder bridges and steel stringer bridges over alleys (one alley bridge remains extant, at least one other has been infilled). Also, the downtown Davenport historical pattern of hotels clustering near rail lines demonstrates the architectural response to rail transportation and those remaining hotel buildings help convey the importance of rail transit in Davenport.

Davenport also was served by streetcars and also interurbans, which ran over the streets. Five street railway companies constructed lines in the Davenport area, with lines running on east-west 3rd St. starting 1869 and north-south Brady Street in 1870, among others. Street car electrification was completed in 1890, one of the first to be electrified in the country. Tri-City Railway and Light Company formed in 1895, controlled by the United Light and Railway Company of Grand Rapids, Michigan; it continued earlier service across the

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Mississippi River to Rock Island and Moline, providing easy access for Illinois customers to shop, play, and otherwise spend dollars in Davenport. In 1904 another streetcar line began running on east-west 4th St. (Thompson: 116) Broadly, development of business blocks on these streets pays homage to the streetcar lines; no resources beyond the streets themselves have been identified. The interurban Iowa and Illinois Railway ran a 33-mile route from Davenport to Clinton, Iowa; a Davenport to Muscatine route began in 1912. At its peak during the 1910s, 15 daily trains ran from Clinton to Davenport and 12 between Davenport and Muscatine. Passengers boarded from city streets. (Thompson: 127) The I&I Depot operated in a storefront at 216 Brady St. from circa 1904 through the early 1920s.

With so much traffic entering Davenport through both bridges, the business community responded with an ever-evolving mix of commerce that served not only Davenport but also Illinois residents and businesses. Also during the early 20th century, local business leaders advocated for Davenport as the starting point for highways across Iowa, including the Davenport-to-Council Bluffs River-to-River Road and Great White Way road, bringing early auto and truck traffic into the business district. (*Quad-City Times*, "The Davenport Plan," January 27, 1914: 6)

In summary, the C.R.I.&P. Railroad's strength provided an influx of goods, raw materials, and people traveling to, from, and through Davenport east to Chicago and west to California during the Period of Significance; in the early 20th century Davenport also became the easternmost point on various highways across Iowa. This transportation nexus assisted Davenport in developing into an important distribution point, financial center, and retail and light industrial innovator.

Significance: Criterion A – Commerce

The Historic District is significant locally in the areas of Commerce with commercial and related development initially clustered near the riverfront, with 2nd Street and cross streets developing a strong retail tradition, 3rd Street and cross streets developing offices, financial institutions, entertainment, and some hotels, 4th Street and 5th Street and cross streets developing government and institutional uses, as well as social and fraternal organizations, and apartment buildings. The types of commerce initially focused on dry goods, groceries, specialty stores, wholesale goods including liquor, banking, and hotels, and light industrial including wood planning, and manufacturing of carriages and plows. In the late 19th century and early 20th century, the commercial mix expanded to include host of locally owned business, including fashionable department stores such as J.H.C. Petersen's & Sons and M.L. Parker, travel- and convention-oriented hotels such as Hotel Dempsey and Hotel Blackhawk, vaudeville and movie theaters including the Star Theatre and larger RKO Capital and Orpheum theaters, farm implement and auto dealerships for national brands including McCormick Harvesting/International Harvester and Cadillac, and banks from the small Morris Plan office to the large American Commercial/Davenport Bank & Trust and the Bechtel Trust/First Trust & Savings. Light industrial uses within the central business district shifted as carriage works, plow works, and planing moved out, making way for cigar making, auto service, printing, and construction trades. Architectural historians David Gebhard and Gerald Mansheim describe the city's commercial success as such: "From its beginnings Davenport was both fortunate and aggressive in its economic development.... By the seventies (1870s), the city was a major railway center for both east-west and north-south traffic. From its earliest years the city also profited by its proximity to the industrial cities of Moline and Rock Island across the river in Illinois." (Gebhard and Mansheim: 65) Davenport parlayed its advantages into a regional commercial center that drove the city's economy, as described in a 1930s chapter on Davenport in a guide to Iowa written by the Federal Writers' Project of the Works Progress Administration: "The city has many and varied industries, but it is noted chiefly as a shopping and trading mart. Second and Third Street shops cater to the farming and small-town people on the Iowa side and also attract shoppers from the larger centers on the Illinois side, for the Tri-Cities constitute a closely-knit community with a large interchange of business." (Federal Writers: 212)

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Figures: Left: The stone shop for Hager carriage works was advertised as new in 1857. (*Daily Iowa State Democrat*, July 27, ad Hager & Co, 1857: 1) Right: St. Charles Hotel advertised its 1867 opening. (*Daily Davenport Democrat*, August 29, 1867: 1)

1850s: The pioneer city saw its population double every few years during the 1850s, from nearly 2,000 in 1850 to more than 11,000 in 1860. "By 1850, a boom mentality infected the city. The rapid influx of German and Irish immigrants and the accompanying commercial expansion encouraged real estate speculation and dreams of becoming a big city," note Svendsen and Bowers. (Svendsen and Bowers 1982: 5-1) The 1850s commercial and related construction saw vernacular frame, stone, and brick construction, although the few extant buildings are of stone or brick, few pre-Civil War buildings remain extant in the central business district. The 1857 financial panic slowed the pace and led to some business failures. Even still, by 1858, the city boasted about 400 retail operations; the solidly constructed 1859 Italianate Wupperman's Block (508 Brady St.) with its double storefront and upper fraternal lodge hall is the oldest storefront building within the Historic District. The stone G. Hager & Co. Carriage Works (rear of 312 W. 3rd St.) is the oldest commercial-related building within the Historic District and represents manufacturing facilities that also sold its products; an 1857 advertisement for George Hager Carriage Manufacturer states: "New Carriage Manufactory. George Hager, formerly in company with A. & G. Woerber has now associated himself with Charles Griesel, in the new stone shop on Third between Harrison and Ripley streets, where they are prepared to manufacture to order all kinds of Carriages, Buggies, Spring Wagons, &c." (*Iowa State Democrat*, August 1, 1857: 1)

1860s: Due to the railroad and river traffic, by the 1860s Davenport had become a notable city on the Mississippi, although smaller than Dubuque and St. Louis. Its population grew from some nearly doubled to about 19,000 during this decade. (Svendsen and Bowers 1982: 1-4) The Civil War brought prosperity to Davenport as it was named the state's military headquarters. Changes in state and federal banking regulations ushered in a new era of banking with stabilized lending and monetary supply; the First National Bank of Davenport became the first bank in the country chartered under the National Banking and Currency Act of 1863. (Christensen: 279) Although no bank buildings survive from this era, successor institutions would go on to flourish and build grand banking facilities in later decades. (Svendsen and Bowers 1982: 5-3-5-4; Richter, January 9, 1921: 3+) New hotels opened in the city, with the 1867 Italianate St. Charles Hotel (302 W. 3rd St.) being a rare-surviving early extant example (it is missing its cornice but otherwise appears intact). Mathew Reilly (sometimes misspelled Riley) constructed the 3-story red brick Italianate building for \$10,000 for use as St. Charles Hotel and boarding house; he continued the operation for about two decades. Saloon and billiards operated on 1st floor; hotel on 2nd and 3rd stories. (*Daily Davenport Democrat*, "Improvements on

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Harrison Street," May 9, 1867: 1; November 16, 1867: 1) As of the 1950 Sanborn map, the 1st story had five storefronts and the upper stories were occupied by a hotel, as were the adjoining upper stories of 312 W. 3rd St., demonstrating long-time use. The Philip Worley House with attached doctor's office demonstrates the early location of housing close to the commercial core.

1870s: In the 1870s, population growth (to a high of nearly 22,000) and commercial growth continued, despite the financial panic of 1873. (Svendsen and Bowers 1982: 1-5, 5-3) The 1870s saw Italianate-style construction, with mainly two- and three-story buildings surviving; few buildings from this era remain extant in the central business district. The 1870 Hender Hardware Building (217 Brady St.) is a rare-surviving well-designed (likely by an unknown contractor) Italianate 3-story masonry storefront that housed Hender's stove and hardware store, two entrances to upper stories (originally 2nd floor offices and 3rd floor flats), and a side basement entrance located on the side alley. (*The Daily Times*, "Walter Hender & Sons," March 1, 1888: 16) The 1874 Henry Berg Building (246 W. 3rd St.) offered a similar set up, with highly decorative stone window hoods contrasting with the red brick walls setting apart Berg's gunsmithing operation. (*Daily Davenport Democrat*, "Handsome Improvement: Henry Berg to Erect a Block of Stores..." February 17, 1874: 1; *The Daily Times*, "Still an Active Gunsmith at 77," April 21, 1951: 19) The 1877 red brick Italianate Forrest Block (401 Brady St.) demonstrates the rapid expansion of commercial activity into former residential areas and again with enduring construction: politician and developer John Forrest redeveloped his personal homestead where he resided for 33 years into a 3-story double Italianate business block with upper rental halls. (*Quad-City Times*, "Improving Fourth Street," May 24, 1888: 1) The founding of J.H.C. Petersen's dry goods store in 1872 has been noted as the most important retail development of the decade; Petersen quickly moved into wholesaling along with developing a retail chain of stores that continues today (Von Maur department store). Davenport Plow Works founded in 1871 experienced boom times before decline and demise in the mid 1880s. Another 1870s light industrial building that remains at the edge of the commercial district is the U.N. Roberts & Co. Block, used by the planing company before it moved outside of the central business district to larger quarters. The 1873 brick City Market quickly proved unsustainable, perhaps due to the proximity to the railroad tracks (noted to have frightened the horses of farmers); it was soon after converted to a calaboose. (Christensen: 273-272)



Two-car train in downtown Davenport.
(Courtesy: Iowa Edison Gas & Electric Company)



Figures: Right: Circa 1915 view of interurban running on Brady Street with 1870 Hender Hardware, site of Iowa & Illinois Interurban depot at right. (Thompson: 129) Left: Circa 1880s view of Davenport Plow Works, 316 and 314 W. 3rd St. Courtesy of Putnam Museum.)

1880s: During the 1880s, continued German immigration helped boost the city's population to nearly 27,000 by the decade's end. The 1890 census showed about a quarter of the residents of Scott County to be of

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German natives. (Svendsen and Bowers 1982: 1-7) Commerce grew, too, with wholesaling increasing due to cheaper rail shipping rates for Davenport businesses due to the continental railroad rate boundary at the Mississippi River. New bank charters occurred in the 1880s and 1890s, that helped the commercial environment. (Svendsen and Bowers: 1-5, 5-3, 5-4) However, some manufacturing that had boomed in earlier decades bottomed out, with Davenport Plow Works/Globe Plow Works shuttered and the large Woeber Brothers carriage works transferred to Denver. The 1880s saw Italianate-style construction, mainly two- and three-story buildings remain extant; few buildings from this era remain in the central business district. The 1882 Charles Worley Livery (425 Brady St.) is a simple Italianate 2-story brick semi-attached livery with three segmental-arch-top windows on upper story built by Charles Worley adjoining his childhood home. (David Cordes, ISIF, 2014) Between 1887-1889, laundryman and shirt maker C. Cruys built an Italianate brick commercial building for his business C.O.D. Laundry and tenants (112 W. 3rd St.) and added a third story in 1889. (*Davenport Weekly Republican*, brief, August 10, 1889: 1; *Davenport Democrat*, "New Barber Shop," January 19, 1890: 5) And Forrest built a large addition to his Forrest Block (112-114 E. 4th St.) making it one of the largest mixed-use buildings in the downtown; design attributed to Clausen. (Newspaper coverage did not list contractors or designers.)

1890s: The 1890s saw population growth to more than 35,000 that came not primarily from European immigration but from growth of jobs luring workers such from rural Iowa and Illinois, as well as Easterners. (Svendsen and Bowers 1982: 1-5, 5-3) The influx of residents sparked an overall building boom, despite the 1893 panic that slowed construction nationally. As the century turned, new construction included downtown apartments, as noted by *The Daily Times* in 1899: "The era of the flat building and of the apartment house is upon us. With our increasing population they have become a necessity. Easterners moving into this city with their families much prefer the uncomfortableness and crampedness of a downtown flat than the freedom of a dwelling in a remote part of the city. The influx of population must constantly increase instead of diminish, and this by the grace of the new [Government] bridge... will come factories and with them artisans and operatives while the manufacture of small arms [at the Rock Island Arsenal] must employ thousands from outside cities...." (*The Daily Times*, "Some Observations," March 25, 1899: 13) New banks entered the marketplace such as the Farmers' and Mechanics' Savings Bank (218 Harrison Street), begun in 1892 in leased quarters and in 1897 completed construction of its own Richardsonian Romanesque bank building designed by noted local architect John W. Ross, who also designed the 1895 Davenport City Hall Building. (*The Davenport Weekly Leader*, "A New Bank Building," July 10, 1896: 1) The city held a national call for city hall designs, which brought the spotlight on Ross after his Richardsonian Romanesque design was selected. Ross may have had a hand in designing many of the fine but unattributed other extant Romanesque Revival buildings that remain downtown. The Scott County Jail (400 W. 4th St.), opened in 1898, is located across the street from city hall; the 3-story jail is also of stone in the Richardsonian Romanesque style and remains in use.

Existing businesses invested in more substantial buildings such as the 1892 J.H.C. Petersen's & Sons grand department store (121-131 W. 2nd St.), which would become the flagship for the successor department store Von Maur, which continues today. Davenport's own F.G. Clausen detailed a Richardsonian Romanesque 4-story department store of red brick, terracotta, and highly decorative brickwork modeled on Chicago architect Daniel Burnham's 1888 Chicago Rookery Building, which had been publicized for combining steel framing and large plate glass expanses with elaborate brickwork and Romanesque ornamentation. (Bowers and Svendsen, "J.H.C. Petersen Building," NRHP, 1983; *The Daily Times*, "A Great New Building," April 24, 1891: 4; *Quad-City Times*, "Proposals to Remove," January 13, 1892: 1; advertisement, October 7, 1892: 1; Bowers and Svendsen, "J.H.C. Petersen Building," NRHP, 1983) Also the 1893 Julius Eckhardt Building (305 Harrison St.), a Romanesque Revival 4-story masonry commercial building with Eckhardt's meat market on the first story and three upper levels of leased flats; Eckhardt continued at this location until his retirement in 1910. (*The Daily Times*, "Harrison Street Real Estate Sold," November 2, 1910: 14; "Obituary: Eckhardt," June 8, 1914: 7; *Quad-City Times*, "Oldest Butcher in City Retires," June 30, 1910: 12) The c. 1896 Donohue Building (114 W. 3rd St.) calls attention to the Davenport Water Company, founded in 1872 with an exclusive franchise from the city. The company efficiently provided water and received a renewed franchise in 1889. (Christensen:

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304-305) Company president James P. Donohue remodeled an existing building on W. 3rd Street in the Romanesque Revival style for the utility corporation.

Wholesaling also expanded, with the 1895 F.T. Schmidt & Son wholesale liquor house (115 E. 3rd St.) being one such extant example finely detailed in Richardsonian Romanesque on a smaller scale building; it included tenant space on upper levels. An industrial history of Scott County notes that near the end of the 19th century, the county, with operations centered in Davenport, supported 150 some wholesaling firms. Also during this era, national companies began to have a growing presence, such as the McCormick Harvesting Machine Company agricultural equipment dealership that found a home in the 1899 H.E. Ficke Building (307 Harrison St.) showroom. (*Quad-City Times*, "Getting Planted," November 1, 1899: 4; city directories) Owner Henry E. Ficke, a Hamburg, Germany, native and farm implement dealer, built nine flats on the upper three stories. *The Daily Times* noted it as one of seven new "flat buildings" (apartment buildings) being constructed in 1899 near the central business district, with more needed to provide up-to-date family accommodations for the city's growing population. (*Davenport Weekly Republican*, "Ficke Building," February 4, 1899: 5; *The Daily Times*, "Some Observations," March 25, 1899: 13) The property remained in the Ficke family for more than five decades. (*The Daily Times*, "Close Pool Hall After 50 years," July 1, 1950: 9)

1900s: The turn of the century witnessed Davenport continue as the dominant of the three Tri-Cities in population (Davenport reached 43,000 population by decade end), commercial growth, and local finely designed and built architecture. Downtown buildings of taller heights appeared, and revival styles that took cues from Chicago architecture appeared. New buildings appeared farther north from the riverfront. The 1906 Beaux Arts-style Commercial Club's clubhouse at W. 4th and N. Main streets and the 1907 classical-styled Davenport Hotel across the street provided modern amenities that appealed to businessmen and business travelers. The 3-story Commercial Club would become a powerful voice for continued business district improvements through the 20th century, becoming the chamber of commerce. (*Quad City Times*, "Authorized a Contract," February 23, 1906: 10) The Renaissance Revival 6-story Davenport Hotel (324 Main St.) included retail storefronts along 4th St. In 1905, stockholders incorporated the Davenport Hotel Company to build a modern hotel roughly equidistance from the two passenger depots; the hotel highlighted its steel and concrete fireproof design, dining room, rooms most with private baths, and 6th-floor convention hall. (*The Daily Times*, "Ready to Start on Steel Work," July 12, 1906: 4; "Davenport Hotel Observing 25th Birthday," November 3, 1932: 6) Hotels and theaters were two important downtown Davenport early 20th century property types; the oldest extant theatre building in the Historic District is a double storefront that was home to the Star Theatre (222 Harrison St.) from 1909 to 1946. (City directories)



Figures: Left: Schricker Flats were celebrated for their modern amenities. (*Quad-City Times*, August 13, 1905: 6) Right: The Davenport Hotel and Commercial Club were popular postcard images in the early 1900s and

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1910s. This view looks south down Main Street; St. Anthony church square to left, Commercial Club to right, with W. 4th Street crossing, and next block has old Carnegie library (nonextant on left) and Davenport Hotel on right. (Postcard from collection of Jennifer James)

The 1900s saw a number of redevelopment projects, as new construction replaced fire-damaged buildings such as the 4-story Renwick Building rebuilt in 1901 by sisters Margaret and Rebecca Renwick for a furniture store tenant (324 Brady St.) as part of their commercial investment properties. (*The Daily Times*, "The contractor for the erection of the Renwick building..." May 16, 1901: 5; "Big Store Opens," October 12, 1901: 5; "Aged Member of Old Family is Called to Rest," August 13, 1919: 16; *Quad-City Times*, "Rebecca Renwick Estate Valued at \$148,881.65..." January 29, 1933: 10) The Renwick Building fire also damaged neighboring buildings, leading to reconstructed Winecke Block (tailor shop, 318 Brady St.) and M.J. Eagal Building (grocery, 320 Brady St.), two owner-occupied businesses with additional leasable offices and flats. (*Davenport Morning Star*, "From Out of the Ruins," February 21, 1901: 7; "The Golden Eagal," December 5, 1901: 6) The Ferd Haak tobacco wholesaler and cigar manufacturer built new facilities west of the main central business district, after losing his factory to fire; his 1903 Davenport Leaf Tobacco Co. (319 Western Ave.) and Beaux Arts-styled showroom and cigar factory (527 W. 4th St.) was just a block from the new 1901-1902 Central Fire Station (425 W. 4th St.), which provided improved fire protection for the business district. (*Quad-City Times*, "Will Wait," June 11, 1901: 4; "The New Station," May 24, 1902: 5; *The Daily Times*, "Big New Factory Is to be Built," March 14, 1903: 4; *The Daily Times*, "In Possession of New Factory," November 19, 1904: 11)

The 1901-1903 elevated train track at 5th Street ended traffic jams caused by the frequent trains through the city, also increasing public safety as well as convenience. Another rail-related resource, the Iowa & Illinois Interurban depot and waiting room moved into the 217 Brady St. storefront c. 1904 and remained there until 1921; passengers boarded from the street. Other storefronts supported entertainment: the Star Theatre began operations c. 1909 in half of a double storefront (222 Harrison St.) Commercial-style 1-story masonry double storefront with elegant thin cast-iron storefront system and cornice. A movie theater operated there until 1947.

Buildings continued to be remodeled to update mid-19th-century buildings for the 20th century: the 1904 Central Office Building (224 W. 3rd St.), for example, reworked an 1860s Woeber Brothers carriage works plant into office suites, so successful that the owner doubled the size with a large 1907 addition of more office space. (*The Daily Times*, brief, May 27, 1907: 5) (*The Davenport Democrat and Leader*, "Cordes Building Is to Be Transformed," April 24, 1904: 5; *The Daily Times*, "Schiller Company has Grand Opening," October 24, 1904: 6) And the city sold the cramped 1850s Old City Hall (514 Brady St.) to John Ochs' Sons realty firm, which converted the building to six flats called the Oxford Flats. (*The Morning Democrat*, "The new engine house..." September 16, 1857; *Daily Leader*, "Oxford Flats," March 1, 1900: 4) Other apartment buildings such as the 25-unit Schricker Flats (401 W. 4th St.) replaced aging houses with up-to-date apartment units, which provided convenient housing for downtown employees and an important investment for marble and granite dealer John C. Schricker, who continued to manage the property until the 1950s. (*Quad-City Times*, "May Be Let During Week," April 30, 1905: 7; city permits; "Purchases Building," January 26, 1955: 9; "Revisiting Schricker's Glory Days," June 24, 2003: B1)

1910s: The 1910s saw the largest downtown construction boom of the 20th century, mirroring the city's largest population gain, totaling more than 56,000 residents by decade end. "World War I served as a catalyst for the city's population boom that occurred between 1910 and 1920. Thousands of additional workers found employment on the Government's Arsenal Island [accessed via the Government Bridge] and this spurred greater housing construction. Davenport acquired 13,000 new residents during the decade, bringing its total population to 46,727 in 1920. This decade of tremendous numerical gain has never been exceeded." (Svendsen and Bowers 1982: 1-5) The city's first low-risk skyscrapers arose, in part as a response to the limited available land within the commercial district due to the elevated train track, Mississippi River, and industrial development ringing it. Early low-rise skyscrapers included the 8-story Putnam Building (offices, 130

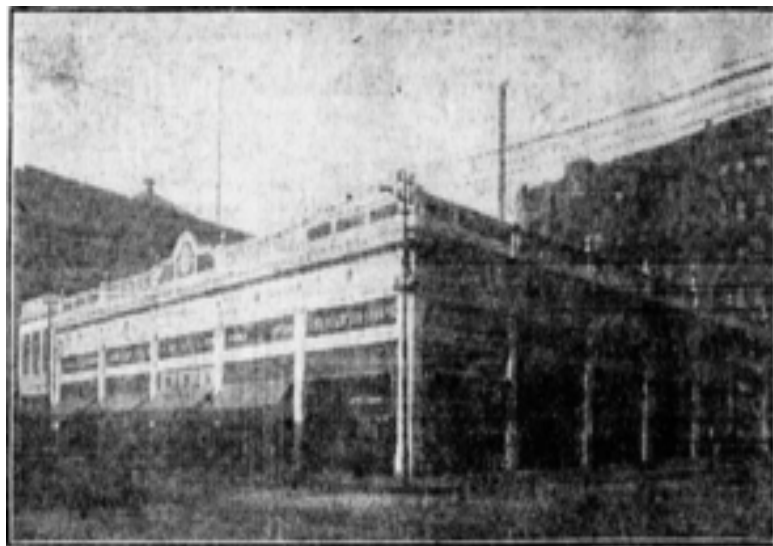
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W. 2nd St.) designed by Daniel Burnham's Chicago architectural firm and 7-story Hotel Blackhawk (200 E. 3rd St.) in 1915, then added onto in 1920-1921 to become 11 stories to attract conventions in the post-saloon era. (McCarley, "Putnam-Parker Block, 2011; *The Daily Times*, "Hotel Complete One Year After Blasting Began," February 17, 1915: 39; "To Enlarge Blackhawk," January 17, 1920: 7; "How Blackhawk Hotel Will Appear After Addition of Four Stories," May 11, 1920: 8) One of the last buildings completed during this decade, the Classical Revival 1919 Scott County Savings Bank (302 Brady St.) was built as 1-story skyscraper base with granite exterior and engaged pilastered framing tall windows as designed by Clausen & Kruse, intended to support 8 additional stories; but permission to build a skyscraper was denied by the federal government during WWI. (*Quad City Times*, opening ad, October 24, 1919: 21; "New Home of Scott County Savings Bank," October 24, 1919: 23; "25,000 Persons Are Received at Bank Home," October 26, 1919: 13)



Figures: Left: 1916 Janssen's Refreshment and Amusement House calls attention to the state prohibition that banned alcohol in 1916. (*The Daily Times*, "New Third Street Business House," December 30, 1916: 27) Right: 1916 M.D. Petersen Estate Building featured a dozen storefronts with large windows and terrazzo floors. (*Quad-City Times*, "Improvement on Northwest Corner Third and Main," December 31, 1916: 25)

Overall, financial institutions grew in prominence, claiming Davenport as the state's financial center and the "Richest City." (Svendsen and Bowers 1982: 5-3) Hotel construction increased as the city sought to attract trade conventions and travelers to replace vice that had flourished openly on the east end of the business district where prostitution, gambling, and 24-hour saloons were permitted until state vice laws tightened and included the 1916 state prohibition. Two smaller buildings that include finely detailed rendering are the 1916 Janssen's Refreshment and Amusement House (224 W. 3rd St.) with white terra-cotta façade hosted a "refreshment and amusement house" that opened the year that the Iowa prohibition began; it calls attention to the architectural response to the state prohibition. It adjoins a large multi-tenant corner storefront building, the M.D. Petersen Estate Building, which featured a dozen storefronts with large windows and terrazzo floors including a popular cigar store. (*Quad-City Times*, "Improvement on Northwest Corner Third and Main," December 31, 1916: 25)

During the same time as the state prohibition took effect, World War I hostilities toward Germany and Germans increased, forcing changes in Davenport's business community, which included many German immigrants, according to Steven Wrede's study of Americanization in Scott County between 1914 and 1918. (Wrede) At the time, up to one-third of Scott County residents were of Germanic heritage, four of Davenport's mayors between 1890 and World War I were German-Americans, and 80 percent of children in Davenport public schools were studying German. (Wrede: 633-634) Congress passed an Espionage law in 1917 that banned foreign language newspapers such as those in Davenport, and Iowa Governor William Harding in

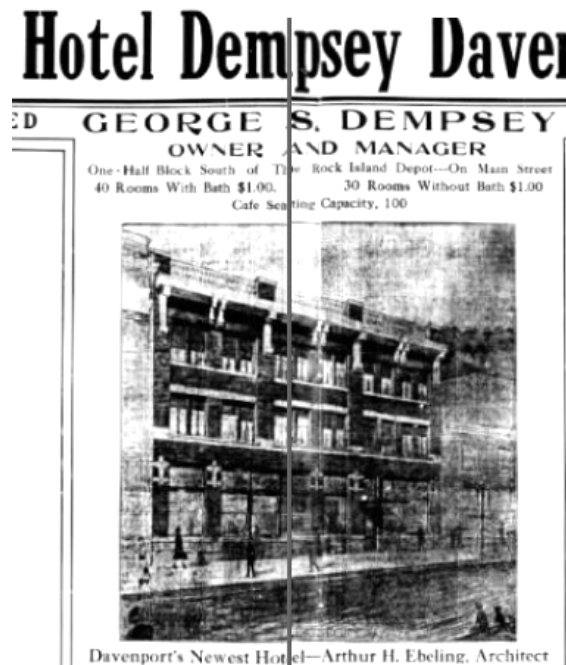
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1918 signed an English-only language proclamation. (Wrede: 627, 633) Rapid elimination of German language included banning German language instruction in schools and burning German language books, ending German church services, and banning German speaking in clubs. (Wrede) Germanic businesses had to take a pro-American stand or close. The German language newspaper *Der Demokrat* closed in 1918, and newspapers such as the *Davenport Democrat and Leader* took a strong stance on Americanization. (Wrede: 638) Other Germanic businesses changed their names and instituted English only policies in business transactions; for example, the powerful German Savings Bank, reputedly the state's largest bank, changed its name to the American Commercial & Savings Bank in 1918 and would go on to build the city's tallest building in 1928 (Davenport Trust). (Wrede: 628; *The Davenport Democrat and Leader*, "Will Chisel Out Name," November 19, 1918: 15)



Figures: Left: German immigrant Dorothea Runge built this 4-story retail with upper level apartments. (*The Daily Times*, *Dorothea Flats*, December 30, 1910: 14) Right: This ad attributes the Dempsey Hotel business to George Dempsey, but later newspaper coverage included George and Anna Dempsey as a husband-wife hotelier team. (*The Daily Times*, *Hotel Dempsey ad*, December 29, 1914: 8)

At least four extant 4-story masonry buildings from this decade demonstrate women successfully developing and managing commercial properties and businesses:

- 1910 Louisa Beiderbecke Building (111 W. 2nd St.), a 4-story specialty store which became home to the successful Abrahams women's clothing store that grew into a large national chain of stores. (*The Daily Times*, "Plan New Building on Second Street," March 23, 1910: 6; *Quad-City Times*, "New Store Will be Opened Soon: Beiderbecke Bldg. ..." September 12, 1911: 13)

- 1910 Dorothea Flats (311-317 W. 3rd St.), 4-story triple storefront with upper apartments, erected by German immigrant Dorothea Runge. (*The Daily Times*, "New Four Story Flat on Third," March 1, 1910: 6; "Old Resident of City Dies," January 13, 1915: 10; "Dorothea Flat Building Sold for \$125,000," October 2, 1919: 5)

- 1913-1914 Hotel Dempsey and Annex (410 Main St.), a 3-story Prairie Style masonry hotel designed by Davenport architect Arthur H. Ebeling. This independently owned hotel building is associated with the early-20th-century local hotel trade, demonstrating Davenport's importance for rail travel and trade conventions. Proprietors George S. and Anna Dempsey constructed the hotel in two stages, starting with 40

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rooms, adding 30 rooms in 1914. Located a half-block south of the Rock Island depot, it was formerly the site of the Cottage Hotel. The Dempseys advertised the hotel as modern and fireproof, constructed of concrete, brick, and steel. (*Quad-City Times*, "Hotel Dempsey is Enlarged..." December 29, 1914: 8; "George S. Dempsey, Hotel Man, Davenport Civic Leader, Is Dead," March 19, 1944: 1)

- Between 1917-1919 the Morris Plan Bank (Frey Apartments commercial space, 214 W. 4th St.) was headed by the only woman bank manager in the system, Lucy B. Milligan, until 1919. (*Quad-City Times*, "Manager for Morris Plan Bank Resigns," August 8, 1919: 5; city directories)

The rise of the automobile led to horse-powered transit liveryes and carriage-related buildings giving way to new auto dealerships and service centers. (Svendsen and Bowers 1982: 5-3) For example, the 1916 Thomsen Motor Co. garage (325 Harrison St., now combined with 223-227 W. 4th St.) a 1-story Prairie Style auto dealership garage that includes centered bifold garage door; reflective of the tumultuous early auto industry, the Mitchell dealership changed hands four months after opening and operated as Mitchell Car Co. of Davenport. (*Quad-City Times*, "Thomsen Motor Co. Will Build," March 9, 1916: 14) Overall construction trends saw Prairie Style, Commercial Style, and Classical Revival styles predominate, with Chicago architecture continuing to inspire local designs. The 1912 4-story Walker Flats (108 W. 5th St.) features stylized Prairie-style stone and brickwork details. The 1914 Frey Apartments (210 W. 4th St.) feature oversize Prairie-style brackets supporting dramatically horizontal overhangs over windows.

The 1916 Wagner Printery represents a long-established company making an investment in the commercial district, with a Chicago-style 2-story masonry printing plant built during the 1910s downtown building boom. Herman L. Wagner founded the company in 1879 on W. 3rd Street, then moved to Harrison St., before constructing this "modern, fireproof" facility would in 1929 receive a rear press room addition. (*The Daily Times*, "Wagner Printery Success..." July 11, 1936: 129 50th anniversary) The company's printing work included City of Davenport projects; City Hall is located a half block east of this building. The Wagner firm would come to represent changing business practices in 1966, when the company relocated to a suburban-style industrial park as the interstate freeway system and suburban-style development drew businesses away from downtown. (*Quad-City Times*, "Wagner's Printery Buys Out Offset Printing Firm," November 8, 1946: 4; *The Dispatch* (Moline, Illinois), "Printing firm credits success..." February 7, 1993: AA14)

1920s: Davenport's population growth slowed in the 1920s, adding only 4,000 new residents to about 60,000 residents. Construction at the beginning of the decade proceeded to new heights—the city's tallest buildings were built during this decade. The 1920s in Iowa also included a growing farm crisis that had financial reverberations for all. Construction in this era stretched higher with low-rise skyscrapers changing the skyline, saw a move away from brick facades, and referenced Chicago architecture. The 10-story terra-cotta-clad Kahl Building with Capitol Theatre (326 W. 3rd St.) showcased the Rapp and Rapp Chicago architecture firm, specialists in theater design, along with Davenport associate architect Arthur Ebling, AIA, and Walsh-Kahl Construction Co. building the Sullivanesque 10-story office skyscraper. Portrayed as a high class office building, when it was completed in 1920 all suites were leased and the vaudeville/movie theater was noted for its luxury, that soon merited a theater stage addition in 1925. (*Quad-City Times*, "Kahl Building Puts Davenport in Skyscraper Class," May 23, 1920: 3) As previously mentioned, the Hotel Blackhawk expanded to 11 stories with a vertical addition designed by Temple & Burrows, architect for 1915 main building, completed in the early 1920s. The 1922 7-story M.L. Parker department store building (104 W. 2nd St.), erected by the Putnam Estate to match its 1910 Putnam Building, brought back the Chicago architecture firm that succeeded Daniel Burnham to design the low-rise skyscraper department store. The Chicago Commercial-style 7-story department store is the same height as the adjoining Putnam Building, but has taller ceiling heights and thus is a story shorter. The Parker department store operated here until it was sold to competitor Petersen-Harned-Von Maur in the early 1970s and closed in 1975 as part of the retail departure from downtown. (McCarley, "Putnam-Parker Block, 2011)

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The skyscrapers that brought the most attention to the city were banks. Banks built skyscrapers clustered around 2nd and 3rd streets, projecting their wealth and stability through architecture. Davenport played an important role in regional financing in eastern Iowa and beyond, as the largest city in the region and heavily financed in the early 20th century, boasting some nine banks. (*The Daily Times*, "Nine Banks," November 12: 1938: 72) The architectural legacy showcases local architects as well as regional bank designers from Chicago and beyond. (By 1932, all nine of the city's banks had merged, closed, or failed due to the 1920s farm crisis and Great Depression. In their place, two new banks arose in the 1930s.)



Figure: Left: Construction of the Kahl Building generated intense newspaper coverage. (*Quad-City Times*, "Cream Terra Cotta Will be Exterior Finish..." October 8, 1919: 14) Middle: Expansion of the Hotel Blackhawk captured local attention. (*The Daily Times*, Dec 30, 1920: 19) Right: Rendering of \$1 million First National Bank. (*Quad City Times*, July 17, 1924)

Three locally significant and architecturally significant banks were constructed downtown Davenport in the 1920s:

- In 1923 the Renaissance Revival 9-story First National Bank Building (201 W. 2nd St.) opened, noted as the "New Million Dollar Loop Skyscraper" designed by Chicago architect O.H. Breidert with Childs & Smith. Artist Adolph A. Weinman, who designed the silver dollar, detailed the elaborate metal friezes on the building, highlighting the richly appointed decorative arts aspects that 1920s banks adopted. The prosperous bank, which began in 1863 as the first under the National Banking Act of 1863, constructed the new building to replace one lost to fire with professional offices included in the tower. (*Daily Democrat and News*, "National Bank Meeting," June 1, 1863: 1; *The Davenport Democrat and Leader*, "Architecture of Bank Home Wins Highest Praise," December 10, 1924: 9)

- In contrast, in 1924, Union-Davenport Bank erected a Classical Revival style L-shaped low-rise skyscraper on top of its 1909 1-story bank building, to create a 7-story skyscraper (229 Brady St.). Davenport-based Temple, Burrows & McLane designed the small 1-story 1909 limestone bank and developed the vertical addition described as a thrifty solution: "To avoid needless expense, the architects have used the present bank wall to the north and west as a base, the architectural motif to be continued over the entire ground area. ..." (*Quad-City Times*, "Give Contract for New Union Savings Bank," July 23, 1923: 3) Chartered in 1891, the bank expanded over time by absorbing other local financial institutions. The 1923-1924 skyscraper expansion

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for Union–Davenport Bank Building cost \$820,000 and created an important interwar office building noted as “ultra-metropolitan, modern, and substantial.” (*Quad City Times*, “The New Union Savings Bank Building,” January 25, 1909: 10; *The Daily Times*, “Union-Davenport Bank Building Edition,” September 30, 1924, special section) The building is associated with Davenport’s financial prosperity in the early 20th century, with the 1926 consolidation with Scott County Savings Bank to form Union Savings Bank & Trust Co. (Svendsen)

- In 1928, American Commercial and Savings Bank built the tallest building in the city, the Classical Revival 12-story skyscraper topped by a four-faced clocktower (203 W. 3rd St.). Designed by architecture firm Weary & Alford Co. of Chicago, the bank spent \$2 million for the office building—the city’s largest. Local architects and contractor provided local coordination. During construction, the Iowa National Bank merged with American, forming one of the largest banks in Iowa, if not the largest. For all its long history (formed in 1869), the bank was liquidated in 1931 during the Great Depression. (*The Daily Times*, “American and Iowa National Merge,” August 30, 1927: 1; “American Commercial & Savings Bank Building,” July 27, 1928: special section; *Quad City Times*, “Will Build \$1,500,000 Bank Here,” August 2, 1926: 1; “Davenport at One Time Had Eleven Banks,” December 27, 1932: 2; Davenport Bank to Expand Customer Area by 50 Pct.,” July 22, 1963: 14; “8-Year Project Near End,” March 21, 1971: 2F)

Three other high profile buildings from the early 1920s are also important to note: the Cusack Co. office, the Eagles clubhouse, and the Democrat newspaper plant. Chicago architects Zimmerman, Saxe & Zimmerman designed the 1922 Thomas Cusack Co. office, turning the tragedy of the Burtis Opera House (415 Perry St.) fire into a Phoenix-like new commercial opportunity for the property owner, who merged his outdoor advertising side business with that of the country’s largest, the Cusack Co. After the 1921 fire, the long-time Burtis Opera House operator–owner and outdoor advertising businessman Charles T. Kindt remodeled the building for the Chicago-based Thomas Cusack Co. outdoor advertising firm, of which he was district manager of the Davenport branch. The Chicago-based architects Zimmerman, Saxe & Zimmerman worked nationally for Cusack and other corporate clients. The 1921-1922 remodeling reused the extant walls of the Burtis Opera House, which were undamaged by the fire. The \$40,000 remodeling updated the façade and created front offices and rear artist studios, workshops, paint rooms, and storage rooms for the Thomas Cusack Co. outdoor advertising Davenport regional office. (*Quad City Times*, “Old Burtis Opera House to be Repaired and to be Leased to Cusack Co.,” July 14, 1921: 15; “To Start Work Soon on Cusack Building Here,” July 29, 1921: 9) The Cusack company was noted as the world’s largest outdoor ad firm in 1921. The Davenport office negotiated display advertising placement and distributed poster ads and painted display signs to eastern Iowa and western Illinois. In the mid 1920s after Cusack’s death, General Outdoor Advertising Co. took over the plant, and remained in the building until circa 1939. (*The Daily Times*, “Business Begun in 1890 Continued by Advertising Firm,” July 11, 1936: 84) By 1943, the D.M. King post VFW club house was using the space. And by 1954, the Iowa State Employment Service officed in the building. (*The Daily Times*, “New District Headquarters of Cusack Co.,” January 31, 1922: 10; “The City Council,” November 11, 1943: 15; “Chas. T. Kindt, ‘Grand Old Man of Theater,’ Dies at 86,” July 11, 1947: 1-2)

Davenport architects Clausen & Kruse architects designed both the Eagles clubhouse and the Democrat newspaper plant. The firm’s 1923 Georgian Revival Eagles lodge and ballroom (501 W. 4th St.) provided elegant private clubrooms, a ballroom opened to the public, and street-level auto showroom. The building generated press coverage for its strong local architectural direction. (*The Daily Times*, ad, February 18, 1924: 28) The 1924 Democrat newspaper plant (407 Brady St.) also by Clausen & Kruse, drew on Louis Sullivan’s aesthetic with a smooth ashlar Bedford stone wall surface embellished with carved stone floral and geometric designs and elaborate stone and terra-cotta cornice, onto which is incised the name of the newspaper, “The Democrat.” to create an enduring unique statement for the outspoken press. (*Quad-City Times*, “New \$300,000 Plant on Brady Street to be Dedicated April 1....” December 31, 1923: 15; Bowers and Svendsen) The building is associated with both the original occupant, *The Davenport Democrat and Leader* newspaper, noted as one of the leading newspapers in the state. The newspaper operated here until 1951, after consolidating with *The Daily Times*. (Christensen: 297) The *Catholic Messenger* then published from the plant

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from 1956 into the 1970s. (*Quad-City Times*, “Suggest Democrat Building as Home for Art Gallery,” November 16, 1951: 15; “Messenger Occupies New Home,” December 3, 1956: 20) The building’s architecture has been noted as a locally important example of Chicago architect Louis Sullivan’s influence. (Bowers and Svendsen)

1930s: During the Great Depression, the city’s population grew more slowly, adding some 5,000 residents to about 66,000 total. The early 1930s saw projects that had begun before the stock market crash completed such as the 10-story Art Deco Hotel Mississippi with Orpheum Theatre. Government construction also occurred, with the U.S. Court House and Post Office Building being an excellent example of “PWA Moderne” streamlined style. Bank failures and merges led to the winnowing of Davenport’s banks to just two. Despite these challenges, the late 1930s saw smaller-scale commercial buildings, many with auto-related ties. The major works of architecture and commercial achievements for the decade:

- 1931: Hotel Mississippi–RKO Orpheum Theater (106 E. 3rd St.). Art Deco 10-story hotel cost \$2 million by owner/developer George M. Bechtel, known as “father of Iowa municipal bonds” for his company George M. Bechtel Co., founded in 1891, and noted as the most important bond house in Iowa serving most municipalities and school districts in the state. (Christensen: 284-285) Bechtel relocated his firm across the street from the hotel site. Locally significant as the last of the major downtown Davenport hotels and as the largest movie theater built prior to World War II in Davenport, it survives as the most important local example of the Art Deco style and theater has been rehabilitated. The building also calls attention to the work of two nationally significant designers — Chicago architect A.W. Graven and New York theater designer Henry Dreyfuss, whose work on the project began in the 1920s during the end of the golden age of American theater construction. (Svendsen 1998; *The Daily Times*, Hotel Mississippi special section, November 23, 1931)



Figures: Left: Hotel Mississippi 1932 view; (image courtesy Richardson-Sloane Special Collections Center, Davenport Public Library. Located behind the hotel is the super service station. Right: Jesse Hawley Super Service Station (*The Daily Times*, Jesse Hawley’s Super Service Station ad, November 12, 1938: 4)

- 1933: U.S. Court House and Post Office (aka Federal Building, 131 E. 4th St.) Restrained Art Deco 3-story building of Kasota stone and granite with strongly vertical windows and patterned metal spandrels. Davenport architect Seth J. Temple began plans for a \$665,000 post office and U.S. court house by 1931; the project finished in 1933 under budget, costing just \$500,000. Lobbying for a new post office had begun by the 1920s, when new office buildings and hotels increased mail in the downtown area. The old post office, a 1889 rusticated stone Romanesque Revival, had been enlarged but was deemed insufficient. In 1932, wrecking crews took down the building and the new cornerstone was laid in October 1932. Remodeling took place in

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1966, and the post office's central station departed in the early 2000s. (*Quad-City Times*, "Last Trip from the Old Stand," September 6, 1931: 6; "Plans for Davenport's New \$655,000 Post Office Nearing Completion," October 22, 1931: 1; "You'll Get No More Mail in this Building," April 11, 1932: 3; "Cornerstone of Post Office Laid Without Ceremony," October 3, 1932: 2; "Plan Banquet on Dedication of Post Office," September 11, 1933: 13; "Uncle Sam's Year's Biggest Builder..." December 31, 1933: "Things are changing up..." March 11, 1966: 26; "Federal Building Design Approved," May 30, 2004: 4; "Workers returning to federal building," March 18, 2006: 1)



Figure: Blackhawk Garage, completed 1937. (*The Davenport Democrat and Leader*, "Garage Has Biggest Unbroken Floor Space," January 3, 1938: 3) Right: Mac's Tavern, circa 1936. (James, 2018)

- c. 1934: Mac's Tavern (316 W. 3rd St.) The Depression-era remodeled storefront features structural glass in green and black, plus a vintage neon sign.

- c. 1936: Jesse Hawley Super Service Station (327 Brady St.) Art Deco 2-story brick super service station with stone accents setback on its corner lot, reflecting historic location of gas pumps. Cant corner is original; highly decorative brickwork on engaged pilasters with stone bases and capitals that enframe upper story windows and pedestrian doors and garage bays. 1-story north side addition added c. 1964. (building permits) Associated with the growth of the automobile. Corner lot that had been used for used car sales built for Jesse Hawley's Super Service Station by 1936. Hawley sold Mobil products and in the late 1930s advertised complete service from 6 a.m. to midnight. Converted to non-filling station uses after 1950 Sanborn map.

- 1937: Blackhawk Garage (414 Perry St.) Restrained Art Deco 1-story auto garage with brick piers topped by fluted stonework by an unknown architect; boasted the largest open ("post-free") floor space in the city at its opening in 1937. Nearly symmetrical façade of variegated buff brick divided by four brick piers topped with carved fluted stonework; between piers is a centered auto bay flanked by large storefront windows (covered). Stepped parapet with stone coping fronts the trussed arched roof. Side walls are concrete block. Wide frontage of about 90 feet, extending 150 feet to rear alley, where a rear garage bay (infilled) provided through circulation. (*The Davenport Democrat and Leader*, "New Building Gains," November 19, 1936: 13) Construction began in November 1936 of the \$17,000 garage, noted as one of the largest car storage garages in the Tri Cities. (*The Davenport Democrat and Leader*, "Slavin to Build Garage 90 by 150 Feet, on Perry Street Near East Fourth," October 16, 1936: 2) At the March 1937 opening, the garage was leased by Fred Willey (president of Yellow Cab and Hertz Drive-It-Yourself cab lines), with car leasing, 150-car storage capacity, and auto servicing. (*The Daily Times*, "New Blackhawk Garage Will Be Opened

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Thursday," March 31, 1937: 13) A 1938 newspaper photograph of the new garage proclaimed: "The new Blackhawk garage, 416 Perry Street, which was completed in 1937, has the largest unbroken floor space of any building in Davenport." (*The Davenport Democrat and Leader*, "Garage Has Biggest Unbroken Floor Space," January 3, 1938: 3) The building represents the growth of automobile usage in downtown Davenport.

1940s-1950s: During the war and post-war eras, Davenport's population and business district benefitted from war manufacturing at the Rock Island Arsenal. In 1940 the city population was 66,000; in 1950 the population was 74,500, and in 1960, it had reached about 89,000. As noted by architectural historian Michael Allen, Davenport continued to enjoy economic growth and its status as the undisputed leader in the Quad Cities for financial services and commerce, which propelled suburbanization. (Allen: 8-12) As in most cities, new construction shifted to occurring outside of downtown, as merchants began relocating to follow suburban-style development on the outskirts of the city. Parking, traffic flow, and land use became key areas for planning and construction, with the city hiring circa 1945 planning engineers Harland Bartholomew and Associates of St. Louis to conduct various studies concentrated on the central business district. In a 1946 report for the city the planners proposed using part of the river levee area for parking and adding surface and concrete parking ramps (nonextant), which the city executed (Harland Bartholomew and Associates 1946). And in the 1947 report on public buildings, the planners proposed expanding 4th Street as a corridor for public and semi-public use, with a new county courthouse, removal of older commercial buildings along the west side of the 400 block of Brady Street for a surface parking for St. Anthony's, and introduction of landscaped public areas in place of older commercial buildings. (Harland Bartholomew and Associates 1946). One-way streets were introduced in 1954.

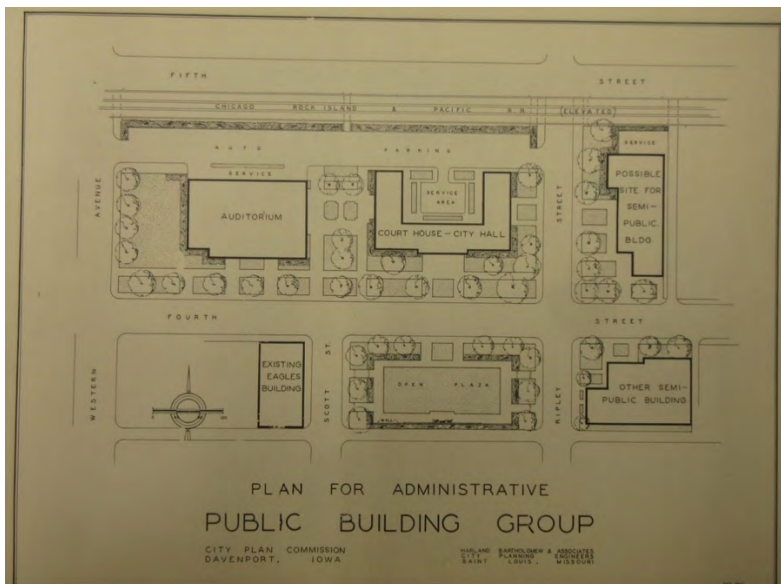
Against this backdrop, in the 1940s, remodeling and planning for projects that would be completed in the 1950s constituted most of the extant downtown construction activity. For example, St. Anthony's invested in PermaStone recladding of brick at St. Anthony's school, rectory addition, and rear church addition in 1945 and 1948. And in 1946 the former Union Savings bank building, bereft of its financial use, converted the former 2-story-volume banking hall into the "Union Arcade," with retail shops located in an upper mezzanine above the original 2-story banking hall and pilasters replacing large facade stone columns. Also in the 1940s the county began laying the groundwork for replacing the 1880s courthouse, culminating in a new county building opened in 1956, clad in aluminum panels that literally reflected the importance of the aluminum-producing Alcoa Corp. manufacturing plant in Davenport. In these ways, experimental materials and Modern Movement architectural styles defined some of the architecture in this era.

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Figures: Left: Harland Bartholomew and Associates conducted planning surveys and studies for the City of Davenport during the 1940s and 1950s, including this 1947 plan that would remove most existing buildings from 4th Street to create new public buildings, and add landscaping and parking around selected existing buildings. (Harland Bartholomew and Associates 1947) Right: In 1945 and 1948, St. Anthony's Church invested funds in applying Permastone over brick portions of the school, rear church addition, and rectory. (The Daily Times, "St. Anthony's Church Gets a 'Face Lifting,'" July 19, 1948:14) Right:

The major downtown architectural feat in the post-war era was completion of the 1956 Scott County Courthouse (400 W. 4th St.). The Modern Movement 3-story aluminum-and-granite clad civic building was designed by Des Moines architect Chester C. Woodburn of Dougher, Rich & Woodburn and successor Woodburn & O'Neil with Davenport associated architect Arthur Ebeling. The symmetrical façade fronts 4th Street with flat aluminum panels enframing a wall of International Style aluminum windows arranged in vertical columns with fluted aluminum spandrels, with window groupings separated by aluminum mullions, grounded by a granite foundation and stone surround around a centered front entrance. The aluminum windows reflected the use of air conditioning. The architect recessed the building on its site to include a small grassy front lawn with street trees. The Des Moines architecture firm had designed a series of stone-clad county buildings during the PWA era. In Davenport, aluminum cladding was selected as a less expensive alternative to stone and because it was locally produced by aluminum manufacturer Alcoa Corp., which had recently opened a plant in Davenport that included an administration building clad in thin aluminum curtain walls as designed by New York-based Harrison & Abramovitz. (*Architectural Forum*, "Thin Lightweight Curtain Walls," March 1950: 95) *The Quad-City Times* reported at the 1956 county courthouse dedication: "It stands as a monument to a progressive community—the only county building in the country with aluminum-clad walls." (*Quad-City Times*, "Features New Building Ideas," October 21, 1956: 23; "Many Obstacles Overcome In Building Courthouse," October 21, 1956: 25)

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Figure: 1956 image of the new Scott County Courthouse. (Courtesy of Richardson-Sloan Photo Collection)

1960s: Although Davenport remained the largest of the Quad Cities communities and the city's population grew during the 1960s, from nearly 89,000 to 98,500, downtown struggled to retain its regional commercial dominance as competition increased from suburban-style development, which accelerated after the 1966 completion of Interstate 80 in eastern Iowa north of the city. In the face of competition, the central business district sought to use modern architecture to “reaffirm the importance of downtown to regional commerce,” as noted by historian Michael Allen. (Allen: 8-14) The First Federal Savings and Loan Association building with its New Formalism style vertical stripes of stone and tinted glazing brought modernism to the city's downtown banks; it is the first (extant) example of new bank architecture constructed downtown since the late 1920s. The other large modernistic project occurred just one block away, with the city's new downtown library designed by internationally renowned architect Edward Durrell Stone, FAIA, noted as the founder of New Formalism. Durrell's library design of tinted glazing and concrete would be the last large civic project downtown until the 1980s. Shopping mall construction along with the aforementioned Interstate 80 freeway completion during and after the 1960s would lead to most new construction being concentrated on the suburban fringes of the Quad Cities.

- The 1966 First Federal Savings and Loan Association Building (131 W. 3rd St.) was the first new bank building constructed downtown since the late 1920s. The design incorporates vertical stripes of alternating Vermont marble and tinted glazing above a base of granite and glass. The savings and loan, founded in 1933, hired architect William F. Cann, with St. Louis-based Bank Building and Equipment Corp., a specialty design/build firm, to execute a Modernistic 3-story bank building. An elevator/stair/service tower within the rectangular façade projects as a solid mass from the façade defined by vertical stripes of alternating Vermont marble and tinted glazing above a base of granite and glass. The original design placed a drive-through facility within the main building; 1975 remodeling moved the drive-through teller to a small rear addition. As noted by historian Allen in his National Register nomination for the bank building: “Leading corporations such as the First Federal Savings and Loan Association took deliberate acts to ensure that downtown Davenport would be revitalized in the postwar era through a wave of new construction that brought the styles of the Modern Movement to the city, and the work of nationally-renowned designers including Edward Durrell Stone. First Federal's selection of the Bank Building and Equipment Corporation (BBEC) to design its new downtown headquarters occurred early in this growth period, and helped set the architectural tone for subsequent downtown projects.” (Allen: 8-14) It remains the best extant example of Modernistic bank architecture in downtown Davenport; other 1960s and 1970s bank buildings have been remodeled and lost integrity. The 1971 addition to the Davenport Bank and Trust, planning for which began in 1963, provides an inventive architectural solution to parking and additional office space.

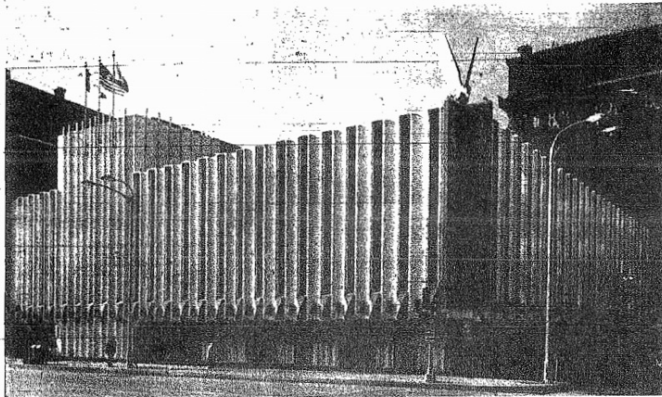
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First Federal Savings Celebrates Open House in Striking New Marble Building at Third and Main



Figures: Left First Federal's 1966 modernistic bank design. (First Federal Savings Advertising Section, Davenport Times-Democrat, June 26, 1966 as cited in Allen) Right: View of Edward Durrell Stone's New Formalism downtown public library in 1969 at night, with light grid illuminated. (Photo courtesy of Davenport Public Library, Amy Groskopf)

• Edward Durrell Stone, FAIA, 's New Formalism Davenport Public Library (321 Main St.), begun in 1965 and completed in 1968, provided modern facilities unavailable in the previous structurally compromised Carnegie Library, and brought internationally acclaimed modernistic architecture to downtown. The 2-story rectangular massed concrete-and-tinted glass building is constructed of poured concrete and white pre-cast concrete block. The symmetrical façade fronts Main Street with broad "pierced" overhang projecting from flat roof to form a portico supported by six rectangular columns; overhang continues on sides. The façade features white precast concrete block squares in a stacked bond with five dark tinted glazed fenestrations extending the height of the building with a vertical pattern of muntins and centered doors. The open-concept interior includes a floating terrazzo staircase to the mezzanine and columns that also serve as air-handling. (Groskopf) (The 1904 old library building was vacated after suffering structural damage caused by a 1963 children's addition that damaged the loose base sand float underpinning the former library, causing cracking and displacing of walls.) Stone retained the rear children's addition. (*Quad City Times*, "New Library Work Okayed," July 8, 1965: 4) The building repeats themes Durrell developed on his 1959 U.S. Embassy in New Delhi, India. (Edward Durrell Stone)

Significance – Criterion A - Social History

The Davenport Downtown Commercial Historic District is further significant under Criterion A—Social History. Several of the district's commercial buildings possess historical associations with civic, fraternal, and religious organizations via lodge halls, meeting rooms, churches, and other gathering places that hosted important social and cultural activities. In the midcentury, three groups built or remodeled new meeting halls on the fringes of the commercial district, again shaping growth and development. The upper levels of downtown commercial buildings served as meeting halls for a number of fraternal organizations, as well as women's and children's groups. At least two organizations constructed downtown buildings with leased tenant retail space and upper lodge halls: Hibernia Hall and the Eagles building. Men, women, and youth lodge groups met downtown through the period of significance. The one extant church complex is included for its role in providing meeting space for the community, as well as for religious fraternal organizations. As is typical for a commercial district, fraternal and social organizations used and built halls and clubhouses. The following represent extant purpose-built or remodeled buildings tailored to the needs of the fraternal or social organizations. These groups provided networking and amenities to local businessmen, as well as added to the recreational offerings of the city. Some of the fraternal lodge halls moved out of the central business district during the Period of Significance, such as the Masons, who in 1924 moved into a larger lodge facility

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north of downtown, vacating their old (nonextant) location at W. 3rd and Main streets. Other organizations met in buildings that are non-extant, including the American Legion after founding in 1919 met at the Armory (non-extant) on Fifth St. and Brady. Note: The dates listed below reflect dates of construction for the buildings where social history activities took place.

- 1838-1886: St. Anthony Catholic Church Complex (407 Main St.) The oldest building on the church complex is a 2-story side-gabled 1838 church, repurposed as the parochial school in 1853 upon completion of the Greek Revival limestone church in Latin cross plan with round-arch windows. In 1887 rear transepts and chancel addition were added. These and an addition to the non-extant rectory were clad in Permastone in circa 1953. Public lectures were held at the church such as an 1857 series delivered to the Catholic Literary Institute. (*Quad-City Times*, lecture ad, June 4, 1857: 2) St. Mary's Council, Knights of Father Matthew, a fraternal beneficiary organization, met at St. Anthony's school hall in the early 1900s. The Knights of Columbus chapter, the second in Iowa, held special masses at St. Anthony's Church, in the early 1900s. Women's groups such as the 1917 Young Ladies Sodality of St. Anthony's also found meeting space at the church complex. The parish also played key roles in the fight against vice, with church leaders and members protesting city policies that taxed prostitution, gambling, and 24-hour saloons to the benefit of city coffers and the detriment of the community. In the post-war era, the church again was active in civic justice issues particularly racial injustice. St. Ambrose University professors also played a role in Catholic social action beginning in the 1940s, becoming what has been reported as the first Catholic campus to establish an NAACP Chapter, then a League for Social Justice, which evolved into the Catholic Interracial Council. Founding of the Catholic Interracial Council in 1957 is credited with playing a critical role in Davenport's Civil Rights Movement; civil rights activist Charles Toney was a founder of CIC and led the group 1959-1969. St. Anthony's was a meeting place for the local "March on Davenport." Areas of concern for CIC included jobs, housing, law enforcement, and equal access to businesses for service and job hiring. In August 1963, some 2,000 marchers packed LeClaire Park along the riverfront south of downtown to demonstrate in support of the Iowa Fair Housing Act. In April 1965, the Diocese of Davenport awarded the "Pacem In Terris" Peace and Freedom Award to Rev. Martin Luther King Jr., the third such recipient. (*The Catholic Messenger*, "Catholics Played Role in Civil Rights Movement," January 13, 2010. <Available online at www.catholicmessenger.net>; St. Ambrose University, "Civil Rights: Honoring a Commitment to Justice," December 20, 2016. <Available online at www.sau.edu>. *Quad-City Times*, "Davenport to honor civil rights movement," April 16, 2011.)

- 1859: I.O.O.F. Hall in Wupperman Block (508 Brady St.) H.A. Wupperman built the 3-story brick building with an upper level hall noted as "Union Hall," prior to leasing to the Davenport Lodge No. 7 Independent Order of Odd Fellows (I.O.O.F.). (*Morning Democrat*, "Odd Fellows' Hall, August 22, 1859: 1) The group's hall was dedicated in December 1859, and noted as being on Brady "above Fifth." (*The Morning Democrat*, "Dedication," December 19, 1859: 2) An 1897 schedule showed the I.O.O.F. hall hosting English and German-speaking encampments and lodge meetings, women's Rebekah meetings. Other organizations also used the hall such as Knights of Pythias. Third floor has been noted as the historic Independent Order of Odd Fellows (I.O.O.F.) clubhouse and ballroom. In 1920, Odd Fellows lodge Scott No. 37 purchased the interest of the Lodge No. 7 with plans to building a new building; Odd Fellows kept meeting at the Brady St. building until moving out in c. 1979. (*The Daily Times*, "Scott Lodge, Odd Fellows, Buys Building," August 4, 1920: 8).

- 1877: Forrest Block Hall (401 Brady Street) The Forrest Block was the longtime location of the office of the prominent and pioneering woman physician Dr. Jennie McCowen, an important leader for women's rights. She participated in various local and national organizations including the Association for the Advancement of Women, Davenport's Charitable Alliance focused on eradicating prostitution, and one of the founder in the local "Lend A Hand Club" movement for women that culminated in construction of a non-extant Lend A Hand clubhouse at the levee and Main Street that provided housing, meals, and support to working women. McCowen also participated in the Scott County Medical Society. (Wood: 48-78) The multi-tenant building included the Y.M.C.A. on 2nd floor, and a hall on 3rd floor used by Ancient Order of United Workmen (AOUW)

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in the late 19th century per Sanborn fire insurance map notations. (By the 1930s the upper levels were converted to apartments.)

- 1892: Hibernia Hall (421 Brady St.) The Irish Catholic Ancient Order of Hibernians purchased a former church in 1889 for use as a hall. Architect F. Clausen's expansion demonstrates the local tradition of remodeling older masonry structures, and the design has been noted as an exception local example of Richardsonian Romanesque architecture. (Bowers and Svendsen) The club rooms were used by other fraternal organizations; the Hibernian Club disbanded in the 1930s and sold the building in 1937. The *Catholic Messenger* newspaper occupied quarters for about 40 years. (*Quad-City Times*, "A Church Sold," March 27, 1889: 1; *The Daily Times*, "A Beautiful Building," May 5, 1891: 3; *Daily Leader*, "Proposals," January 18, 1892: 3; *Davenport Morning Star*, "The Old and the New," May 18, 1892: 4; *The Daily Times*, "The Davenport Club," January 4, 1893: 4; *The Daily Times*, "Old Hibernian Hall Sold to Hickey Brothers; Plan New Building Eventually," December 21, 1937: 1)



Figures: Left: Circa 1910 view of the Davenport Commercial Club (Courtesy of Richardson-Sloan Photo Collection) Right: Eagles Lodge and Auditorium "The Finest in the Middle West" (*Quad-City Times*, "New Davenport Eagles Building..." December 31, 1923: 19)

- 1906: Davenport Commercial Club (400 Main St.) This three-story brick building demonstrates the strength of the business community, which constructed the clubhouse as part of its attraction and retention of businesses. The high styled Beaux Arts architecture imbued fashionable dignity to the club rooms. Other fraternal groups also used the club rooms including the Davenport Club. The club organized in 1905, a successor of the Davenport Businessmen's Association and earlier business groups; as a testament to the Commercial Club's and collected subscriptions to build this clubhouse. A who's who of Davenport businessmen subscribed, including department store owner, downtown property owner, and philanthropist W.D. Petersen; attorney, influential downtown property owner, and museum benefactor W.C. Putnam; two-time mayor, attorney, banker, real estate dealer, and museum backer C.A. Ficke; financier and investment banker George M. Bechtel. (Meyer: 483; Iowa's Notable Dead: 399-400) The commercial club by 1920 became the Davenport Chamber of Commerce, which continued to occupy the building into the 1980s, at which time the building was adapted to commercial offices. (*The Daily Times*, "Men Who Have Helped Bring Club..." December 14, 1906: 16; *Quad-City Times*, "Davenport's Executive Square gets boost," January 20, 1985: C1)

- 1923: Eagles Lodge and Auditorium/Danceland (501 W. 4th St.) The Georgian Revival 3-story fraternal lodge built to corner with double facades included income-generating 1st story tenant space (an auto showroom/garage), 2nd floor ballroom opened to the public, and 3rd floor private club rooms. The Eagles Aerie No. 235 formed in 1902 but waited nearly two decades before forming a building association to secure a site

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for a lodge hall in 1921. (*Quad-City Times*, "Eagles Select Officers..." May 5, 1921: 15; *Quad-City Times*, "Eagles Build New Home..." May 7, 1922: 32) The interior was designed with 1st story auto showroom/garage for tenant income, 2nd floor ballroom, and 3rd floor club rooms. Early tenants included Galbraith Motor Company and Erdice Cadillac. (*The Daily Times*, ad, February 18, 1924: 28) From 1933 – 1957+ William Grampp's Studebaker dealership. (*The Daily Times*, "Experience is Asset to Grampp," January 18, 1957: 31.) formed as a group in 1902, but waited until 20th anniversary of founding to announce plans for a club building.) The ballroom hosted its first dance December 31, 1923, and the auto tenant on the 1st floor moved in 1923. The Eagles hosted a competition and changed the auditorium name in 1925 to "Danceland." Later the building became known as the Eagles Club.

• Other organizations leased space in hotels such as the Y.W.C.A. in the Davenport Hotel as noted on the 1910 Sanborn, as well as rooms in buildings such as the post-WWII American Legion in the former Thomas Cusack Co. building. And the Davenport Public Library has served as an important meeting place downtown.

Postscript: From Death Spiral to Historic Preservation Renaissance, 1970s–present

The central business district lost traction with development of suburban-style shopping malls in the Quad Cities area and changing retail patterns. Changes in transportation, such as the opening of the eastern portion of Interstate 80 in 1966 and the ending of passenger rail service to the C.R.I.&P. elevated depot in 1968 brought less traffic into the downtown. (The city removed the depot in 1973 to make way for a parking lot; *Quad City Times*, "Slate Hearing on Demolition," July 5, 1973: 2)

Historic preservation in Davenport began in earnest the mid 1970s after city officials decided against building a central business district bypass from the Centennial Bridge at the southwest corner of the central business district to Interstate 80 to the north. Successful bicentennial-era historic preservation projects led Davenport in 1979 to become the first city in Iowa to hire a full-time historic planner, Marlys Svendsen, with a state grant. Svendsen undertook and directed surveys and National Register nominations, culminating in the 1982 publication with Martha Bowers of *Davenport, Where the Mississippi Runs West: A Survey of Davenport History & Architecture*, followed by the listing to the National Register of a dozen historic districts and nearly 250 individual buildings—the most in the Register of any Iowa city. (Svendsen et al.; Meginnis: 6; Gebhard and Mansheim: 68) However, some of the interwar buildings in the area were not surveyed, as they were not yet eligible for the National Register, not having yet met the typical 50-year threshold. The city in 1986 added a historic preservation amendment to its comprehensive plan.

At the same time, the 1980s farm crisis hit Davenport hard and impacted Davenport's economy deeply. Aging buildings slid into disrepair, and the area became associated with crime and unsavory activities. "Historic preservation took a backseat to survival," according to Davenport historic preservation consultant Marion Meginnis' 2016 report *Heritage in the Heartland: A Plan for Davenport*. "About the same time, "Rejuvenate Davenport," was organized to find ways to revitalize a struggling downtown and a sagging regional economy. Their solution was to purchase and demolish buildings in the central business district, believing that the cleared parcels could entice developers. When the final building fell, more than fifty structures, some recently included in the National Register listing process, were gone." (Meginnis: 6) However, some of the new construction that took place on cleared land leveraged historic preservation projects and spurred additional rehabilitation, such as the 1980s RiverCenter convention center that adjoined the Hotel Blackhawk (which underwent a \$10 million renovation completed 1979) and the Hotel Mississippi and historic Orpheum theater (renamed Adler Theatre in 1986 after a \$4.4 million renovation). (*Quad-City Times*, "RiverCenter Place: A "Can-Do Spirit," Powering Up for the 21st Century special section, April 30, 1995: 3)

In addition, long-time businesses like First Trust & Savings Bank committed to restoring buildings: In 1985 the bank moved into the rehabbed 1923 First National Bank Building skyscraper (201 W. 2nd St.), which First National vacated in 1931 when it merged with another bank. The resplendent banking hall was again returned to financial use, having been used for several decades as a Walgreens. In 2000, Rejuvenate Davenport

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petitioned to designate as a City Landmark the stone 1850s carriage works building in the rear of 312 W. 3rd Street (note: built 1857 by George Haber and not 1854 by Woeber Brothers); the Historic Preservation Commission approved the designation of the then-vacant building that has since been repaired and returned to active business use. Private investors continue to utilize historic tax credits to assist with restoring historic buildings such as the 2000s rehabilitations of Hotel Blackhawk and Putnam Building into boutique hotels, and creation of unique loft apartments in buildings such as the Forrest Block and Hibernia Hall, both on Brady Street.

Significance Under C: Architecture

Davenport as a leading regional city developed a rich local architectural heritage. And with its direct connection to Chicago via the Chicago, Rock Island & Pacific railroad, local architects and business owners looked to the larger Midwestern city for architectural inspiration and sometimes for Chicago-based architects. Financial architecture and government architecture have drawn commissions from outside architects, as businesses and government agencies sought to define their identity with architecture. At the same time, Davenport architects and contractors—such as pioneer Davenport architects John W. Ross and F.C. Clausen and Clausen's successor firms, along with Walsh Construction Co., one of the major U.S. contractors—designed, built, and officed out of buildings within the Historic District. Local boosters invested in multi-tenant retail buildings, office buildings, apartment buildings, and hotels, generally selecting local architects and builders. As noted by Svendsen and Bowers, Davenport developed a reputation for investing in its home community, with the goal of high quality architecture sending some property investors like the Putnam Estate, banks, and theater investors to Chicago and other out-of-state specialty architects, designers, and contractors. (Svendsen and Bowers 1982: 5-3)

Many of the extant buildings within the district demonstrate local significance under Criterion A – Commerce and Criterion C—Architecture, representing the growth and design of the Davenport commercial business district over time, with the extant resources spanning from the 1850s through the 1960s. Although Davenport was not the only Iowa city located on the Mississippi River, it had a unique location in that the riverfront provide early steamboat connection and the Government Bridge provided the first Illinois-Iowa rail connection over the Mississippi River. (Originally self-identified as the “Tri Cities,” with Davenport the larger than Rock Island and Moline, Illinois; the industrial growth of Bettendorf in the early 20th century boosted the number of cities to four; growth of East Moline has added it to the metropolitan area, but the name “Quad Cities” endures.) These buildings include a mix of one- to 14-story masonry buildings. Many of the commercial, governmental, and specialty buildings are distinguished through architectural design. The smaller number of light industrial buildings are distinguished through materials such as fireproof masonry and concrete construction. The architecture includes many works designed and built by Davenport building professionals, along with several Chicago and out-of-state firms.

The late-19th-century buildings within the Historic District are stylistically Greek Revival, Italianate, Richardsonian Romanesque, and Queen Anne. Common details on Greek Revival, Italianate, and Richardsonian Romanesque buildings include arched windows (round top and segmental), stone windowsills and lintels, and pressed metal cornices. The ashlar limestone St. Anthony Church illustrates the Greek Revival style, with front gabled roof with cornice returns. The Forrest Block is an excellent example of the Italianate style expressed via arched-top windows, highly decorative window hoods, and bracketed cornice. The limestone Davenport City Hall and brick and stone J.C.H. Petersen & Sons Department Store are two very good examples of the Richardsonian Romanesque style. Details on the Queen Anne buildings include bay windows and textured masonry wall surfaces, such as found on the upper stories of the M.J. Eagal Block and H.E. Ficke Building. Indeed, Davenport became one of the Midwestern centers for Richardsonian Romanesque architecture, as noted in a study on Midwestern regional adaptation, *The Spirit of H.H. Richardson on the Midland Prairies*. (Larson: 132)

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The early-20th-century buildings in the Historic District range from Beaux Arts, Commercial Style, Chicago Style, Sullivanesque, Prairie/Craftsman Style, and Classical Revival. Details on early-20th-century buildings vary from decorative brickwork, stonework, and terra-cotta; bracketed cornices; and decorated entrance doorways. The Ferd Haak Cigar Company Building is an excellent example of Beaux Arts style, with rusticated first story, elaborately arched entrance with double sets of columns, and pediments rising to the bracketed deep cornice. Pre-World War II multi-story commercial, entertainment, and residential buildings generally have tripartite designs, with storefronts visually separated from the upper stories and cornice treatments. The Chicago Style is epitomized in Daniel Burnham's Putnam Building, the city's first low-rise office skyscraper with a tripartite design of stone base and brick shaft crowned with ornate terra-cotta decoration; the Renwick Building is an earlier locally designed example with a cast-iron storefront. The Beiderbecke Building combines Commercial Style with Classical Revival elements, including stonework that enframes upper-story windows, and a wide bracketed copper cornice. Prairie/Craftsman Style commercial buildings include the Frey Apartments, with oversized brackets supporting wide horizontal overhanging eaves above windows, and the Dempsey Hotel, with wide horizontal stone courses and decorative details on brick piers (original wide brackets have been removed). The Kahl Building clad in white terra-cotta typifies Sullivanesque design elements, including a tripartite (three-part) composition of terra-cotta decorated base, shaft with recessed windows and terra-cotta spandrels, and capital with an elaborate frieze beneath the cornice. Several banks provide strong examples of Classical Revival and/or Italian Renaissance detailing, including the Davenport Bank and Trust skyscraper, the tallest in the Historic District, with symmetrical facades, stone pilasters, elaborate stone decorations, large arched windows, and a 7-story central clock tower. A few of the buildings have garage bays incorporated, reflecting auto-related uses as well as shipping and receiving functions.

The mid-20th-century Modern Movement architecture in the Historic District includes Art Deco, Streamlined Moderne, and Modern Movement examples including New Formalism. These buildings incorporate terra-cotta, brick, concrete, tinted glass, metal, and stone in a variety of applications, particularly found on government and bank commissions. The 1931 Hotel Mississippi Building incorporates Art Deco verticality via brick piers and windows arranged into columns with floral patterned terra-cotta panels adding bas relief. A streamlined Art Deco style is demonstrated aptly by the Kasota stone and granite U.S. Post Office and Court House, with strongly vertical windows and patterned metal spandrels. The 1930s Streamlined Moderne Mac's Tavern storefront of structural glass includes a period neon sign. The Modern Movement Scott County Courthouse literally and figuratively reflects the community's 1950s post-war optimism in the new Davenport Alcoa aluminum plant with aluminum panels enframing a rhythmic arrangement of aluminum windows and spandrel panels that rest on a base of granite. First Federal Savings and Loan Association's 1966 building brought an abstract modernistic palette to financial institutions, showcasing dark granite at the sidewalk level, over which vertical ribs of Vermont marble intersperse with tinted glass. Edward Durell Stone's Davenport Public Library opened in 1968, and interprets New Formalism via concrete on the exterior and interior, featuring patterned concrete "tiles" as well as overhang and ceiling treatments, and slender concrete columns.

Architects Represented in the Historic District

As noted above, the Davenport Downtown Commercial Historic District is notable in architectural terms for select examples of notable Richardsonian Romanesque, Classical Revival, Prairie style, Georgian Revival, and Modern Movement works. The architectural significance is noted as a local level; future research may yield findings of statewide significance. Davenport as a regional leading city developed a rich local architectural heritage. And with its direct connection to Chicago via Chicago, Rock Island & Pacific railroad, local architects and business owners looked to the larger city for architectural inspiration and sometimes for Chicago-based architects. Financial architecture and government architecture have drawn commissions from outside architects. Businesses and government agencies sought to define their identity with architecture. The following is an alphabetical list of architects and architectural firms known to have designed buildings within the Historic District. A note about architects and builders in Davenport: Given the long span of time, many generations contributed to the building of downtown. Additional future research into the professionals and

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craftsmen behind the buildings may be warranted. Below is a list of known building professionals whose work was represented in downtown; however, many newspaper references to new construction do not specify the building professional. Below is a list of architects, as well as primary architecture styles employed on buildings within the Historic District; years of practice are indicated in parentheses after the architect or firm name; birth and death dates are listed in the text if known.

Bank Building and Equipment Corp., St. Louis

- 1966: First Federal Savings and Loan Association Building (131 W. 3rd St.). Modernistic bank building with vertical slices of marble, granite, and glass designed by architect William F. Cann with St. Louis-based design/build firm BBEC.

D.H. Burnham & Co. and successor firm Graham, Anderson, Probst, and White, Chicago

The preeminent Chicago architect Daniel H. Burnham was an early designer of skyscrapers and city planning. After his death in 1912, Graham, Anderson, Probst and White succeeded.

- 1910: Putnam Building (130 W. 2nd St.). Chicago Commercial-style 8-story office tower with first-story retail designed by architect Peirce Anderson. Tripartite design is anchored with stone base, brick shaft, and crowned with ornate terra-cotta decoration.
- 1922-23: M.L. Parker Company Building (104 W. 2nd St.). Chicago Commercial-style 7-story department store of steel frame with stone-clad base, brick shaft, and terra-cotta and brick cornice treatment. Designed by architect Peirce Anderson.
- 1957: Putnam Center Building (124 W. 2nd St.); original modernistic façade has been remodeled beyond recognition.

Childs & Smith, Chicago

Frank A. Childs and William Jones Smith principals attended the Ecole des Beaux-Arts in Paris. (Gebhard and Mansheim: 69) The firm practiced nationally and designed a number of banks.

- 1923: First National Bank Building (201 W. 2nd St.). Renaissance Revival 9-story low-rise skyscraper bank and office building designed by architect O.H. Breidert. Artistic rendering set the bank apart and made this a choice location for professional offices. Artist Adolph A. Weinman, designer of U.S. half dollar, quarter, and dime, designed the bronze entrance door's financial-related artistic frieze. "The entrance and lobby were "influenced by the Italian Renaissance and by the metal compositions of the *rejas* of the Spanish Renaissance." (Gebhard and Mansheim: 69, 514, quoting *Architecture* magazine, "The First National Bank Building, Davenport, Iowa, Childs and Smith," 51:4 (April 1925): 125-126.)

Clausen, Fritz G., Davenport (1871-1896), and successor firms Clausen & Burrows (1896-1904), Clausen & Clausen (1904-1914), Clausen & Kruse (c. 1914-1925), Clause, Kruse & Klein (c. 1925+)

Influential Davenport architect Fritz G. Clausen immigrated to the city in 1869 from the German-speaking Danish duchy of Schleswig. He partnered with architect Parke T. Burrows for a time, then was joined by son Rudolph J. Clausen. The elder Clausen retired from architecture practice in 1914. Rudolph partnered with Walter O. "Stub" Kruse and later Carrol Klein.

- 1875: U.N. Roberts & Co. Block / Jacobsen Cigar (332 Harrison St.) Italianate 3-story red brick planing mill attributed to F. Clausen.
- 1877: Forrest Block (401 Brady St.) Italianate 3-story red brick commercial block with double storefronts, decorative window hoods on upper stories. F. G. Clausen
- 1888: Forrest Block Addition (112-114 E. 4th St.) Italianate 3-story red brick double storefront addition attributed to F.G. Clausen.
- 1892: J.H.C. Petersen's Sons Department Store (121-131 W. 2nd St.). Richardsonian Romanesque 4-story department store with basement of red brick, terracotta, highly decorative brickwork. Built to the corner, the symmetrical wide double facades face Main St. and W. 2nd St. The design was modeled on Chicago architect Daniel Burnham's 1888 Chicago Rookery Building, which combined steel framing and large plate glass

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expanses with elaborate brickwork and Romanesque ornamentation. (Bowers and Svendsen, "J.H.C. Petersen Building," NRHP, 1983) F.G. Clausen

- 1899: H.E. Ficke Building (307 Harrison St.) Queen Anne-style 4-story double storefront with upper apartments.
- 1901: Renwick Building (324 Brady St.) Chicago Style 4-story red brick commercial building by Clausen & Burrows, with cast-iron storefront, tall windows on upper stories, topped by Romanesque Revival arched windows at the fourth floor.
- 1903: Davenport Leaf Tobacco Co. (319 Western Ave.) Commercial-style 3-story cigar factory and wholesale tobacco building. Clausen & Burrows. Includes 1918 addition designed by Clausen & Kruse.
- 1905: Schricker Apartments (401 W. 4th St.) The John C. Schricker Company constructed the Colonial Revival/ Federal Revival 4-story 25-unit building, with Schricker as president and architect F.G. Clausen as vice-president.
- 1907: Central Office Building/Peterson Building (230 W. 3rd St.) Eastern addition to Classical Revival-style 4-story professional office building with 1st story storefronts; 1904 western façade designed by Gustav Hanssen. Addition used the same design with subtle differences.
- 1910: Beiderbecke Building (111 W. 2nd St.). Commercial Style/Classical Revival 4-story brick-and-stone retail store building built by German immigrant Mrs. Louisa Beiderbecke, who leased out the building. Beiderbecke was one of a small number of women who built commercial buildings within the downtown in the late 19th and early 20th century. Clausen & Clausen.
- 1910: Dorothea Flats (311-317 W. 3rd St.). Revival Style 4-story brick storefronts with upper residential flats. Clausen & Clausen
- 1919: Scott County Savings Bank (302 Brady St.) Classical Revival style stone bank building built as 1-story skyscraper base in 1919 with granite exterior and engaged pilastered framing tall windows as designed by Clausen & Kruse.
- 1923: Eagles Auditorium/Danceland (501 W. 4th St.) Georgian Renaissance 3-story fraternal hall. Clausen & Kruse
- 1924: The Democrat Building (407 Brady St.) Sullivanesque 2-story newspaper office and printing plant with mezzanine and basement, designed by Davenport architect Rudolph Clausen of Clausen & Kruse.
- 1925: Kahl Building/Capitol Theatre expansion (326 W. 3rd St.) Five years after opening, H. Kahl added a rear addition to enlarge the stage. Clausen & Kruse.
- 1928: American Commercial and Savings Bank / Davenport Bank & Trust (203 and 229 W. 3rd St.). Associated architect as Clausen, Kruse & Klein.

Ebeling, Arthur, H. (1908-1958) Davenport

Ebeling (c. 1882-1965) enjoyed a 50+year architectural career and served as president of the Citizens Federal Savings and Loan Association. He apprenticed with Gustav Hanssen before starting his solo practice in 1908. After acting as superintending architect of the Kahl Building, he moved his office there.

- 1913-1914: Hotel Dempsey (410 Main St.) Prairie Style 3-story masonry hotel.
- 1914-1915: Blackhawk Hotel (E. 3rd St.). Superintending architect for the project designed by Temple & Burrows.
- 1919-1920: Kahl Building (3rd St.) Superintending architect for the project designed by Chicago firm Rapp & Rapp.
- 1955: Scott County Courthouse (428 W. 4th St.) Planning began in 1950 and involved visits to Alcoa Corp.'s headquarters in Pittsburg and an aluminum-clad hospital in Bradford, Pennsylvania to examine experimental use of aluminum exterior panels; Ebeling was associate architect with C.C. Woodburn. (*Quad-City Times*, "Supervisors Plan Trip to Pennsylvania," July 11, 1950: 11; "Arthur H. Ebeling, 83, Architect, Dies," August 11, 1965:6)

Gartside, Benjamin "Ben" W. Jr. (c. 1913-1925), architect for Gordon-Van Tine Co. (1926-c. 1946), Davenport
Gartside Jr.'s (c. 1886-1958) architect father Benjamin W. Gartside Sr. worked for T.W. McClelland Planing Mill as secretary in 1914. Gartside Jr. graduated from University of Illinois and practiced solo for more than a

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decade before joining Gordon-Van Tine Co. as in-house architect. (*Quad-City Times*, "Ben Gartside Hurt May 22 Fall, Dies," June 4, 1958: 8.)

- 1914: Frey Apartments (210 W. 4th St.). Prairie-style 3-story apartment building addition and probable façade.

Graven, A.S. (d. 1932), Chicago

Nationally significant Chicago architect Anker Sverre Graven formerly practiced at theater architecture firm Rapp & Rapp before starting his own firm (Scheider)

- 1931: Hotel Mississippi–RKO Orpheum Theater (106 E. 3rd St.). Graven partnered with New York theater designer Henry Dreyfuss Art Deco 10-story hotel built to corner with theater and street-level retail along E. 3rd and Brady streets.

Hammett, Edward S. (1883-c. 1907)

New York native Hammett (1856-1907) attended Lehigh University and MIT, and worked under Henry Hobson Richardson (of Richardsonian Romanesque invention) and Boston and New York firms. He designed a number of Episcopal churches in Iowa as well as houses.

- 1901: Winecke Block (318 Brady St.) Commercial-style 3-story masonry double storefront semi-attached, designed by Davenport architect Edward S. Hammett.
- 1901: M.J. Eagal Block (322 Brady St.) Queen Anne-style 3-story narrow commercial building masonry single storefront two bays wide designed by Davenport architect E.S. Hammett.

Hanssen, Gustav A. (1890-c. 1902, 1904-1905); Hanssen & Dietz (c. 1902-1903), Hanssen & Harfst (1906-10), Davenport

Hanssen (1869-1944) was a Davenport native, son of Louis Hanssen Hardware Co. who received an architecture degree from University of Illinois. He relocated to California in 1910 to design buildings affiliated with the Panama Canal. (*Quad-City Times*, "Local Architect Leaves for Coast," April 17, 1910: 12; *The Daily Times*, "Local Architects Form New Firm," February 1, 1906: 7; "Hanssen," obituary January 5, 1944: 4.)

- 1901: Central Fire Station (425 W. 4th St.) Italianate/Classical revival 2-story fire station with hose towers.
- 1904: Central Office Building (224 W. 3rd St.) Classical Revival-style 4-story professional office building with 1st story storefront; Hanssen designed the 1904 remodel of the former Woeber Carriage production/showroom building that H. Petersen had remodeled for a furniture showroom. In 1907, the building was nearly doubled in size with an eastern addition by Clausen & Clausen.

Harfst, Dietrick "Deat" J., (? – 1905, 1910-1913), Hanssen & Harfst (1906-1910), Davenport

German immigrant Dietrick "Deat" J. Harfst (1874-1913) immigrated to Davenport as a child. He worked for architect Gustav Hanssen, practiced solo, then partnered as Hanssen & Harfst before taking over the practice when Harfst moved to California. (*Quad-City Times*, "Architect Who Died Thursday," March 7, 1913: 8)

- 1904: Ferd Haak Co. (527 W. 4th St.). Beaux-Arts 3-story cigar company showroom and factory building of brick with stonework by Deat J. Harfst,
- 1909: Independent Realty Co. Building (223-227 W. 4th St., now part of 325 Harrison St.) Prairie Style 1-story multi-tenant building of brick and stone designed by Hanssen & Harfst.
- 1912: Walker Flats (108 W. 5th St.) Prairie-style 4-story apartment building with raised basement on stone foundation by Deat J. Harfst.

Muesse, Howard, Davenport (c. 1930s-1940s)

- 1938: Shannon's Dairy Lunch (116 W. 3rd St.). Currently non-contributing due to EFIS on facade; Muesse designed the Art Moderne-styled restaurant building with a structural glass front.

Rapp & Rapp (c. 1900s – c. 1930s), Chicago

Brothers Cornelius W. Rapp and George L. Rapp specialized in theaters, designing some 400 of them across the country.

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- 1920: Kahl Building/Capitol Theatre (326 W. 3rd St.) Sullivanesque 10-story office skyscraper clad in white-gray terra-cotta with a tripartite (three-part) composition of terra-cotta decorated base, shaft with recessed windows and terra-cotta spandrels, and capital with an elaborate frieze beneath the cornice. Said to be patterned after the 1890 terra-cotta Wainwright Building St. Louis skyscraper by Adler & Sullivan.

Richard C. Rich and Associates, Detroit,

Parking engineer Rich specialized in parking garages and worked across the nation. (<http://richassoc.com/>)

- 1971: Davenport Bank & Trust Addition (203 and 229 W. 3rd St.). Addition planning began in 1963 for New Formalism bank annex and parking ramp.

Ross, John W. (1874-c. 1911), Davenport.

Ross (1830-1914) moved from Massachusetts to Davenport in 1874. He oversaw construction of the Scott County courthouse, designed at least one fire station, and other governmental buildings and private residences and business designs in Davenport and other cities in Iowa and Illinois.

- 1896: Davenport City Hall (4th St.) Largest extant Romanesque building in downtown; 3.5 story plus 5-story clocktower of Bedford stone with flanking lower towers; arched recessed entrance.
- 1897: Farmers' and Mechanics' Savings Bank / Morris Plan Bank (218 Harrison St.) Richardsonian Romanesque 3-story narrow brick and stone bank building.

Stone, Edward Durrell, FAIA, (1936– 1974), with Edward Durrell Stone & Associates, New York

Stone (1902-1978) was an experienced architect at the time of the Davenport commission. He pioneered the New Formalism Modern Movement style, exemplified by his AIA Honor Award-winning 1959 U.S. Embassy in New Delhi, India.

- 1968: Davenport Public Library (321 Main St.) New Formalism 2-story concrete-and-tinted glazing library with broad overhang supported by columns.

Temple, Burrows & McLane (1904-1910); Temple & Burrows (1910-1925); Temple, Seth J., (1925-1940); Temple & Temple (1940-1949), Davenport

Influential Davenport architects Parke Burrows and Seth J. Temple practiced together beginning in 1904 through Burrows' death in 1925. Previously Burrows had practiced with Fritz Clause as Clausen & Burrows (1895-1904). Temple practiced solo until joined by his son Arthur in 1940. Temple attended Columbia University and the Ecole des Beaux-Arts in Paris.

- 1897: Scott County Jail (See Clausen & Burrows above)
- 1906: Davenport Commercial Club (400 Main St.) Beaux Arts-style 3-story brick clubhouse built to corner with design by Temple, Burrows & McLane.
- 1907: Davenport Hotel (324 Main St.) Renaissance Revival 6-story C-shaped hotel with retail and office space designed by Temple & Burrows, P.T. Burrows, architect in charge.
- 1915, 1921: Hotel Blackhawk/Blackhawk Hotel (200 E. 3rd St.) 11-story Renaissance Revival hotel, built in two phases (four stories added on top). Arthur Ebeling was supervising architect for the 1915 hotel building. Temple & Burrows

- 1924: Union Savings Bank and Trust (skyscraper expansion of 1910 smaller bank)

- 1933: Federal Building (aka Post Office/Federal Courthouse, 131 E. 4th St.) Streamlined Moderne 3-story stone building. Seth J. Temple.

(Davenport Public Library, Richardson-Sloane Special Collections Center, "Build a Better Davenport: Temple and Burrows Architects," 2017)

Weary & Alford Co., Chicago

Edwin D. Weary and W.H. Alford partnered in 1903 and came to specialize in banks, with a nationwide practice.

- 1928: American Commercial and Savings Bank / Davenport Bank & Trust (203 and 229 W. 3rd St.)

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Woodburn, Chester C. of Dougher, Rich & Woodburn (1923 – 1954), Woodburn & O’Neil (1954+), Des Moines

Woodburn (c. 1894-1960) graduated with an architecture degree from Cornell (College) University and did graduate work at the University of Southern California. He was past-president of the Des Moines Engineering Club and the Iowa chapter of the AIA. His firm designed a number of courthouses, plus other civic, fraternal, and religious buildings.

- 1956: Scott County Courthouse (400 W. 4th St.) Modern Movement/International Style 3-story aluminum clad and granite civic building; noted as the only aluminum-clad U.S. county building at its opening.

Zimmerman, Saxe & Zimmerman (c. 1916 – 1932), Chicago architects

Zimmerman, W. (William) Carbys (1859-1932) , MIT graduate and Illinois state architect (1905-c. 1915), partnered with his son-in-law Saxe, Albert Moore (1888-1953), a University of Illinois graduate, and son Zimmerman, Ralph Waldo (1889-1976) circa 1916. The firm worked nationally for Chicago-based Thomas Cusack Co. and other corporate clients, along with residential projects.

- 1922: Thomas Cusack Co. District Headquarters (415 Perry St.) Renaissance Revival 1-story office building conversion of 1867 opera house following a fire that destroyed the interior. Remodeled building leased to the Davenport regional office of Chicago-based Thomas Cusack Co. outdoor advertising firm, the world’s largest.

Archaeological Assessment

The potential for archaeology was not assessed as part of the present National Register nomination. The successive redevelopment, zero-lot line building footprints for most properties, and limited presence of paved parking areas associated with buildings in the historic district increases the likelihood that repeated ground disturbance (resulting from the construction of those elements) has possibly destroyed any localized archaeological resources. However, paving may have been laid over ground previously occupied by pioneer- and Victorian-era residences (as well as resources pre-dating the housing) with a minimum of earth movement. In that case, archaeological resource may merely have been encapsulated. In the future, any significant excavation and/or grading should take into consideration the possibility that archaeological and/or sub-grade historic or prehistoric resources may remain.

Davenport Downtown Commercial Historic District

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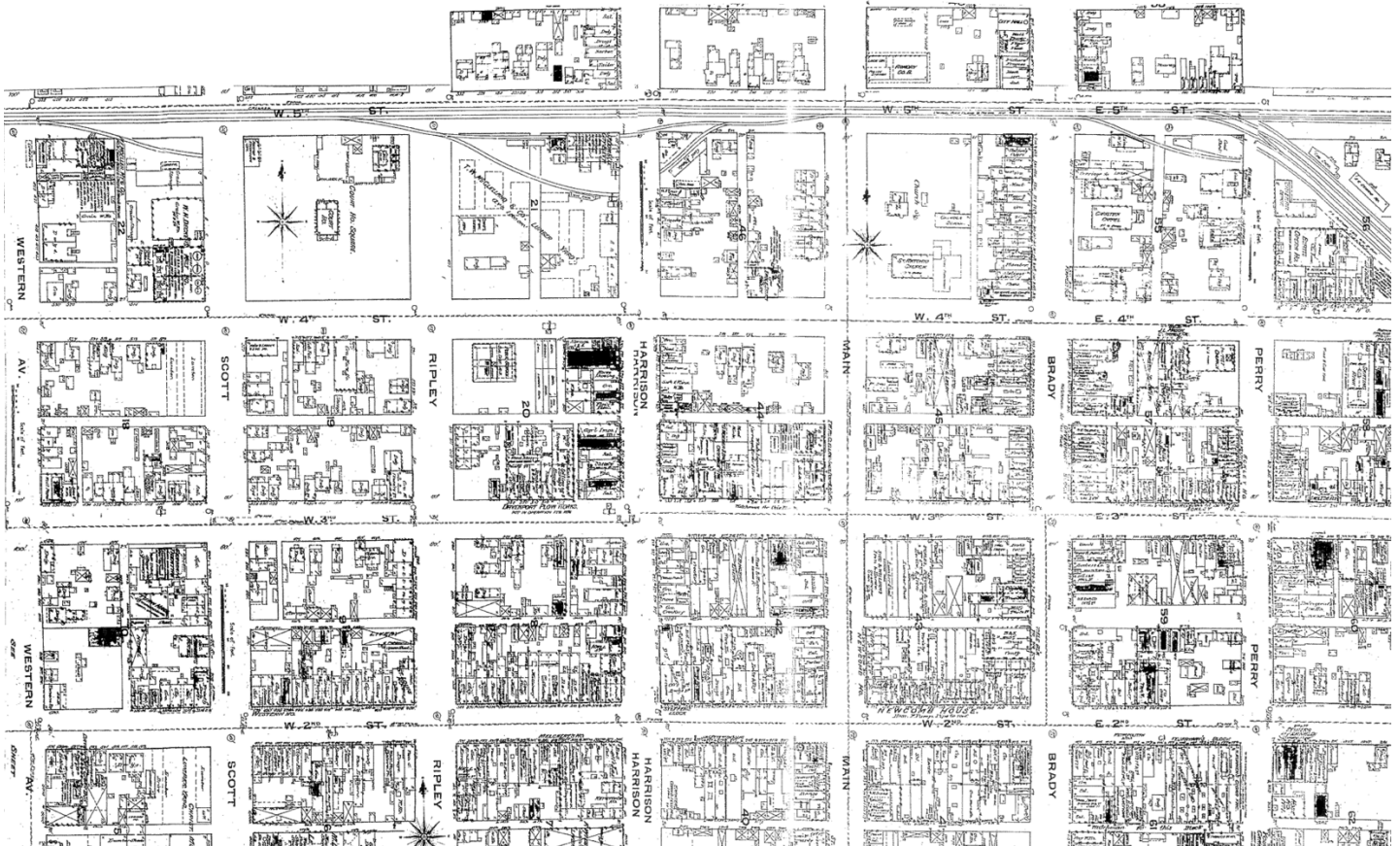


Figure: 1886 Sanborn map pages showing central business district. North is the top of the map, showing east side of Western Avenue at far left, west side of Perry Street at far right; east-west alley north of 5th Street at top and east-west alley south of 2nd street at bottom. (Sanborn map pages assembled by John Zeller)

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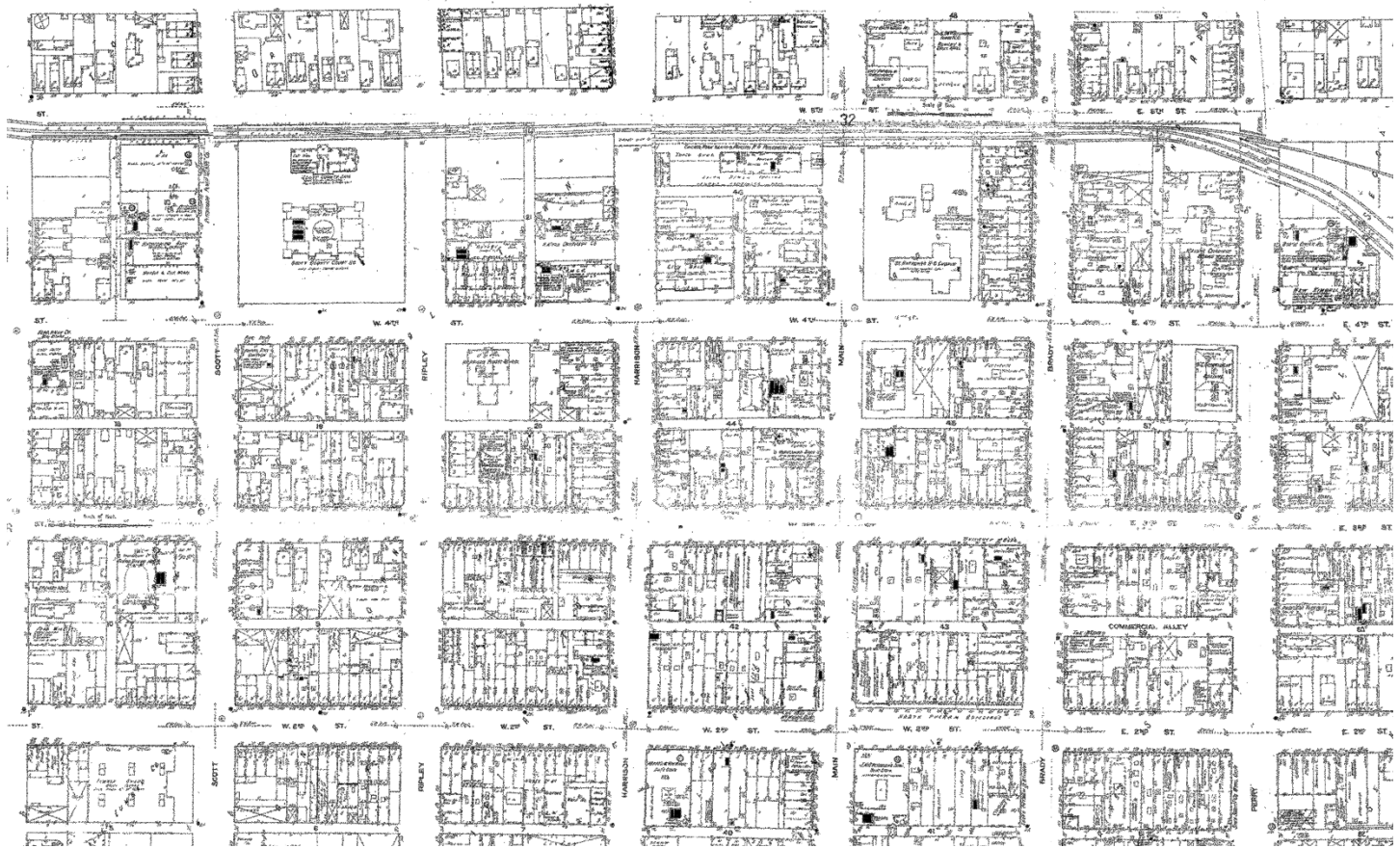


Figure: 1910 Sanborn map pages showing central business district. North is the top of the map, showing east side of Western Avenue at far left, west side of Perry Street at far right; east-west alley north of 5th Street at top and east-west alley south of 2nd street at bottom. (Sanborn map pages assembled by John Zeller)

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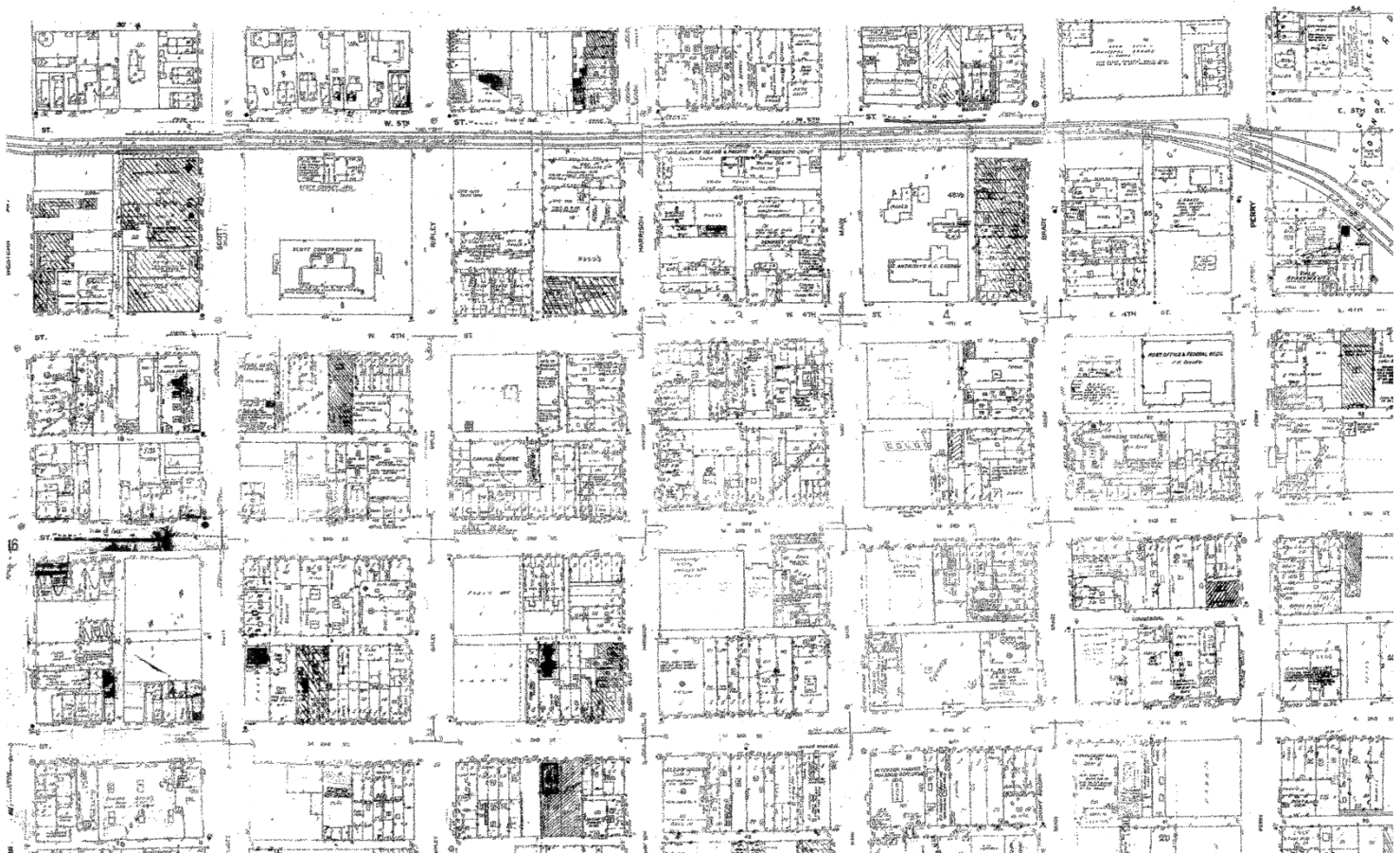


Figure: 1950 Sanborn map pages showing central business district. North is the top of the map, showing east side of Western Avenue at far left, west side of Perry Street at far right; east-west alley north of 5th Street at top and east-west alley south of 2nd street at bottom. (Sanborn map pages assembled by John Zeller)

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9. Major Bibliographical References

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* Special thanks to Kyle Carter, executive director of the Downtown Davenport Partnership for his vision and leadership; Downtown Davenport Partnership for funding of this district; Davenport Public Library Director Amy Groskopf and staff for assistance with the library's rich architectural history and the Richardson-Sloane Special

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Collections; historic preservation consultant Marion Meginnis for sharing her invaluable research and insights; the Putnam Museum for guidance on historic photographs; the State Historic Preservation Office for feedback and guidance; and John Zeller for newspaper and Sanborn map research assistance.

Previous documentation on file (NPS):

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

Primary location of additional data:

☒ State Historic Preservation Office
☐ Other State Agency
☐ Federal Agency
☐ Local Government
☐ University
☒ Other

Name of repository: Richardson-Sloane Special Collections Center, Davenport Public Library,
321 N. Main Street, Davenport, Iowa

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property about 49 acres

(Do not include previously listed resource acreage; enter "Less than one" if the acreage is .99 or less)

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

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1	<u>2,439,484.3641</u>	<u>568,827.0417</u>	3	<u>2,440,986.1002</u>	<u>557,530.1667</u>
	Latitude	Longitude		Latitude	Longitude
2	<u>2,422,098.9474</u>	<u>568,604.8194</u>	4	<u>2,439,495.2148</u>	<u>568,282.3368</u>
	Latitude	Longitude		Latitude	Longitude

Verbal Boundary Description (Describe the boundaries of the property.)

The Davenport Downtown Commercial Historic District boundaries on the east jog from Perry Street to Brady Street; at the south they extend to portions of the 100-200 blocks of W. 2nd Street and jog to 3rd Street; at the west they extend to Western Avenue, jogging to N. Main Street; at the north they extend to the south side of W. 5th Street, the north side of W. 5th Street, and the west side of the 500 block of Brady Street being the northernmost point; running through the northern portion of the district and forming part of the northern boundary is an elevated train track stretching from the east side of Perry Street to Western Avenue.

Boundary Justification (Explain why the boundaries were selected.)

These boundaries encompass the heart of the Davenport central business district containing buildings constructed from the 1850s through the 1960s, the period of significance.

11. Form Prepared By

name/title	<u>Jennifer Irsfeld James, MAHP</u>	date	<u>November 2019</u>
organization	<u>Jennifer James Communications, LC</u>	telephone	<u>515-250-7196</u>
street & number	<u>4209 Kingman Blvd.</u>	email	<u>Jenjames123@gmail.com</u>
city or town	<u>Des Moines</u>	state	<u>Iowa</u> zip code <u>50311</u>

Additional Documentation

Submit the following items with the completed form:

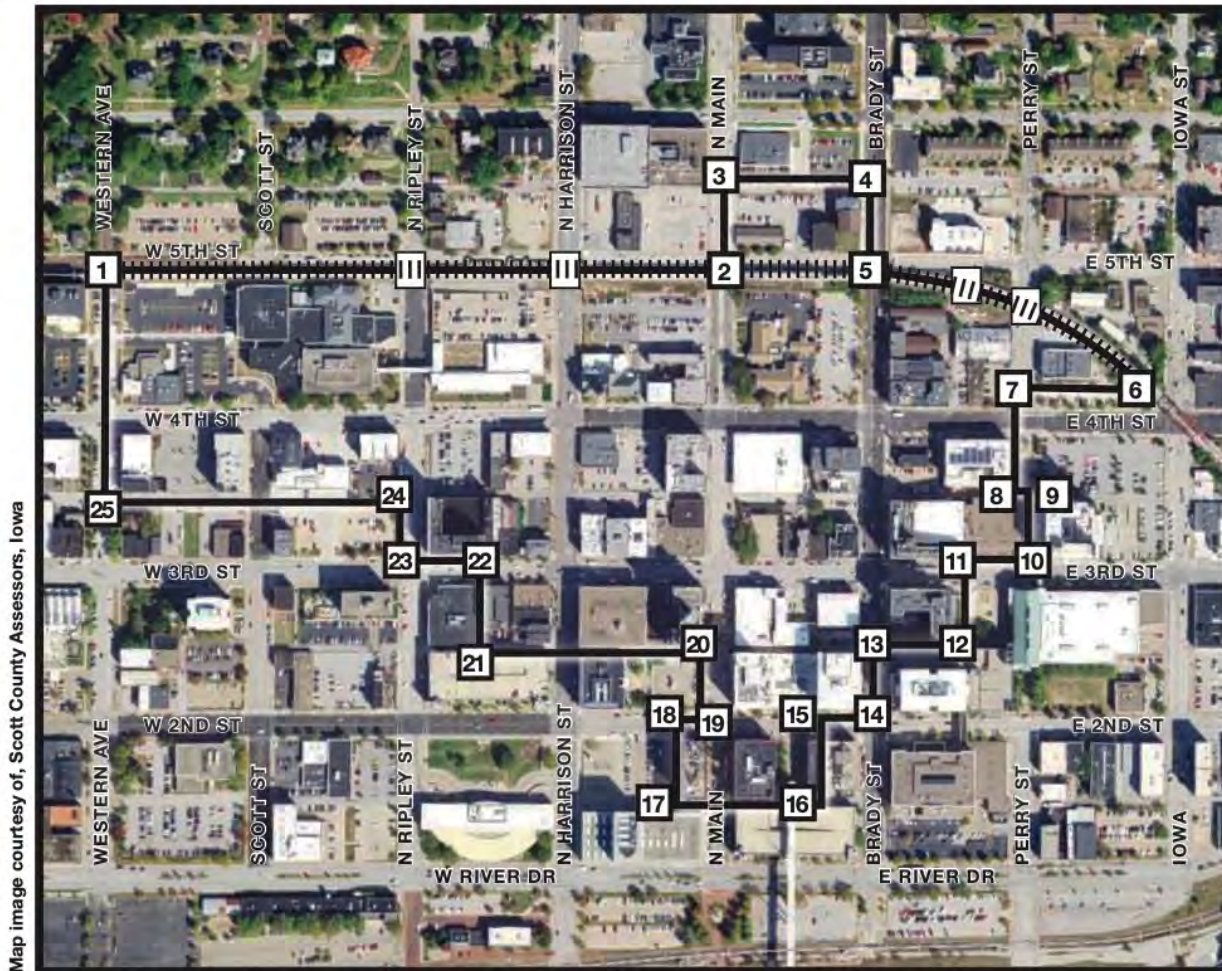
- **GIS Location Map (Google Earth or BING)**
- **Local Location Map**
- **Site Plan**
- **Floor Plans (As Applicable)**
- **Photo Location Map** (Key all photographs to this map and insert immediately after the photo log and before the list of figures).

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Name of Property

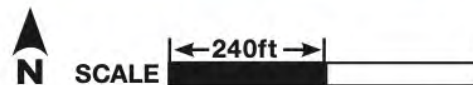
County and State



Map image courtesy of, Scott County Assessors, Iowa

Map Key

- ||| = Bridge
- ||||| = Elevated track



Coordinates: 1: 2,439,484.3641, 568,827.0417 2: 2,441,012.1419, 568,896.4861 3: 2,441,001.7252, 569,129.1250
4: 2,441,411.4474, 569,136.0694 5: 2,441,404.5030, 568,893.0139 6: 2,442,098.9474, 568,604.8194 7: 2,441,826.3780,
568,599.6111 8: 2,441,822.9058, 568,380.8611 9: 2,441,871.5169, 568,377.3889 10: 2,441,888.8780, 568,193.3611
11: 2,441,690.0933, 568,191.6250 12: 2,441,696.1697, 567,975.4792 13: 2,441,496.5169, 567,967.6667 14:
2,441,510.4058, 567,787.1111 15: 2,441,337.6627, 567,782.7708 16: 2,441,350.6835, 567,548.3958 17:
2,440,986.1002, 567,530.1667 18: 2,440,954.8502, 567,752.3889 19: 2,441,055.5447, 567,766.2778 20:
2,441,045.1280, 567,919.0555 21: 2,440,451.3780, 567,919.0555 22: 2,440,440.9613, 568,144.7500
23: ,440,232.6280, 568,148.2222 24: 2,440,225.6835, 568,294.0555 25: 2,439,495.2148, 568,282.3368

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Name of Property

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Photographs:

Submit clear and descriptive photographs under separate cover. The size of each image must be 3000x2000 pixels, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and does not need to be labeled on every photograph.

Photo Log

Name of Property: Davenport Downtown Commercial Historic District

City or Vicinity: Davenport

County: Scott State: Iowa

Photographer: Jennifer Irsfeld James

Date Photographed: 2018-2019

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 1 of 26: IA_Scott_DavenportDowntownCommercialHD_0001
W. 2nd Street, First National Bank Building and J.H.C. Petersen's Sons Department Store at right and Putnam and Parker Buildings at left, camera facing east.

Photo 2 of 26: IA_Scott_DavenportDowntownCommercialHD_0002
First National Bank Building, 201 W. 2nd Street, camera facing south.

Photo 3 of 26: IA_Scott_DavenportDowntownCommercialHD_0003
M.L. Parker Company Building, 104 W. 2nd Street, camera facing northwest.

Photo 4 of 26: IA_Scott_DavenportDowntownCommercialHD_0004
First Federal Savings and Loan Association Building, 131 W. 3rd St., with Putnam Building in background, camera facing southeast.

Photo 5 of 26: IA_Scott_DavenportDowntownCommercialHD_0005
Scott County Savings Bank / First Trust & Savings Bank Building, 302 Brady Street, camera facing northwest.

Photo 6 of 26: IA_Scott_DavenportDowntownCommercialHD_0006
Hotel Mississippi-RKO Orpheum Theater Building, E. 3rd Street at Brady Street, camera facing northeast.

Photo 7 of 26: IA_Scott_DavenportDowntownCommercialHD_0007
Perry Street south of the elevated train track, with Thomas Cusack Co. District Headquarters/ General Outdoor Advertising Co. Building at left and Blackhawk Garage Building at right, and Hotel Blackhawk and the U.S. Federal Building in the background, camera facing south.

Photo 8 of 26: IA_Scott_DavenportDowntownCommercialHD_0008
W. 3rd Street looking east from Kahl Building's Capitol Theatre Building marquee, camera facing east.

Photo 9 of 26: IA_Scott_DavenportDowntownCommercialHD_0009
On the corner, St. Charles Hotel Building, 300 W. 3rd St., with Davenport Plow Works Building and Kahl Building in background, camera facing northwest.

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Photo 10 of 26: IA_Scott_DavenportDowntownCommercialHD_0010

The 1857 stone G. Hager & Co. Carriage Works Building with 1881 brick Davenport Plow addition to left, camera facing west.

Photo 11 of 26: IA_Scott_DavenportDowntownCommercialHD_0011

N. Harrison Street at W. 3rd Street, with St. Charles Hotel at left and Berg Building at right, with background showing U.N. Roberts & Co. Block/ Jacobsen Cigar Building and Davenport City Hall at W. 4th Street, camera facing north.

Photo 12 of 26: IA_Scott_DavenportDowntownCommercialHD_0012

N. Harrison Street at east-west midblock alley looking north with the Farmers' and Mechanics' Savings Bank / Morris Plan Bank Building, 218 N. Harrison St., at immediate left and Davenport Bank & Trust office and parking ramp addition, 229 W. 3rd St., at right, camera facing north.

Photo 13 of 26: IA_Scott_DavenportDowntownCommercialHD_0013

The M.D. Petersen Estate Building, 202 W. 3rd St., was built with multi-tenant storefronts at the corner of W. 3rd and N. Main streets, camera facing northwest.

Photo 14 of 26: IA_Scott_DavenportDowntownCommercialHD_0014

At the corner of E. 3rd and Brady streets, the Union Savings Bank and Trust Co. Building (Union Arcade Building), 229 Brady St., is one of the low-rise skyscrapers in the Historic District, camera facing southeast.

Photo 15 of 26: IA_Scott_DavenportDowntownCommercialHD_0015

At the corner of W. 4th and Brady streets, the 4-story Renwick Building is the most prominent on the block, camera facing southwest.

Photo 16 of 26: IA_Scott_DavenportDowntownCommercialHD_0016

The 400 block of Brady Street includes some of the oldest buildings in the Historic District, including the 1877 Forrest Block at the corner, 1924 Democrat Building, and 1892 Hibernia Hall expansion of an 1850s church, camera facing northeast.

Photo 17 of 26: IA_Scott_DavenportDowntownCommercialHD_0017

The 1906 Davenport Commercial Club Building at W. 4th and N. Main streets is flanked by the Dempsey Hotel to the right and the Frey Apartments to the left, camera facing northwest.

Photo 18 of 26: IA_Scott_DavenportDowntownCommercialHD_0018

Edward Durrell Stone's Davenport Public Library Building, 321 N. Main St., is of concrete rendered in the New Formalism architecture style, camera facing northeast.

Photo 19 of 26: IA_Scott_DavenportDowntownCommercialHD_0019

The Historic District includes several examples of Prairie Style commercial buildings, including the Independent Realty Co. Building (1909) and Thomsen Motor Co. Building (1916), 325 N. Harrison St., which were united during the period of significance, camera facing southeast.

Photo 20 of 26: IA_Scott_DavenportDowntownCommercialHD_0020

The 1875 U.N. Roberts & Co. Block, 332 N. Harrison St., was converted into the Jacobsen Cigar Building in 1903, camera facing southwest.

Photo 21 of 26: IA_Scott_DavenportDowntownCommercialHD_0021

Government buildings line 4th Street, including the 1956 Scott County Courthouse, left, and 1902 Davenport Central Fire Station, right, camera facing east.

Davenport Downtown Commercial Historic District

Scott, Iowa

Name of Property

County and State

Photo 22 of 26: IA_Scott_DavenportDowntownCommercialHD_0022

The 1923 Eagles Lodge, 501 W. 4th St., is one of several fraternal organizations represented in the Historic District; the building includes a third-floor "Danceland" ballroom, camera facing southwest.

Photo 23 of 26: IA_Scott_DavenportDowntownCommercialHD_0023

The Ferd Haak Cigar Company built this showroom-factory building in 1904 at W. 4th Street and Western Avenue, adjoining its 1903 Davenport Tobacco Leaf Co. wholesale tobacco building, camera facing southeast.

Photo 24 of 26: IA_Scott_DavenportDowntownCommercialHD_0024

The 1898 Scott County Jail was built fronting W. 5th Street, prior to construction of the 1901-1903 elevated train track that runs through the Historic District and lowers in grade between Ripley Street and Western Avenue, camera facing south.

Photo 25 of 26: IA_Scott_DavenportDowntownCommercialHD_0025

The 1874 City Market Building, 130 W. 5th St., is located across the street from the 1901-1903 Chicago, Rock Island and Pacific Railroad Elevated Track, which includes several steel rail bridges, camera facing south.

Photo 26 of 26: IA_Scott_DavenportDowntownCommercialHD_0026s

Walker Flats, 108 W. 5th St., is one of several apartment flat buildings constructed within the district near the turn of the 20th century, camera facing northeast.

Davenport Downtown Commercial Historic District

Scott, Iowa

Name of Property

County and State

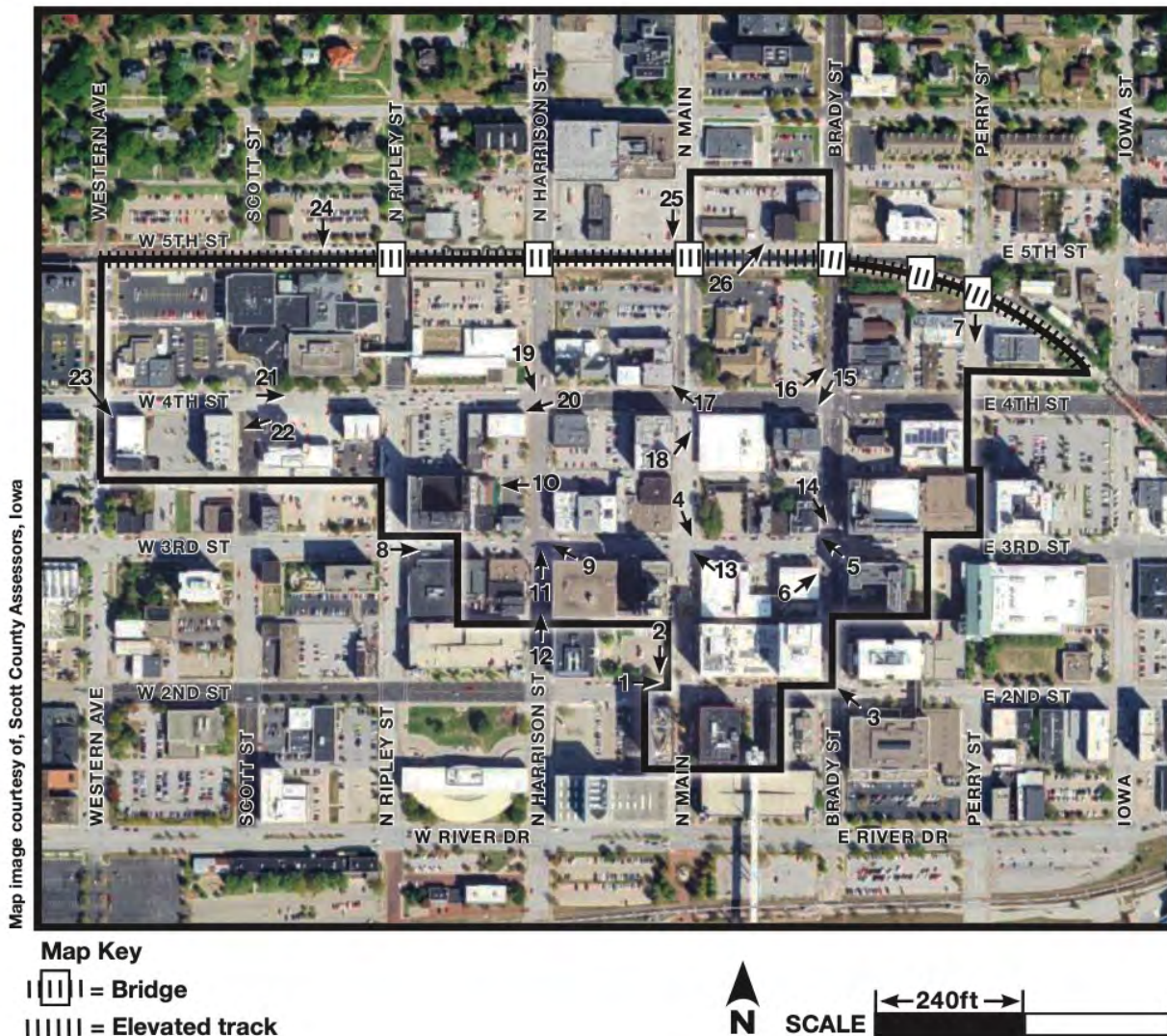


Photo key showing photos 1 through 26, with historic district boundary included.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.