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HISTORIC RESOURCES SURVEY OF DOWNTOWN SIOUX CITY WOODBURY COUNTY, IOWA



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Prepared for
The Historic Preservation Commission
of the City of Sioux City, Iowa

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MANAGEMENT SUMMARY

The Sioux City Downtown Historic Resources Survey was carried out between June, 2008 and June, 2009 by Pathfinder CRM, LLC under contract to the City of Sioux City. The project was funded in part by a Certified Local Government grant-in-aid from the US Department of the Interior, administered by the State Historic Preservation Office (SHPO) of the Iowa Department of Cultural Affairs. The purpose of the survey was to identify, document and evaluate the preservation value of buildings, structures and other historic resources located within a defined area to determine whether or not they meet established criteria for historical, architectural, engineering or cultural significance. Survey activities included planning, archival research, development of historic contexts, field survey to document individual historic resources, review and organization of survey data, public participation, and preparation of the final products. The survey area boundaries encompassed an 84-block area (approximately 200 acres) in extent.

The focus was on commercial architecture, although background knowledge indicated that a number of residential, civic, and religious buildings were also present within the survey area boundaries. Properties documented by previous surveys, with the exception of those already listed in the National Register of Historic Places, were inspected and re-evaluated. While the survey was not intended to result directly in National Register nominations, it was designed to produce sufficient information to make decisions regarding the preservation values of all surveyed properties and prepare a workable plan for implementing the results of the survey.

A local historic context, "Development of Downtown Sioux City" was developed on the basis of documentary information on the most important broad patterns of downtown urban development during its period of historical significance from 1855 to 1958. The survey identified 36 individual historic resources worthy of preservation and eligible for listing in the National Register or local landmark designation. Of these, 9 were located within the boundaries of a proposed "West End" historic district, comprising 41 buildings (32 contributing, 9 noncontributing resources). 32 downtown properties had been previously listed in the National Register, including the fourteen buildings located within the boundaries of the Fourth Street Historic District. 36 of the surveyed properties were evaluated as significant and potentially eligible for nomination to the National Register or for local landmark designation. 100 buildings and one landscape feature which met the minimum criteria for being considered historic resources by being over fifty years old were evaluated as not worthy of preservation interest due to their lack of historical significance or compromised integrity. 86 of the buildings surveyed proved to be nonhistoric (i.e., less than fifty years old).

The downtown area contains a substantial number of historically significant properties worthy of preservation. To ensure the protection of historically significant properties, it is recommended that the city use overlay zoning as its primary preservation tool for protecting individually significant buildings as well as architecturally undistinguished historic resources located within the proposed historic district.

The report contains six specific recommendations for implementing the results of the survey: the city should (1) assemble the inventory forms for all surveyed historic resources city-wide, including the results of the downtown survey, and make the data accessible to city staff, the HPC, and the public; (2) compile a prioritized list of significant downtown historic resources the HPC considers worthy of consideration in community development planning (i.e., properties which are eligible for National Register registration or local landmark designation) and have the list adopted by the planning commission and city council; (3) develop a comprehensive historic preservation plan and have it adopted by the city council as an annex to the city's comprehensive land use plan; (4) amend the city code as needed to make the HC overlay zoning classification more effective and efficient by adopting a more flexible, performance-based approach to design review and including a requirement for consensus-based plans of treatment as part of every official landmark designation; (5) undertake archaeological surveys in the downtown area, using archival research to develop predictions of the general location of potentially important buried cultural deposits that can be tested through field survey; monitor excavation work for public utilities and other infrastructure construction for the possibility of uncovering archaeological data such as old building foundations and street surfaces, midden deposits, and other buried features; and (6) undertake a study of historic resources from the recent past (circa 1958 to 1986), focusing initially on developing an historic context applicable to downtown properties associated with the theme of urban renewal.

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I. INTRODUCTION

This report presents the results of the Sioux City Downtown Historic Resources Survey. The survey was carried out between June, 2008 and August, 2009 by Pathfinder CRM, LLC under contract to the City of Sioux City. The project was funded in part by a Certified Local Government grant-in-aid from the US Department of the Interior, administered by the State Historic Preservation Office (SHPO) of the Iowa Department of Cultural Affairs. The downtown survey project was managed by Paul D. Barnes of the Sioux City Planning Division.

Project Description

The purpose of the survey was to identify, document and evaluate the preservation value of buildings, structures and other historic resources located within a defined area to determine whether or not they meet established criteria for historical, architectural, engineering or cultural significance. Survey activities included planning, archival research, development of historic contexts, field survey to document individual historic resources, review and organization of survey data, public participation, and preparation of the final products.

The focus was on commercial architecture, although background knowledge indicated that a number of residential, civic, and religious buildings were also present within the survey area boundaries. Properties documented by previous surveys, with the exception of those already listed in the National Register of Historic Places, were inspected and re-evaluated. While the survey was not intended to result directly in National Register nominations, it was designed to produce sufficient information to make decisions regarding the preservation values of all surveyed properties and prepare a workable plan for implementing the results of the survey.

All project activities were conducted in accordance with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation.[1]

Downtown Survey Area

Founded in 1855 and incorporated in 1857, Sioux City is the county seat of Woodbury County and the fourth most populous municipality in Iowa, with 82,684 inhabitants in 2008. The downtown survey area includes the original townsite,

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[1] See *Archaeology and Historic Preservation; Secretary of the Interior's Standards and Guidelines*, as amended and annotated, online at <http://www.nps.gov/history/local-law-arch_stnds.htm>; prepared under authority of sections 101(f)(g) and (h) and Section 110 of the National Historic Preservation Act of 1966, as amended. The standards and guidelines were originally published in the *Federal Register*, vol. 48, no. 190 (29 September 1983), 44716-44744.

platted under the name Sioux City East, as well as parts of subsequent additions now commonly referred to as the "Midtown" district (Fig. 1). The geographical limits of the survey area were defined by arbitrary lines drawn by the Sioux City Historic Preservation Commission (HPC) prior to the start of the survey and do not reflect plat or zoning district boundaries. Historically, the city's urban core had natural boundaries on the south, west and east (the Missouri River, Perry Creek and the Floyd River) and high-density commercial development did not extend much beyond 8th Street before the middle decades of the twentieth century.

The survey area contains eighty-four whole and partial blocks, covering about two hundred acres and comprising approximately six hundred parcels of land, not all of which had principal structures on them at the time the survey was carried out. Land use is predominantly commercial (retail, office, financial, institutional, governmental), with mixed commercial-residential on the north, where the survey area overruns the southern margins of the Near North Side neighborhood.[2] There are no parks, cemeteries or other public open spaces except the linear strip of greensward created during construction of Wesley Parkway (historic Wesley Way) as part of the Perry Creek Flood Control Project. All of the central business district is zoned for intensive commercial development.

The downtown area is very much the heart of Sioux City, with major retailers and small specialty shops, several banks and corporate offices, medical and health services, hotels, theatres, and conference facilities; regional attractions such as the Sioux City Arts Center, the Tyson Events Center and the Orpheum Theatre; municipal, county and federal government offices; and three state-designated "cultural districts," including Historic Fourth Street, the city's premier entertainment area.[3] In addition to the Fourth Street Historic District, nineteen individually significant downtown historic buildings have been listed in the National Register of Historic Places. Many of the buildings in the central business district are interconnected with skywalks.

The built environment is dominated by commercial buildings, but there are also a number of residential properties, government buildings, medical facilities, and churches. Much of the freestanding residential architecture is classified as multi-family commercial and some of the houses have been converted for use as office

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[2] The Near North Side is commonly defined as the neighborhood immediately north of downtown, beginning at 7th or 8th Street and extending as far north as 14th Street (some say 18th Street), bounded on the east by Floyd Boulevard and on the west by McDonald Street. This mixed use area includes several important Sioux City landmarks, including the former Central High School (the "Castle on the Hill"), the Cathedral of the Epiphany, Bishop Heelan High School, and Holy Trinity Greek Orthodox Church.

[3] Certified by the Iowa Department of Cultural Affairs on 7 March 2006; the others are the City Center Cultural and Entertainment District and the Government Center Cultural District. Sioux City has also received official recognition as both an Iowa Great Place (2005) and a Preserve America Community (2008). It has been a Certified Local Government since 1991.

or retail space. There are numerous parcels of vacant land scattered throughout the downtown area.

While the survey area represents the oldest section of the city, very few buildings remain from the initial phase of downtown development (circa 1854 to 1895). A substantial part of the city's nineteenth century urban core was obliterated by freeway construction and urban renewal after 1958. The current inventory of downtown historic buildings includes only a handful of properties built prior to 1890 (the oldest appears to have been constructed in 1885); therefore, most of what is "old" in downtown Sioux City was constructed between circa 1900 and 1930.

Previous Historic Preservation Efforts

Early preservation efforts in Sioux City focused on large buildings designed by "important" architects, buildings associated with notable historic figures (almost exclusively male), and older residential neighborhoods dominated by attractive period styled homes built for the city's social and economic elites. It was widely accepted that older buildings of architectural distinction were inherently more historically significant, and therefore worthy of preservation interest, than plain, simple buildings. Notwithstanding their perceived historical and architectural values, many familiar downtown landmarks were lost or sustained irreparable damage as a result of highway construction, urban renewal, and flood control projects, floods and fires. Many of the smaller historic buildings have lost historic integrity because of incompatible building and fire codes, abandonment, deferred maintenance, and neglect. From the perspective of heritage conservation, the effects of construction of Interstate 29 in the late 1950s and 1960s and the urban renewal schemes of the 1970s and 1980s were little short of catastrophic.

Among the city's early preservation success stories, creation of the Fourth Street Historic District, which was listed in the National Register in 1985, was almost entirely a local government initiative, spearheaded by city planner Gretchen E. Schalge. Widely acclaimed as the best concentration of late nineteenth century commercial buildings in Sioux City, the former downtown tenderloin district was successfully gentrified thanks to generous economic incentives and the application of overlay zoning, which requires review of building permits for their effects on historic resources.[4] More than twenty years were to pass, however, before the city's next large-scale downtown preservation effort, the West End District Plan.[5]

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[4] The Fourth Street District is zoned HC-1 (City Code §25.71.020).

[5] The *West End District Plan*, a document issued by the Sioux City Planning Division in 2008, is a guideplan for historic property-friendly redevelopment based on overlay zoning of what civic leaders envision as a revitalized culture and entertainment district on the western gateway into Sioux City's downtown; see "West End Businesses to Benefit from Designation," *Sioux City Journal* (1 June 2008).

The city adopted its first historic preservation ordinance in 1991 in response to growing public concerns over the loss of irreplaceable architectural landmarks.[6] The ordinance created the Historic Preservation Commission and charged it with carrying out the ordinance provisions, with specific responsibilities for nominating properties for designation as historic landmarks and promoting sound preservation practices. Since its inception, the HPC has sponsored a number of preservation initiatives which have focused on historic resources in the downtown area, the most important of which was a small Certified Local Government grant-funded project that established the conceptual underpinnings for a city preservation plan.[7] More recently, the HPC partnered with Downtown Partners, a nonprofit organization, and the Siouxland Chamber of Commerce, to compile a list of National Register listed or eligible commercial properties as the foundation for a downtown preservation plan. The HPC has also worked closely with other local preservationists to create a series of self-guided neighborhood walking tours designed to be easily accessed by the general public.[8]

Prior to the present survey, over two hundred downtown buildings had been documented by various historic resources surveys and recorded in the historic site inventory file maintained by the Iowa SHPO. City staff carried out many of the early surveys to document neighborhoods and individual properties as part of various community development projects, such as the "Old Town East" conservation area that was created in 1983. Parts of the survey area were also included in the Perry Creek Flood Project area of potential effects and were the subject of reconnaissance and intensive level surveys carried out for Section 106 review and compliance. Intensive level surveys have also been conducted for the purpose of requesting SHPO concurrence on determinations of National Register eligibility or ineligibility for properties affected by federal undertakings.[9]

Summary of Findings

A local historic context, "Commercial Development in Sioux City," was developed on the basis of documentary information to describe the most important broad patterns of downtown urban development during its period of historical significance, circa 1855 to 1958. A number of statewide and regional historic context studies, previously developed under the auspices of the Iowa SHPO as

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[6] The Historic Preservation Ordinance is found in City Code Chapter 2-44.

[7] See Barbara Beving Long, "Sioux City Planning for Preservation Project," unpublished report prepared by Four Mile Research Co. (Cresco, 1993).

[8] Downtown Partners Sioux City, "Downtown Sioux City Historic Preservation Plan," prepared for the Siouxland Chamber of Commerce (December 2005); the 19-page plan identifies "successful" historic properties, possible future historic districts, and "at risk" buildings. The Downtown Partners economic development program is funded through the Downtown Self-Supported Municipal Improvement District (SMID).

[9] Copies of the Section 106 review and compliance survey reports are on file at the Iowa SHPO in Des Moines, where they comprise part of the voluminous "grey literature" of unpublished historic preservation studies.

National Register "cover" documents, were also determined to be applicable to historic properties in the survey area.

The survey identified 48 individual historic resources worthy of preservation and eligible for listing in the National Register or local landmark designation. Of these, 12 were located within the tentative boundaries of a potential historic district, tentatively named the West End Historic District, comprising 41 buildings in total, of which only 9 were determined to be noncontributing. 32 downtown properties had been previously listed in the National Register, including the fourteen buildings located within the boundaries of the Fourth Street Historic District. 101 properties were documented that met the minimum criteria for being considered historic resources by being over fifty years old, but were evaluated as not worthy of preservation interest due to their lack of historic integrity.

The downtown area contains a substantial number of historically significant properties worthy of preservation. To ensure the protection of historically significant properties, it is recommended that the city use overlay zoning as its primary preservation tool for protecting individually significant buildings as well as architecturally undistinguished historic resources located within the proposed West End Historic District. This will require some relatively minor changes to the existing city code and adoption of a comprehensive historic preservation plan.

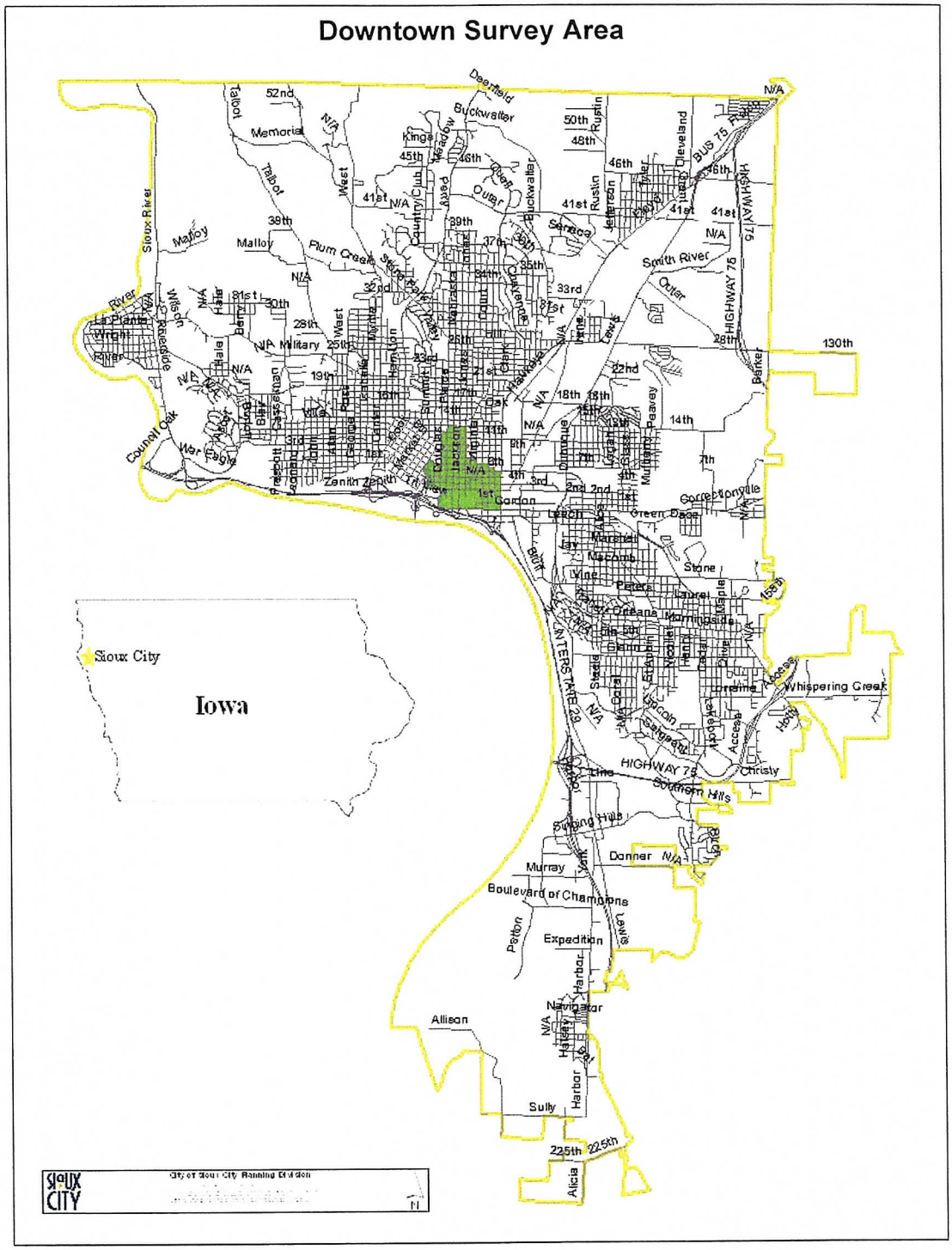


Fig. 1. Project location map.

II. HISTORIC CONTEXT

Historic contents are often referred to as the cornerstone of the historic preservation planning process:

> The significance of a historic property can be judged and explained only when it is evaluated within its historic context. Historic contexts are those patterns or trends in history by which a specific occurrence, property, or site is understood and its meaning (and ultimately its significance) within history or prehistory is made clear. Historians, architectural historians, folklorists, archeologists, and anthropologists use different words to describe this phenomena such as trend, pattern, theme, or cultural affiliation, but ultimately the concept is the same.[10]

Sioux City has a long, rich history.[11] Historical writings that reflect the development of Sioux City have been accumulating for almost a century and a half. Just about every generation has systematically produced a new chronological narrative of the city's progression from frontier village to bustling metropolis, recycling the same raw material, usually with little critical analysis or original research. The typical history of Sioux City was written by a non-academic historian, general writer or journalist and consists of an enumeration of persons, sites and discrete events, with an emphasis on the origins of the city and crucial episodes from its formative years. The more recent works tend to be profusely illustrated with reproductions of historic maps and photographs. Although the history writing is generally honest, it often fails to place local events in their proper context and some of the conclusions need to be taken with a grain of salt. Nevertheless, Sioux City has attracted the attention of a few professional historians and scholars who have invested considerable intellectual effort in their work, which offers the most comprehensive, up-to-date treatment of the important broad patterns in local history that may be represented by historic preservation resources.[12]

For planning purposes, a single local historic context was developed to provide the survey with its basic organizing principles: "Development of Downtown Sioux

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[10] Patrick W. Andrus, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, revised (Washington, 1997), 7.

[11] See the timeline in Appendix A.

[12] See the works of William Silag, especially his dissertation, "City, Town, and Countryside: Northwest Iowa and the Ecology of Urbanization," Ph.D thesis, University of Iowa, 1979, as well as his journal articles: "Sioux City: An Iowa River Town," *Annals of Iowa* 44 (1979):587-601; "Citizens and Strangers: Geographic Mobility in the Sioux City Region, 1860-1900," *Great Plains Quarterly* 2 (1982):158-183; and "Gateway to the Grasslands: Sioux City and the Missouri River Frontier," *The Western Historical Quarterly* 14 (1983):397-414.

City, circa 1855 to 1958." This local historic context, while unique to Sioux City, is related to other historic contexts developed by the Iowa SHPO.[13]

Early Settlement

Prior to the dawn of the historic period, American Indians had lived in the vicinity of Sioux City for thousands of years and through several successive cultural traditions.[14] This part of the Missouri River valley had much to offer native people, including abundant bison and other animal life, many species of useful and edible plants, and the river itself, which was a major trade and migration route throughout prehistory. The French fur trader and explorer Etienne de Bourgmond is believed to have been the first European to pass through the area in 1714. The Loess Hills region was at that time part of the tribal homeland of the Omaha, Ioway, Oto and other Siouan groups. By the time captains Meriwether Lewis and William Clark led their expedition up the river 1804, what is now Woodbury County was occupied by roving bands of Yankton Sioux and other Plains Indians whose hunting territories converged in northwestern Iowa. Native sovereignty was eventually extinguished between 1846 and 1856 by treaties between the tribes and the United States.

The presence of native people attracted the first Euroamerican settlers to the area in the late 1840s. Some kind of store seems to have been opened by Joseph Leonais at the mouth of Perry Creek as early as 1852, two years before the public land survey afforded John K. Cook the opportunity to prospect for the townsite which materialized as Sioux City in 1855. An Englishman by birth, Cook arrived in western Iowa in the capacity of deputy surveyor general, under contract to the federal government to survey the public domain. It is not known when he became the agent for the syndicate of townsite speculators headed by lawyer Bernhart Henn and journalist Jesse Williams, but he was their partner (with a 1/8 share) when he laid out the town and secured legal title. From their headquarters in Fairfield, Iowa, Henn, Williams & Co. used their powerful political connections to secure Cook's appointment as postmaster. The lobbying effort in Washington to relocate the government land office to Sioux City in 1855 was led by Iowa's two Democratic senators, Augustus C. Dodge and George W. Jones, both of whom had previously held high-level positions with the General Land Office and were close associates of Henn and Williams.[15]

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[13] See, e.g., Iowa's Main Street Commercial Architecture MPS, Commercial and Industrial Development of Cedar Rapids MPS, Towards a Greater Des Moines MPS, and Waterloo MPS; all available from the National Register Information System.

[14] See Lynn Marie Alex, *Exploring Iowa's Past: A Guide to Prehistoric Archaeology* (Iowa City, 1980), especially the chapters dealing with the Mill Creek, Nebraska, and Oneota cultures, which are well represented by excavated sites in west-central and northwest Iowa.

[15] Henn, Williams, and their associates were ardent land jobbers with vast landholdings throughout Iowa; their townsite syndicate successfully exploited the prevailing mania for town lot speculation. Some of the best early maps of Iowa were published by Henn and Williams as promotional tools.

Located approximately eight hundred river-miles above Saint Louis, Sioux City was one of a half-dozen outposts established between the mouths of the Platte and the James rivers to take advantage of the Missouri River steamboat trade. Settlement was slow at first, mainly by former soldiers, fur traders, adventurers, riverboat operators, and a handful of entrepreneurs. Much of the earliest commercial activity involved speculation in land, which was for several years the region's only valuable commodity. Once established, the embryo city's chief attractions were the post office, the government land office and the county court, which helped sustain the town during the lean years following the Panic of 1857.[16]

Platting and Civic Geometry

Cook's original plat of survey has had a greater impact on the broad pattern of downtown development than any other aspect of its physical or human geography. He laid out the townsite in accordance with contemporary practice, with perfectly straight, parallel streets that intersected at right angles to form square blocks, a geometric scheme which also expressed the primary economic objective of the original proprietors, which was to subdivide the site into easily marketable lots so that the raw land could be converted into cash as quickly as possible. Because conventional wisdom held that corner lots represented the most valuable real estate, the plan maximized the number of street intersections. The streets themselves were broad and straight and intersected at right angles: even without the railroad corridors which developed later, more than one-fourth of the original platted area was devoted to transportation uses. No provision was made for any kind of public square or commons, and there were no parks or other recreational open spaces until the first school playgrounds appeared a generation after the town was founded. While it was wasteful of land and inefficient for internal circulation, the gridiron plat was a standard nineteenth century urban development tool.[17]

The layout of streets, blocks, and lots effectively controlled the pattern of downtown development for the next century and exerted a powerful influence on the civic geometry of the urban landscape, as well as the size and shape of individual buildings (see Fig. 2). Because the building lots were narrow and

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[16] Much of the historic context information has been synthesized from secondary sources, including: John D. Adams, *Three Quarters of a Century of Progress: The Story of the Growth of Sioux City from a Trading Post to an Industrial Center* (Sioux City, 1923); Will Leach Clark and J. E. Norris, *History of the Counties of Woodbury and Plymouth, Iowa, Including an Extended Sketch of Sioux City...* (Chicago, 1891); R. Constant Marks, *Past and Present in Sioux City and Woodbury County, Iowa* (Chicago, 1904); Marcia Poole, *Sioux City History, 1980-2002* (Virginia Beach [VA], 2003); John F. Schmidt, *A Historical Profile of Sioux City* (Sioux City, 1969); Scott Sorenson and Paul B. Chicoine, *Sioux City: A Pictorial History* (Norfolk [VA], 1982); and Marvin Bergman, ed., "Perspectives on Sioux City," special Sioux City number of the *Annals of Iowa* 50 (1989):119-328.

[17] See Michael P. Conzen, "The Study of Urban Form in the United States," *Urban Morphology* 5 (2001), 3-14.

deep, commercial construction built out to the sidewalk without any side setbacks in order to maximize lot coverage. Only the largest, most prestigious commercial blocks covered multiple lots.

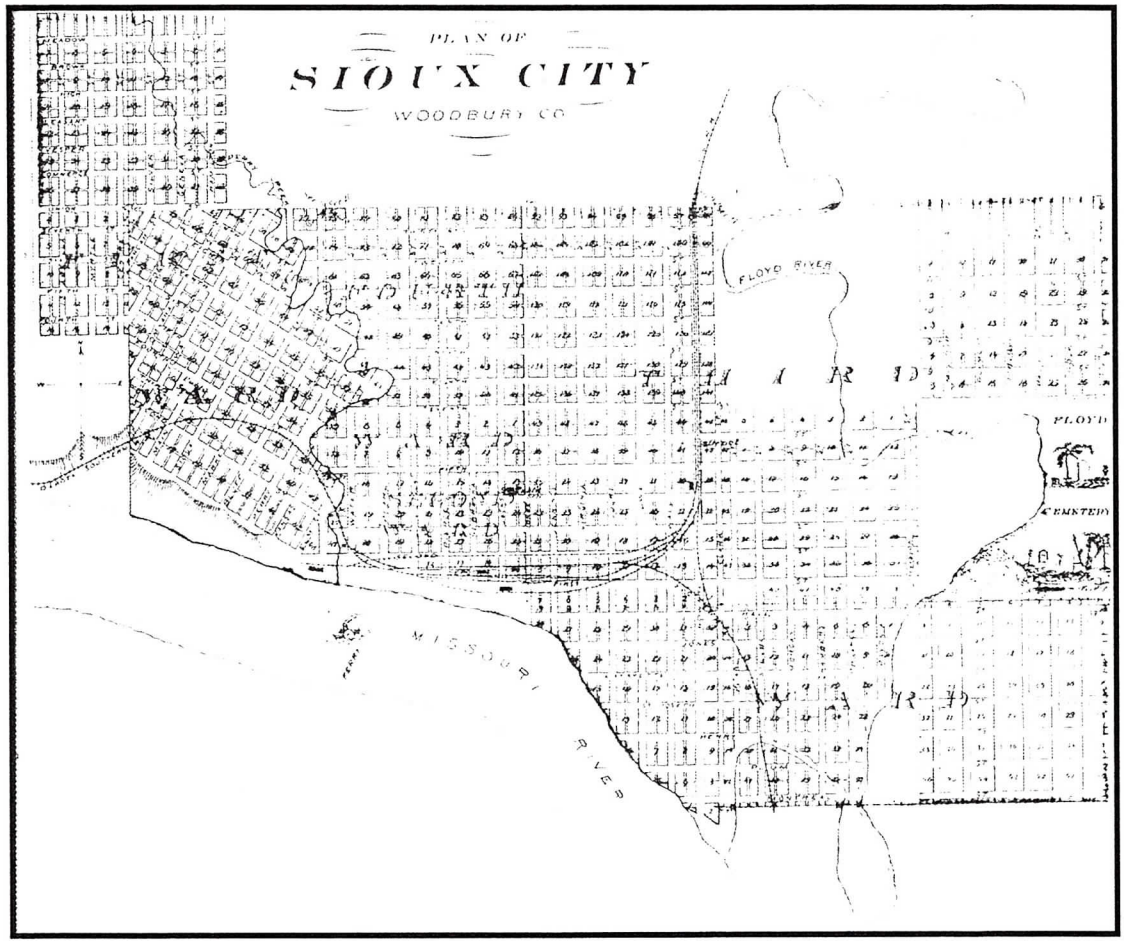


Fig. 2. Sioux City ca. 1875. (From Andreas' Illustrated Historical Atlas of the State of Iowa.)

Although inherently speculative and profit-driven, the original town was in many respects a carefully planned, formal landscape based on traditional American principles of spatial organization. The steamboat levee was the nucleus around which the original town coalesced and the gridiron plat favored a linear pattern of physical growth.[18] From the late 1860s through the 1950s, the broad pattern of downtown development was characterized by the presence of a large, compact and fairly dense business district characterized by a large number of enterprises operating in multiple sectors of the economy. The business district was the center of the city and as such it attracted a wide range of social, political, and cultural functions, but it was first and foremost a place for businesses. All of the businesses competed with each other for sales, investment capital, and even for physical space. Some companies were more successful than others, which provided them with a base for expansion, and the more successful enterprises usually invested part of their profits into larger property holdings and new buildings. Improvements in transportation and local population growth fueled business expansion and encouraged physical growth of the business district itself.

Because the district imposed geographical constraints on physical expansion, competition for building space was intense enough to encourage widespread demolition of buildings that were deemed physically or economically obsolescent, and in this way the central business district literally recycled itself (see Fig. 3). Losses of large numbers of buildings occurred in irregular cycles, with mass tear-downs most prevalent during the downtown construction booms of 1869-73, 1878-93, 1896-1905, and 1914-30.[19] However, the pattern of downtown development was such that concentrations of older commercial and residential properties were sometimes left in situ, surrounded by newer construction. Because the downtown built environment developed first along the riverfront, in the area between the steamboat levee and the railroad tracks, the very oldest buildings tended to be located below 1st Street. This legacy urban landscape was completely obliterated by flood control projects and highway construction between circa 1944 and 1976. The old town area north of the railroad tracks up to 5th Street was subsequently ravaged by urban renewal, and a swath of older buildings along the western border of the survey area was removed during the Perry Creek Flood Control Project.

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[18] See the bird's eye view, *Sioux City by Henry Wellge, Perspective Map of Sioux City, Iowa* (Milwaukee, 1888).

[19] The changes in building mass are graphically illustrated in the fire insurance underwriters maps of Sioux City published by the Sanborn Map Co. in 1884, 1886, 1890, 1902, 1924, 1940, and 1963; and in the photographic imagery documented by the aerial surveys of Woodbury County that were flown by the United States Department of Agriculture in 1938, 1949, and 1955.

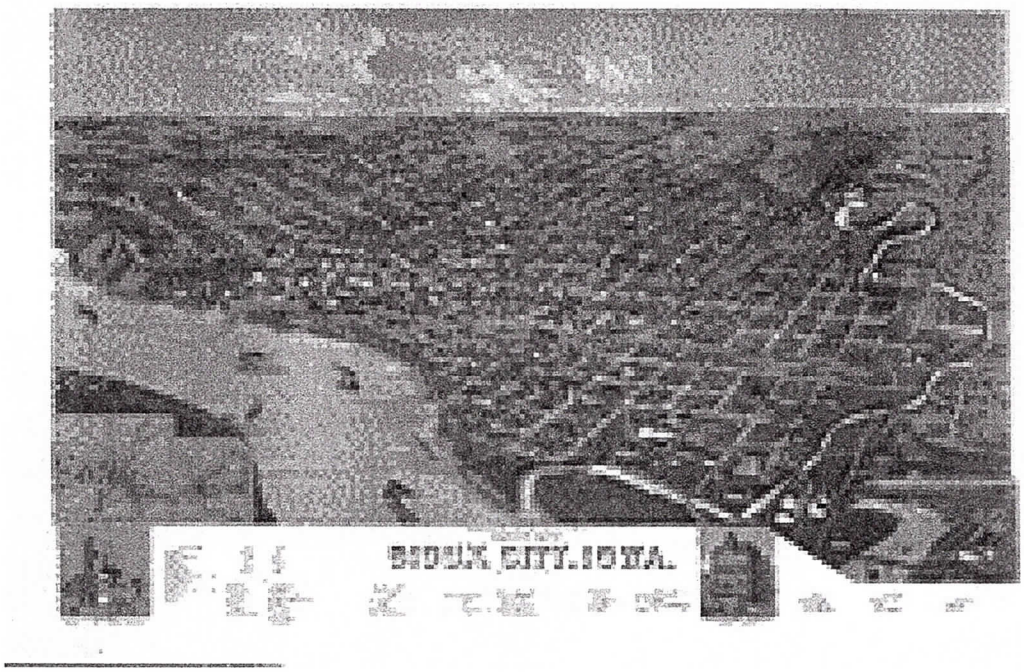


Fig. 3. Bird's eye view of Sioux City in 1888, by Henry Wellge. (Library of Congress, American Memory Collection.)

The density of business development has always been lower with increased distance from the central district. Land values have also historically reflected distance from the commercial core.[20] Because people were disposed to pay more to live close to the center of town, so that they could pay less to travel to work and to shop, the fringe of the central business district attracted single and multi-family housing, with different socio-economic groups tending to cluster within different sub-neighborhoods--between the late 1930s and the early 1950s, however, this trend had nearly reversed itself as a result of the tremendous urban land use and lifestyle changes brought about by the automobile revolution.[21]

City directories reveal that businesses (and to a lesser extent, schools and churches) migrated within the city center to a surprising degree. There was also some clustering of businesses of the same type: the location of factories and warehouses, for example, was determined to a great extent by their need for ready access to transportation facilities, which caused them to build within a fairly narrow "warehouse district" along the historic railroad corridor, while large retail outlets preferred to be located near the intersections of streetcar lines.[22]

Commercial Development

The primary economic function of the downtown district was commerce. Founded as an outpost on the leading edge of the settlement frontier, by the late nineteenth century Sioux City had developed into an important regional trade center.[23] The place that is now downtown has been the scene of continuous development in retailing, wholesaling, and service enterprises for over 150 years. The fortunes of the city's businesses were tied closely to the boom and bust cycles of the national economy, and the local business community participated in most of the economic, social, and political transformations experienced by other Midwestern urban centers. Downtown commercial growth was also spurred by local economic shifts resulting from real estate speculation, changes in transportation technology, and the development of agriculture in western Iowa, eastern Nebraska, southern Minnesota, and the Dakotas. Whenever the regional economy expanded, commercial development thrived in Sioux City and fueled the rate of urbanization. As the town's business community grew bigger and more complex, and its stronger trade position attracted investment from outside northwest Iowa, great surges of capital were pumped into downtown building for

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[20] Iowa State Planning Board, *Urban Land Use, Sioux City, Iowa* (Iowa City, 1936); the first modern analysis of the urban environment, the data for this report were compiled under the auspices of the United States Works Progress Administration (WPA) for the use of the city planning commission.

[21] For background, see Peter D. Norton, *Fighting Traffic: The Dawn of the Motor Age in the American City* (Cambridge [MA], 2008).

[22] Regarding the physical pattern of downtown development, in addition to the actual field survey data, the author has relied heavily on printed maps and plans of the city, the Sanborn fire insurance maps, and aerial photography.

[23] See William Silag, "A Mercantile History of Sioux City in the 1880s," *The Palimpsest* 65 (1984):26-32.

stores, warehouses, shops, banks, hotels, apartment buildings, factories, and railway depots. By the early 1900s Sioux City was a mature commercial entrepot and rivaled Omaha as the most important trade center west of Minneapolis-St. Paul.[24] The downtown area was an exciting place with the look and feel of a Midwestern metropolis.

Commercial property downtown was dominated by retail stores of various types, office buildings, and warehouses.[25] City directories from the 1870s through the 1950s describe a cornucopia of large and small downtown businesses, nearly all of them locally owned, dealing in an astonishingly wide array of goods and services. The federal census of retailers taken in 1929 found 1059 stores in Sioux City that employed nearly five thousand full-time workers; included in the total number of retail establishments were over two hundred and fifty stores selling groceries and meat, forty-six drugstores, twenty jewelry stores, five department stores, five variety stores, four dry goods stores, thirteen furniture stores, fourteen hardware stores, two bookstores, thirty-four sandy stores, and forty-four cigar stores and stands.[26] National chain stores began to appear during the early 1900s in the form of mass merchandisers such as F. W. Woolworth Co. and S. S. Kresge. The great majority of retail establishments, however, were independently owned and operated. Commercial establishments associated with automobiles proliferated after 1920 and the first automobile-oriented strip shopping centers, usually anchored by a drug store or a supermarket, made their appearance in the 1950s.[27]

In the early 1900s, local boosters took to calling Sioux City the "Gateway of the Northwest," an allusion to its prominent position as a regional center for wholesale trade.[28] It was probably natural that a place so situated would become a major distribution center. As the city grew, local wholesalers increased their stocks of merchandise and extended their trading territories ever farther along the railroad routes. The most important products were dry goods, groceries, lumber, drugs, paint, hardware, fruit, candy, plumbing supplies, beverages and

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[24] John R. Borchert, *America's Heartland: An Economic and Historical Geography of the Upper Midwest* (Minneapolis, 1987), 47.

[25] Commercial property includes buildings used for retailing (including eating and drinking places), wholesaling, wholesaling, and office work.

[26] Bureau of the Census, *Fifteenth Census of the United States: 1930: Volume I: Distribution* (Washington, 1933), 129, 426.

[27] A particularly valuable source of information about downtown business history, particularly with respect to individual businesses, is Adams, *Brief Pictorial and Commercial History of Sioux City*, published in 1923 by the publicity department of the local chamber of commerce. See also the Red Book, *Pocket Dictionary of Business Houses of Sioux City, Iowa* (Sioux City, 1896); Sioux City Jobbers and Manufacturers Association, *Sioux City, Its Growth, Interests, Industries, Institutions, and Prospects* (Sioux City, 1892), which contains an informative map; and S. C. Booster [pseud.], *29,120 Acres: An Interesting Narrative of Sioux City, Iowa* (Sioux City, 1919).

[28] *Sioux City: Gateway of the Northwest* (Sioux City, 1911); see also the booklets published by the Chamber of Commerce in 1920: *Sioux City: Railroad Center* and *Sioux City: A Great Power in the Great Northwest.* For a broader perspective, see James E. Vance, Jr., *The Merchant's World: The Geography of Wholesaling* (Englewood Cliffs [NJ], 1970).

seeds. Because of its location in the heart of the continental "breadbasket," Sioux City wholesalers included several important dealers in food products such as fruit, vegetables, canned goods, cereals, and meats. Some wholesale companies manufactured the products which they sold to other businesses, but most were "jobbers" who acted as middlemen between manufacturers and retailers. Many of the downtown wholesalers also had their own retail outlets, though not always on the same premises as their warehouses.[29] The 1933 federal census of businesses enumerated 120 wholesale establishments in Sioux City, including twelve dealers in groceries, nine farm supply outlets, eleven auto parts dealers, four paper product warehouses, and fourteen machinery distributors.

Commercial expansion was directly related to population growth within the city and the surrounding countryside. The number of inhabitants within the municipal limits reached 3401 in 1870 and by the late 1880s it was evident that Sioux City would be a regional metropolis. By the time of the 1880 federal census, the city's population had more than doubled in ten years, and by 1885 it had more than doubled again; by 1910, the number of residents was twenty-five times as great as in 1870.[30] Population growth stimulated the development of retail enterprises that supplied goods and services for sale to the public. While some stores carried just one line of goods, others provided a great variety of wares. Because groceries, meat markets, clothiers and other kinds of stores needed to be located closer to their customers than the wholesalers and stocked smaller quantities of merchandise, they tended to be located in smaller buildings. Retail outlets were also much more widely dispersed geographically than wholesalers and probably employed a greater proportion of the population that lived nearby than other downtown businesses.

The commerce of Sioux City included a large service sector. Some of the earliest businesses included blacksmiths, auctioneers, real estate agents, funeral parlors, machine shops, printers, locksmiths, and sign painters. As with retailers and wholesalers, service businesses experienced tremendous growth during the early twentieth century, when the listings for barbershops, laundries, shoe repair shops, and other personal services run to several pages in the classified section of city business directories. Some of these enterprises operated as concessions or occupied parts of larger stores, but many were freestanding commercial entities with their own buildings. Automotive repair shops, storage garages, parking lots, and other auto-related service establishments proliferated rapidly after 1905, as did beauty parlors, employment agencies, radio and electronic appliance repair shops, and dry cleaners. The 1940 business census found 563 service establishments operating in Sioux City and the lion's share were probably located downtown.

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[29] Adams, *Pictorial and Commercial History*, 19-27 and passim.

[30] According to the state census of 1915, Sioux City registered a net population increase of 50.8% since the 1905 enumeration, the second-largest proportional increase in the state after Des Moines.

Hostelries of one kind or another have existed in Sioux City since the 1850s and were an important adjunct to commercial development. The earliest hotels provided ad hoc lodging and food for travelers; saloons and general stores also sometimes offered accommodations for both transients and permanent residents. The first commercial hotels operated much in the same manner as private boarding houses and appear to have offered relatively few amenities beyond partitioning their upper floors into sleeping rooms. However, it did not take long for innkeepers, anxious to attract trade to their establishments, to begin erecting larger, multistory buildings, often with pretentious names.

The arrival of the railroads after 1869 made accommodation for long-distance travelers an obvious necessity and led to the development of a number of railway hotels. Some of these buildings were quite grand by the standards of the time, although the majority appear to have been designed and built along strictly utilitarian lines. Most were brick buildings (fireproof construction being a sign of security) and included facilities for dining and alcoholic refreshment under the same roof; some had their own exhibition halls and auditoriums for public entertainment. Contemporaneous with the establishment of railway hotels was the development of large but more modest residential hotels, often located in the midst of the expanding commercial district. While some of the downtown hotels operated on the so-called "American plan" and included the cost of meals in the charge for the room, most were "European plan" establishments, under which the daily rate covered only the room and guests made their own arrangements for meals.

In its heyday, downtown Sioux City provided a broad mix of hotels offering different kinds of accommodations.[31] By far the most common type of downtown hotel was the working man's (and woman's) hotel, which provided modest accommodations at low rates. Some of these were transient hotels, which rented rooms on a day-to-day basis, but most were residential in function, where lodgers paid weekly or monthly rent. Some were single room occupancy hotels, while others opened their doors to families; a few were segregated by gender. Unlike the commercial hotels, these establishments usually occupied only a portion of a building, typically the upper floor or floors above a business establishment of some kind, and the rooms were more or less permanent homes where residents were allowed to use their own furniture and even prepare their own meals.

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[31] *The Iowa State Gazetteer and Business Directory* for 1916-17 (R. L. Polk & Co.) lists the following downtown hotels: Albany (523 Pearl), Arlington (416 Pearl), Beach (714 4th), Capitol (1013 4th), Central (815 2nd), Davenport (310-314 Virginia), Chicago House (813 4th), City Hotel (308 Jennings), Frank's European Hotel (610 4th), Howard (300-306 Nebraska), Keystone (1126 4th), Loyal (409 Jackson), Pierce (412 Pierce), Rainier (422 Nebraska), Rex (711 4th), Rutland (1200 4th), St. Charles (300 Jones), St. James (925 4th), Sioux (802 4th), Sioux City House (500 Pearl), Star (315 5th), Stevens (Pierce Street at 5th), Viall's (411 Douglas), and the West (Nebraska); the listing probably does not include the smaller workingman's hotels and flophouses.

Sioux City responded to the rapid expansion of its visitor economy with a galaxy of downtown hotels that catered to business travelers and tourists. By the early 1900s Sioux City was one of the major convention centers in the Upper Midwest and a prime tourist destination. The development of the highway network between the two world wars added to this effect.[32] By 1940, there were about forty hotels of all types, offering more than two thousand rooms. Establishments like the Hotel Martin and the Warrior Hotel were very large, fashionable ornate buildings with a hundred rooms or more and provided a very high standard of comfort and convenience. In addition to their other amenities, the larger hotels typically offered retail shopping and service under the same roof.

The period between the two world wars was one of growth and prosperity for the city's downtown hotels. There was a significant boom in hotel construction during the 1920s and at the same time many older properties were renovated. The Great Depression put a stop of new hotel construction and the resulting widespread rate-cutting and the dog-eat-dog competition of the 1930s forced many hotels into bankruptcy. Occupancy levels went up during the Second World War but government price controls kept rates low. When the economic restrictions were lifted after the war, several downtown properties made major investments in rehabilitation and modernization. The postwar period also saw the first Sioux City motels, including a large motor inn on Gordon Drive, that were specifically designed to cater to the needs of the motoring public.

Shifting travel habits and major changes in transportation infrastructure spelled disaster for the big hotels. Construction of new highways and the decline of railroad passenger service led travelers away from the downtown, forcing out-of-down visitors to go out of their way to patronize a downtown hotel. Downtown hotels also faced steadily increasing competition from the new motels springing up along the highways, which were generally more convenient to commercial travelers and tourists and offered more economical rates. Many downtown hotels closed their doors or were converted to residential apartments.[33]

Within Sioux City's "tenderloin" district along lower 4th Street, many of the residential and transient hotels eventually devolved into flophouses characterized by squalid conditions, crime, prostitution, and a general seediness that contributed much to the neighborhood's blighted condition. Because these conditions kept rents more affordable to low-income and working-class people, the hotels also attracted a diverse assortment of downscale restaurants, bars, billiard parlors, and similar establishments. While some of the most notorious flophouses have been preserved and gentrified as part of the Historic Fourth Street District, the others have largely disappeared.

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[32] Adams, *Pictorial and Commercial History*, 55-57.

[33] For background on the social and economic history of the hotel industry, see A. K. Sandoval-Strausz, *The Hotel in American History* (New Haven, 2007).

Sioux City's trade area steadily contracted after about 1920, but it generally retained its economic position in the hierarchy of Upper Midwestern trade centers. Based on the business listings in city directories, there were no substantial changes in the number of downtown commercial establishments until the late 1930s. The number of downtown stores began to decline during the Great Depression but there was a dramatic shift in the mix of businesses after 1945. The modest postwar expansion of the service sector could not offset the erosion of the downtown commercial base, which accelerated rapidly between the 1950s and the 1970s, when the central business district lost approximately half of its retail stores. The big stores and wholesale outlets in particular were decimated. The economic vitality of the commercial sector probably reached its nadir during the 1980s.

Agribusiness

Farming was the leading enterprise throughout the region surrounding Sioux City, which quickly became an important node of largescale business operations embracing agricultural product processing and distribution. The surrounding area was densely settled during the second half of the nineteenth century, a period which saw development of a close gridding of rural roadways and an extensive interregional railway network. The first flour mill opened in 1867 and by 1905 the city boasted nearly forty different businesses engaged in buying and selling grain or feed.[34] Wheat was the chief crop during the settlement period, but its importance diminished in the late nineteenth century, when agricultural output in the western Corn Belt shifted towards corn, oats, and other feed crops, and in1907 a board of trade (progenitor of the Sioux City Grain Exchange, founded in 1922) was organized to facilitate the marketing of wheat and other agricultural commodities.[35]

Sioux City was also an important center for the distribution of farm machinery, equipment, and supplies, both wholesale and retail. By 1890 the agricultural frontier had pushed west across the northern plains and practically all of the arable land in the western Corn Belt had been occupied by farmers. Sioux City's trade area extended over some of the most productive agricultural land in the world and local merchants were well situated to serve as middlemen between farmers and manufacturers. Improvements in transportation and communications made it possible for local firms to open up immense trade areas and the first two decades of the twentieth century saw sharp increases in the value of agriculture-related merchandise flowing into and out from downtown warehouses.

While Sioux City grew in population, the population of its agriculturally-dependent trade area began to decline in the 1920s and the rate of rural population loss

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[34] R. L. Polk & Co., *Sioux City Directory for 1895-96* (Sioux City, 1895).
[35] Adams, *Pictorial and Commercial History*, 37-39; see also *Souvenir Album of Sioux City's Corn Palaces with Descriptions: 1887, 1888, 1889, 1890* (Sioux City, 1890).

sharply accelerated after the Second World War. One of the most striking shifts in population throughout the Upper Midwest was the decrease in the number of farms--by the 1950s, less than half of the population in Sioux City's trade area lived on farms, and the numbers continued to fall. The decrease in nonfarm population was also massive.

Banking and Finance

Money entered into every kind of downtown development activity and virtually no business could be carried on without credit. From the very beginning, Sioux City businessmen were anxious to develop credit facilities for the growing commerce: the first bank opened in 1856 and did business out of a room in the government land office. The city has had a long history of stable, prosperous and progressive financial institutions. By the early 1900s it was well equipped with banks, trusts, brokerages and insurance companies; by 1919, more than two dozen private and state banks were had been organized with offices in the central business district. The position of Sioux City was somewhat unique, in that several of the city's banking houses were closely associated with large banks in Minneapolis-St. Paul, Chicago, and New York, connections which greatly aided local businesses and property developers in raising venture capital for their projects. Despite the depressed conditions of the national economy resulting from the financial recessions of 1873-76, 1893-95, and 1920-21, and the near collapse of the banking system in 1929-35, several venerable Sioux City financial institutions managed to survive into the late twentieth century, although in most cases without their historic buildings.[36]

Manufacturing

Manufacturing on a scale larger than blacksmithing hardly existed in Sioux City before the first railroad was built into the city in 1868. Because of its location in a rapidly expanding agricultural region and excellent transportation facilities, the downtown area proved to be ideally situated for industries engaged in the processing of farm commodities. Lumber and flour led the list of important agribusiness firms; a number of companies produced processed foods, such as bakery goods, candy, and popcorn; there were also breweries, tanneries, and soft drink bottlers. Several local manufacturers turned out plows, wagons, tools, and farming implements. Even with all the activity involved in processing agriculture-related products, the total value of the city's manufacturing output was hardly impressive until the early twentieth century. By the 1920s the city's industrial output had become quite diversified and downtown factories and shops produced work clothes, boots and shoes, millwork, furniture, paper bags, wooden boxes, cigars, tents and awnings, mattresses and linseed oil.[37]

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[36] Adams, *Pictorial and Commercial History*, 48-52; see also First National Bank, *The Story of the First National Bank and Its Part in Sioux City's First Century: 1856-1951* (Sioux City, 1951).
[37] Adams, *Pictorial and Commercial History*, 13-18.

Many of the downtown manufacturing enterprises founded during the late nineteenth and early twentieth centuries were established to meet the needs of the expanding farming economy. Sioux City formerly had several factories engaged in the manufacture of machinery for planting, cultivating, and harvesting crops; there were several downtown plow works, for example. Other concerns turned out wagons, carriage hardware, dairy supplies, pumps, and hand tools. Much of this was hand industry on a relatively small scale, carried on in small shops by mechanics and artisans. Manufacturing of durable goods for agricultural use declined sharply after 1900.

The accessibility of major markets favored the rapid development of livestock production throughout the Corn Belt and Sioux City was destined to become one of the leading meatpacking centers in the Midwest. The first packing houses for processing hogs and beef cattle were located in the original town, but the industry (which eventually accounted for the lion's share of the city's industrial output) moved to the stockyards along the Floyd River after 1884. By the early 1900s, Sioux City was the fourth largest meat packing center in the country. Its importance declined somewhat: by 1940 it had fallen to sixth place, but in that year the census reported that the packing plants employed 38.3% of the city's workforce. Meat packing was the largest, but by no means the only important agricultural product processing industry to put down roots in Sioux City. As the settlement system matured in northwestern Iowa, northeastern Nebraska and South Dakota, farmers increasingly turned their attention to dairying and Sioux City quickly emerged as an important center for butter and cheese manufacturing: by the 1920s it was nationally famous for its creamery butter. The growing urban population also demanded an increasing amount of fresh market milk and several plants were located on the edges of the downtown district.[38]

Because of the huge increase in commercial growth, the proportion of manufacturing to commercial returns leveled off somewhat ca. 1890--Sioux City actually saw a small decrease in factory output between 1890 and 1900.[39] After 1910 the slow-down in manufacturing growth was more than offset by the rapid expansion of the meatpacking industry, although the number of downtown factories steadily declined. Census data collected in 1929 showed 154 manufacturing establishments located in the city, employing a total of 6159 workers; much of this activity was concentrated in the stockyards east of downtown. There has been relatively little downtown manufacturing since the 1930s and several of the historic factories have relocated to suburban industrial parks.

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[38] Adams, *Pictorial and Commercial History*, 29-33.

[39] Bureau of the Census, *Twelfth Census of the United States, Taken in the Year 1900: Manufactures, Part I: United States by Industries* (Washington, 1902), cclxxix. Most of the decline appears to have been in the areas of railroad equipment, printing, clothing, and carpentry.

Entertainment

For more than a century, the downtown area was the largest and most important entertainment district in the city. Almost every conceivable type of entertainment venue has made its appearance since 1855. Saloon culture was implanted at a very early date and their numbers more than kept pace with the growth of the city. Drinking places filled up several pages in the early city directories and some downtown blocks were crowded with places that sold liquor.[40] Commercialized vice became entrenched at a very early date and probably gave employment to hundreds by the end of the nineteenth century. The riverfront area seems to have acquired an evil reputation during the heyday of the steamboats, but commercial and industrial expansion forced much of the riff-raff to disperse into other enclaves. By the 1880s much of the town's low-life element had found refuge in the swampy area around the mouth of Perry Creek, graphically nicknamed "Hell's Half-Acre," which became crowded with saloons, dance halls, bordellos, and cheap boarding houses. Bootleggers and other underworld types congregated there during the Prohibition Era and it was for many years the center of a vicious underworld subculture.

Local officials embraced a tolerant attitude towards illegal liquor, gambling, and prostitution (no doubt it was a lucrative source of graft) and enforcement of the vice laws and restrictions on the sale of intoxicating liquors was historically quite lax.[41] The bawdy entertainment, frequent fights and robberies, and the generally squalid conditions occasionally led to complaints from righteous citizens, though city officials usually ignored the petitions and made no attempt to clean up the area. A similar congestion of unsavory resorts coalesced along lower 4th Street, which retained its reputation as the city's tenderloin district from the 1890s until the era of urban renewal.[42] Except for a few meaningless and futile gestures for the benefit of reform groups, local authorities made no concerted attempt to suppress illegal gambling and prostitution until the late 1950s.[43]

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[40] For a contemporary perspective on saloon culture, see E. M. Moore, "The Social Value of the Saloon," *American Journal of Sociology* 3 (1897), 1-12; cf. Elaine Frantis Parsons, "Risky Business: The Uncertain Boundaries of Manhood in the Midwestern Saloon," *Journal of Social History* 34 (2000), 283-307. The first city directory, published in 1871, lists fifty-nine saloons as well as nine wine and liquor stores; by 1895 the number of saloons had declined to forty-nine, but there were also six billiard halls, twenty restaurants, and thirty-nine hotels, most of which also served liquor.

[41] Iowans first voted to outlaw saloons in 1882 but the state supreme court voided the initiative on constitutional grounds; the Prohibitory Law enacted by the legislature in 1884 was largely ignored in Sioux City and elsewhere. The Mulct Law of 1894 allowed local jurisdictions to decide the issue of liquor prohibition; it was revised in 1916 to bring about effective prohibition statewide, anticipating the Volstad Act passed by Congress, which became effective as the Eighteenth Amendment to the Constitution on 16 January 1920. The Prohibition Era ended on 5 December 1933 when Utah became the thirty-sixth state to ratify the Twenty-First Amendment.

[42] See William L. Hewitt, "Wicked Traffic in Girls: Prostitution and Reform in Sioux City, 1885-1910," *Annals of Iowa* 51 (1991), 123-148.

[43] Although municipal government was notoriously graft-ridden, the corruption also involved county and state officials. In the 1930s the state liquor commission chairman and several cronies

More respectable pleasure-seekers patronized the central district's myriad restaurants, cafes, concert halls, opera houses, billiard parlors, hotel bars and private clubs. Until the 1960s it was never difficult to find a place to eat downtown: at the time of the 1930 census, Sioux City had over one hundred restaurants, cafes, lunch counters, and other eating places. Hotels and opera houses gradually emerged as the primary purveyors of the legitimate performing arts; the period from the 1880s to the 1920s was the golden age of road-shows, circuses, vaudeville troupes and lecture circuits.[44] Motion picture theaters, many of which had started out as vaudeville show houses, first appeared during the first world war and multiplied rapidly. Prohibition may have succeeded in eliminating the old-fashioned saloon and beer garden from mainstream culture, but the decades after 1933 witnessed a fantastic proliferation of downtown bars, lounges, and nightclubs. As with saloons, these were not strictly drinking places; most of these establishments also served food and many had live entertainment.[45]

Transportation

Sioux City was historically (and remains today) an important transportation hub, receiving river, railroad and highway traffic from its own trading area and other parts of North America. The Missouri River was the city's first important transportation artery and the commercial activity associated with steamboat traffic was an important asset for early downtown development. The town quickly became an important staging point for military contractors delivering supplies to army posts and Indian agencies on the Upper Missouri; it also served as a port of embarkation for civilian parties bound for the western gold fields.[46] By the late 1860s it was the home port for two major steamboat lines and had replaced Council Bluffs as most important steamboat port on the Iowa side of the river. The river trade remained important until the early 1880s but quickly died off after the Great Northern Railway completed its main line across the northern plains to Helena in 1887.[47]

Shortly after the town was founded it was designated the western terminus of two important stagecoach routes, which provided regular mail and passenger service

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were prosecuted for receiving bribes from Sioux City bootleggers; see "Corruption in the Corn," *Time* (30 September 1935).

[44] See Richard L. Poole, "Boosting Culture in the Gilded Age: Sioux City Theater, 1870-1904," *Annals of Iowa* 50 (1989-90):120-157.

[45] The 1968 city directory lists no fewer than thirty-five "taverns" with downtown addresses; this did not include bars in hotels or drinking establishments operated by fraternal organizations and private clubs. To place Sioux City's historic watering holes in context, see Jim Hathaway, "A History of the American Drinking Place," *Landscape* 29 (1986):1-9.

[46] Erik McKinley Erickson, "Sioux City and the Black Hills Gold Rush, 1874-1877," Iowa Journal of History (1922):319-347.

[47] Hiram M. Chittenden, *History of Early Steamboat Navigation on the Missouri River*, 2 vols. (New York, 1903), I:418-420; see also Louis C. Hunter, *Steamboats on the Western Waters: An Economic and Technological History* (Cambridge, 1949), 49 and passim.

to and from Fort Dodge and Council Bluffs. Like the steamboats, overland stage and express carriers were forced out of business after the railroads were built through the region.[48] The first train rolled into Sioux City from Council Bluffs on 9 March 1868 and over the next two decades no fewer than six different railways entered the city from various directions. The coming of the railroads was clearly the most significant factor in the rise of the downtown as the city's primary node of commercial activity. In addition to providing rapid and easy means of transportation within a rapidly expanding agricultural hinterland (one that eventually encompassed parts of Iowa, Nebraska, Minnesota and most of South Dakota), the railroads built depots, shops, warehouses and offices and facilitated the development of critical commercial enterprises such as lumberyards and grain elevators. Notwithstanding the economic dislocations caused by the Panic of 1873, the fact that Sioux City had become a railroad center naturally helped promote its growth as a regional trade center.[49]

The development of mass transit began with a horse-drawn street railway in 1884. A state-of-the-art overhead trolley line was fully operational by 1889, less than five years after the technology was first introduced in Kansas City. After 1890 the development of the interurban system was extremely rapid. The trolleys fulfilled an important economic need made imperative by the city's physical growth and had important social and cultural impacts as well. Streetcars enlarged the downtown area by decreasing the disadvantages of locating new businesses outside the traditional city center; they also created new opportunities for retail commercial development Nevertheless, the history of the interurban system in Sioux City was checkered. Because of topographic constraints, the rising cost of electricity, and the need to invest in new equipment and other improvements required by city ordinances, operating costs quickly exceeded revenues (the five-cent trolley fare was firmly grounded in custom and law by the early 1900s) and the various street railway companies were usually strapped for cash. These and high construction and financing costs contributed to the demise of the city's elevated cable-car system, which went into receivership before it was taken over by the streetcar system. In the end, the trolleys were taken over by the city, which operated the system until the 1950s.

In 1900, it is unlikely that anyone would have imagined that railroads would decline because of competition from the automobile. But as the twentieth century unfolded, cars and trucks steadily changed the look and feel of the downtown area. For example, the interurban streetcar system, once the pride of the city, ceased to be important once people could use their personal cars to commute between where they lived, worked and shopped. One of the most important effects of the coming of the automobile on the downtown landscape was the massive investment in street paving. The bicycle craze of the 1890s and

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[48] William H. Thompson, *Transportation in Iowa: A Historical Survey* (Ames, 1989), 7-8.
[49] Borchert, *America's Northern Heartland*, 69; Thompson, *Transportation in Iowa*, 18-51. The major railway systems serving Sioux City and its trade area are named and their routes mapped on *Galbraith's Railway Mail Service Maps: Iowa* (Chicago, 1897).

the introduction of streetcars inaugurated the first widespread movement for hard-surfacing downtown streets and alleys. The city had been improving the major thoroughfares incrementally since the 1870s and appropriated a significant proportion of the annual city budget to sidewalk and street repair. Under the strain of motorized traffic, the old dirt, gravel and wood block surfacing quickly proved inadequate and brick pavement was gradually substituted.[50] Stretches of bituminous paving were being laid as early as 1897, although the great period of downtown street reconstruction was delayed until the late 1920s and 1930s. Roughly simultaneously with the brick street paving, downtown sidewalks, whose economic significance was unaffected by the rapid increase in the number of automobiles, were reconstructed in concrete.

The automobile revolution spawned several new classes of downtown business properties, ranging from filling stations to new and used car sales lots. By the 1930s downtown streets were dotted with broad front automotive repair shops, tire and battery stores, and other drive-in sales and service establishments: the 1933 business census counted 237 Sioux City retail establishments in the automotive group, including 109 filling stations and 68 garages and repair shops. Over time, the gas stations, sales and service garages, and car lots gravitated toward the main thoroughfares, often occupying the prized corner lot locations next to residential areas. Parking lots and automobile storage garages made their appearance in the 1920s, along with stores with glass-walled new car display rooms. Some car sales establishments were multi-story buildings, with heavy repairs done on the upper floor, although single-story structures became the norm after ca. 1930.

Reorientation of the downtown built environment toward the automobile had a direct impact on the economic fortunes of many local businesses. By the 1930s, Sioux City was one of the leading urban areas in the country in terms of personal automobile ownership and trunk highways had replaced the railroads as the primary transportation modes for getting products to market, for commuting to daily work, and for shopping. Increased mobility expanded consumer choice and encouraged many types of retail enterprises to migrate outward, in order to serve customers closer to where they lived. Downtown business out-migration, already well underway by the late 1940s, picked up speed during the 1950s. New trends in merchandising favored the development of shopping centers and free-standing convenience stores with large areas set aside for off-street parking. The automobile also produced significant changes in the distributional patterns of eating and drinking establishments, as well as new habits of shopping, which seriously weakened the position of traditional downtown establishments.

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[50] The city's use of wooden block paving on downtown streets from the 1880s through the early 1900s, some of which was still visible as late as 1954, is inferred from several articles on paving which appeared in the *Sioux City Journal*, preserved in the "Streets" clip file at the Sioux City Public Library.

Downtown traffic control generally followed the pattern of other Midwestern cities. The extraordinary increase in the number of privately owned automobiles after 1915 created a severe on-street parking problem virtually overnight.[51] Most of the early off-street parking was handled by unpaved lots which lacked landscape amenities of any kind. Air photos show that paved surface parking facilities, usually located behind stores or office buildings, were becoming common by the early 1940s; over time, the growing number of vacant lots attracted commercial parking lots on unbuilt parcels. The first indoor parking garages probably appeared in the 1930s.

The first wave of major highway construction projects to affect the downtown area were initiated under the state's primary road building program in the 1920s. By 1934 five major trunk highways centered on Sioux City, including three federal routes (US 20, 75 and 77), and the downtown streets which carried the highways through the heart of the city were rebuilt to modern standards. By 1930, over three million dollars had been spent on street reconstruction, sewer line installation, paving work, sidewalks, and other infrastructure improvements. Gordon Drive and Riverside Boulevard were realigned and improved to carry increased traffic loads and to mitigate the effects of flooding. Highway and street work were suspended during the war years but resumed with a vengeance after 1945.

Government

Like most regional trade centers in the Midwest, Sioux City provided a range of government services not found in smaller cities. Prominent public buildings included the city hall, the public library, the county courthouse, and the federal courts building and post office, which have anchored civic development in the western part of the central business district since the 1890s. The federal government has had a presence downtown since 1855, when the first post office opened in Cook's establishment on the corner of 4th and Pearl streets, not far from the government land office. The collection and distribution of the mail was one of the most important social and economic functions of government. In the 1890s the federal presence was enlarged by the construction of a large federal courthouse and post office, which opened early in 1896. The current federal building was erected in the early 1930s.[52]

In the eyes of most nineteenth-century Iowans, county government was local government: city government had a limited role and scope until the twentieth century. Sioux City was the seat of government of Woodbury County and the legislative, executive, administrative, and judicial functions of county officials

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[51] See the articles, "Third of All Streets Paved," *Sioux City Journal*, 27 December 1930; "The Automobile--What It's Doing to Our City," *Sioux City Journal*, 29 August 1954; "Nearly 12 Million Dollars Spent Improving City's Streets, Alleys in Post War Decade," *Sioux City Journal*, 2 February 1958.

[52] Inez F. Kirkpatrick, *A Postal History of Sioux City* (Crete [NE], 1977).

were of considerable interest to the people because the county was responsible for levying taxes, laying out roads, building bridges, licensing ferries, maintaining public buildings, caring for the poor, and myriad other public responsibilities. Sessions of the district court and the meetings of the county board of supervisors brought dozens, sometimes hundreds of people into town for business, socializing, politicking, and entertainment. The machinery of county government was actually quite large, but it was not until 1878 that ground was broken for the first courthouse. The present Prairie style edifice was erected in 1918. County offices eventually migrated into other downtown buildings and the sheriff's department got its own building in 1994.

The city received its municipal charter in 1857 but needed to be reincorporated in 1868.[53] The municipal executive and legislative authority (initially styled the president and trustees, later the mayor and council) performed such services as licensing saloons and liquor retailers, maintaining the public levee, grading streets, building sidewalks, and establishing community health regulations; over time, its powers and prerogatives greatly expanded. The original plan of government was based on the alderman or ward plan, but in 1910 Sioux City adopted the commission form of governance, where the mayor and council members held legislative authority collectively but as individuals exercised administrative control over specific aspects of municipal affairs. Sioux City operated under the so-called "Galveston Plan" until 1954, when voters approved adoption of the council-manager form. The apparatus of municipal government was housed in rented space until a city hall was built in 1892, five years after the legislature designated Sioux City a municipality of the first-class. In addition to the offices and council chambers, it contained the police department and city jail. The old and inefficient night watch (which was responsible for giving the alarm for fires) was superseded by a paid municipal fire fighting service in the 1870s and the first downtown fire station was built in 1887. Since 1947, city government has been housed in the old Federal courts and post office building, originally constructed in 1897.[54] The city was not an insignificant downtown employer: the 1957 federal census of governments placed the full-time municipal workforce at 615, of whom 249 were policemen or firefighters and 143 were public works or sanitation department employees.

Planning and Land Use Regulation

Government-mandated building and fire safety codes have had a direct influence on the built environment for well over one hundred years.[55] The earliest building

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[53] The best published sources for the history of municipal affairs are the government service profiles included in the annual city directories and the revised codes of 1922 and 1943: Fred H. Free, *Revised Ordinances of the City of Sioux City* (Sioux City, 1922) and *Municipal Code of Sioux City* (Sioux City, 1943).

[54] City of Sioux City, *Sioux City, Iowa: City Hall* (1997).

[55] For background, see Jon A. Peterson, *The Birth of City Planning in the United States, 1840-1917* (Baltimore, 2003), and Stanley K. Schultz, *Constructing Urban Culture: American Cities and City Planning, 1800-1920* (Philadelphia, 1989).

codes and zoning regulations were intended to reduce the danger of fire by prohibiting the use of wood as the primary building construction material within the business district. Beginning in 1875, buildings were classified according to their location with respect to arbitrary boundaries. Except for establishing these so-called "fire limits," the nineteenth century building codes generally did not interfere with the exercise of free individual discretion beyond guarding against a short list of conditions deemed unreasonably dangerous to public health. A system of building permits and inspections developed after adoption of the city's first modern building code on 10 January 1921.[56] Over time, however, public opinion gradually shifted toward more stringent controls to ensure proper structural stability and eliminate unhealthy conditions.

Nineteenth century city officials appear to have based many of their building and land use regulations on scientific principles. The position of city engineer was created at a comparatively early date and for the next half-century this individual dealt almost exclusively with street grades, sidewalks and drainage issues. Under the commission form of government, elected officials personally oversaw all public works: the commissioner of streets, for example, was responsible for ensuring that streets, alleys and sidewalks were in good repair, and that snow and ice were removed in the winter. Beginning in the early 1900s, the council hired individuals to manage public utilities and infrastructure projects under the authority of the street commissioner, and the city engineer's office was given a higher profile and more of his attention was directed to planning for major infrastructure improvements.[57] The downtown area was the city's highest priority in infrastructure development, although the level of commitment began to wane after the Second World War.

Reflecting a national trend, zoning regulations (as well as building and fire codes) gradually became more restrictive over the uses of downtown property and by the 1950s the city had adopted ordinances controlling the location, height, bulk, type of foundation, number of stories, size of buildings, percentage of lot coverage, and the uses of buildings for various commercial and noncommercial activities. Specific regulations were also put in place for flood control and other environmental protection measures. The city had created its first planning commission of twenty-one members in 1918 but it was chiefly an advisory body and had little authority.[58] The powers and duties of the planning commission increased incrementally and it became much more active after the city

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[56] Department of Buildings, City of Sioux City, *Official Building Code* (Sioux City, 1921). The code placed most of the downtown below 8th Street in District No. 1, the "Fireproof District" and required that all new buildings be "Type A" construction. The fire district map is reproduced below as Fig. 4.

[57] The experience in Sioux City reflects the national trend toward more professional involvement in civic planning and public administration; see Peterson, *The Birth of City Planning*, 246-259.

[58] Free, *Revised Ordinances* (1922), 119-120. The prevailing view of the city government role in zoning may have been summed up by William Gordon, a Sioux City businessman who also served as president of the state planning association, in an essay titled "Planning and Up-building of the City Are Responsibilities of the Realtor" that was published by Chamber of Commerce:

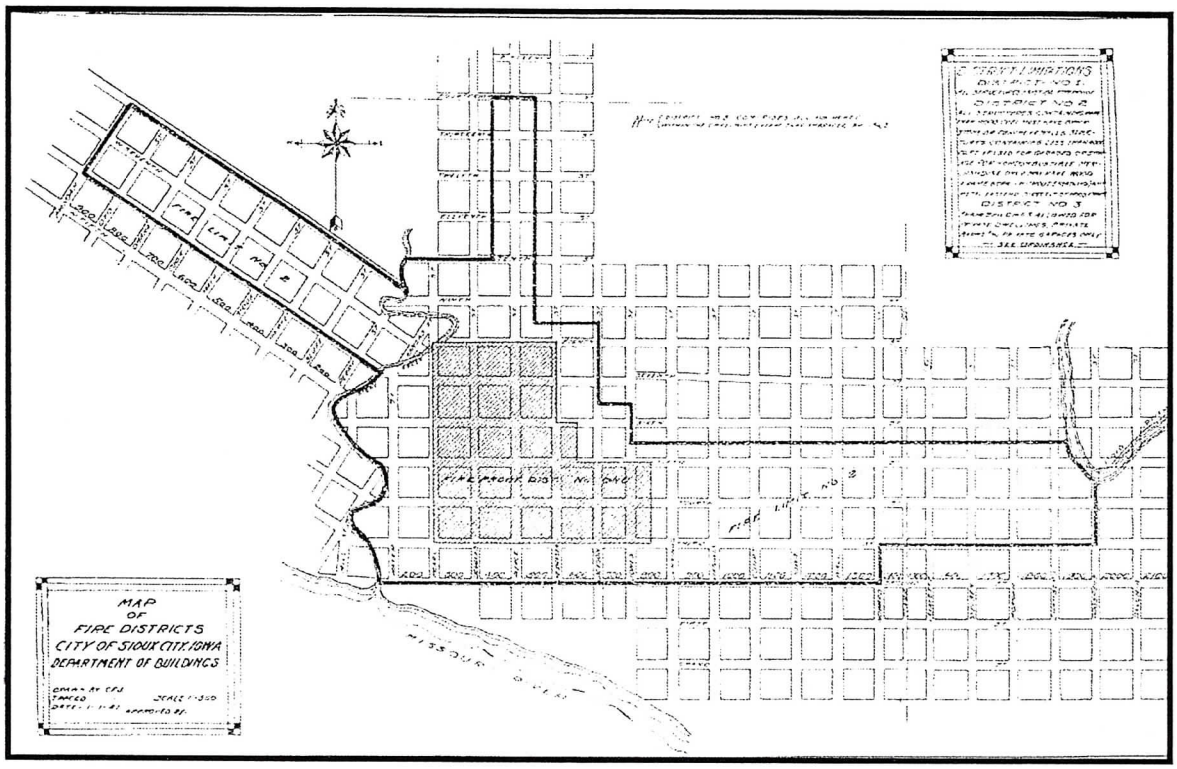


Fig. 4. 1921 building code map showing fire district boundaries.

"The realtor in a community should be the leading city planner in the city . . . I believe the relation of the realtor to the zoning ordinance should be one of great familiarity and intimacy" (*Sioux City Spirit of Progress*, March 1928, 39).

abandoned the commission form of government in 1955. Also during the 1950s the city developed its first comprehensive land use plan.[59] The early plans were little more than the city planning department's recommendations for future development of the community and had minimal impact on actual conditions, particularly in the downtown district.

Downtown Residential Development

As noted previously, the city's population grew from less than five thousand in 1875 to more than thirty thousand by 1900, and doubled over the next decade, until nearly eighty thousand people resided within the city limits at the time of the 1930 census. The tremendous growth of population between 1875 and 1930 was in large measure possible because of population inflow from other parts of the Midwest. After the period of initial settlement, Sioux City attracted large numbers of native born American immigrants from rural areas adjacent to it. The foreign born element in the population remained small: the state census in 1865 found only thirteen unnaturalized immigrants. The population has never been exclusively old stock Americans, however, as the immigrant stream included noteworthy contingents of Germans, Swedes, Irish, Italians, and others. Some of the ethnic groups congregated in specific neighborhoods, where they built their own churches, schools, and meeting halls; the downtown area has also historically offered up a rich medley of ethnically branded restaurants and drinking places.[60] Foreign immigration slowed to a trickle after 1920 and there was very little change in the city's ethnic makeup until the influx of African Americans, Mexicans and Southeast Asians since the 1960s.

Downtown has always been a neighborhood as well as the city's central business district, and it was home to a sizable population. The earliest settlers built their homes between the steamboat levee and 4th Street and nineteenth-century stores nearly always had residential units on the upper floors. Over time, however, the Victorian concept of the middle-class home as a plot of ground with a freestanding dwelling, outbuildings, and a small enclosure compelled new home seekers to eschew the increasingly congested commercial district in favor of building lots away from the hustle and bustle. Still, it was common for tradesmen and their families to live on their business premises, which enabled them to work long hours and provide added security for their property. By the

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[59] Perhaps inspired by Omaha, which adopted its first comprehensive plan in 1916, Sioux City civic leaders began to explore some kind of development guideplan but the initiative appears to have been abandoned in the 1930s. There was some interest in community development planning, evidenced by the Planning and Zoning Commission's publication of *Know Your City: It Pays to Plan* (Sioux City, 1942). The City Planning Commission released a land use survey report prepared by its planner Robert J. Selander in February 1956 and issued its first "General Plan" piecemeal, beginning with an economic report issued in 1959.

[60] Census data show that in 1952, less than six thousand of those residing within the Sioux City metropolitan were foreign born, including 800 Russians, 775 Germans, 641 Danes, 541 Norwegians, and 332 Canadians; Bureau of the Census, *Census of Population: 1950, Volume II: Characteristics of the Population Part 15: Iowa* (Washington, 1952), 15-63.

1890s, most two- and three-story business properties contained at least one (and usually three or more) residential units on the upper floors which were rented to families of modest means and single workers. Until well into the twentieth century, most of these walk-up apartments shared plumbing facilities and some must have been little better than tenements.

The concept of the "French flat," first popularized in New York City during the 1870s, eventually migrated to Iowa and several multistory apartment blocks were erected above stores in downtown Sioux City between the two world wars. At the same time, the invention of the mechanical elevator and advances in building construction technology allowed for the erection of taller, steel-framed buildings, which led to the invention of the low-rise commercial building four to eight stories in height. Low-rise apartment buildings (originally called "apartment houses" to distinguish them from the boarding houses occupied by blue-collar workers and immigrants) and grand-scaled hotels with residential apartments began to appear in downtown Sioux City shortly after the turn of the century. Apartment houses sprang up in practically every part of the city but especially on the edges of the central business district during the 1920s. Downtown hotels offered apartments with up to four bedrooms as well as "bachelor" (i.e., efficiency) quarters. Unlike the walk-up residential quarters above stores, apartment houses and residential hotels were designed around the concept of the flat or apartment consisting of one or more sleeping chambers, a sitting or living room, built-in closets, a well appointed modern kitchen, and a private bathroom—conveniences and amenities not available in most family-family dwellings or in many private homes, which (along with affordable mass transit) made apartment living especially attractive to the growing middle-class in the 1920s.[61] For the poorer classes, boarding houses, also called "rooming houses," were available for lodgers looking to rent rooms for extended periods. Usually located in large single-family dwellings, but occasionally operated out of commercial properties, boarding houses provided an inexpensive alternative to hotels or rented rooms for itinerant workers and immigrants until they became extinct in the 1960s. Residential hotels made their appearance at an early date and occupied many downtown locations.

The first dwellings constructed within the Sioux City townsite were undoubtedly made of logs, with the single- and double-pen or dogtrot forms predominating. By the late 1850s, some of the more prosperous settlers would have been building frame houses patterned after the I-House, Hall-and-Parlor, and One-and-a-Half Cottage folk house prototypes, sometimes adding some Greek Revival or Italian Villa styled detailing. Most of the early inhabitants, however, started out in small, temporary, crudely built and furnished dwellings made of whatever materials were available. These shacks and shanties were highly perishable forms of shelter and were quickly discarded once the town began to boom in the 1870s. The first-generation frame dwellings probably did not last much longer. The homes built during the late nineteenth century for the social

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[61] Paul Erling Groth, *Living Downtown: The History of Residential Hotels in the United States* (Berkeley, 1994).

and economic elites reflected Queen Anne, Italianate, Eastlake and other picturesque Late Victorian period styles, and many showed the influence of architectural pattern books. After 1880 the use of brick as the primary construction material became very popular. While competition for choice real estate eventually pushed residential development to the edges of the town's commercial and industrial core, single-family houses coexisted with commercial and industrial buildings within the downtown area well into the twentieth century.[62]

A surge of home building occurred between 1890 and 1920 on the north side of downtown, most of it speculator-driven, to meet the housing needs of Sioux City's rapidly expanding population. Boxy, two-story, wood-framed American Foursquare style residences were built in great numbers by local contractor-builders to answer the unprecedented demand for large, simple dwellings that could be constructed cheaply and rapidly for speculative sale or as rental property. Different variations on the basic foursquare form were produced, sometimes embellished with folk Victorian and Eclectic period decorative elements, and some may have been factory-made, prefabricated mail-order catalog houses. Many appear to have been built as duplexes and a number of the larger buildings were subsequently subdivided into apartments. The bungalow form, which began to gain acceptance in Sioux City shortly after 1910, was built in much smaller numbers within the downtown survey area. Period revival style homes appear to have been even less popular.[63]

The Labor Movement in Sioux City

Sioux City had a "labor problem" from the time it blossomed as a trade center and the scarcity of skilled labor meant that workers were generally able to command fair wages and maintain a decent standard of living. Although rents were reportedly relatively high, at least in comparison with cities in the older settled region, food and clothing were reasonably priced. Even unskilled laborers probably made ends meet during times of economic expansion and there does not seem to have been much extreme poverty except during the severe recessions of 1873-76 and 1893-95. The condition of factory and packing house workers was much less enviable, however, and working conditions for other groups, such as railroad workers, also grew steadily worse during the late 1800s.[64]

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[62] The discussion of early residential architecture is somewhat speculative and relies heavily upon anecdotal information culled from archival photographs. As with most of the downtown's nineteenth century commercial buildings, the older housing stock below 8th Street has also been decimated by new construction and land clearing for urban renewal.

[63] Census data provide a broad overview of local home building and ownership patterns, while city directories and fire insurance maps document the size, composition, and occupancy of individual residential properties within the survey area.

[64] Nationally, net wages sharply declined between 1897 and 1920, according to the National Bureau of Economic Research, *Income in the United States, Its Amount and Distribution, 1909-1919* (Washington, 1921), I:64-68.

The history of the early labor movement in Sioux City is not well documented. The first seeds of trade unionism may have been planted immediately after the Civil War and contemporary newspapers mention the existence of local groups affiliated with the Knights of Labor and the American Federation of Labor, which had a strong organizational presence in Sioux City by the late 1880s. The Railway Brotherhoods and various local trade unions were also active and by the early 1900s the city had become a hotbed of militant unionism. The revolutionary International Workers of the World (IWW), known as the "Wobblies," joined with local radical socialists to put on a number of events in the downtown area, where their belief in direct action against the capitalist class led to several noisy confrontations with local authorities, culminating in the famous "free speech fight" in the spring of 1915, a bloody police riot that turned lower 4th Street into an urban battleground for several weeks. Sioux City's most famous card-carrying socialist, the clergyman-journalist-politician Wallace M. Short, was at the center of the movement.[65]

Physiographic Influences on Downtown Development

The overall appearance and historic character of the downtown Sioux City was shaped in large part by its physical geography.[66] Sioux City is located in west-central Iowa in the Loess Hills region, "one of the state's most distinctive landscapes."[67] The downtown area developed against a backdrop of dissected hills and steep bluffs of loess, formed by thick deposits of gritty, yellowish-brown wind-blown soils laid down toward the end of the last ice age. These windblown glacial deposits are underlain by older glacial till and outwash. The underlying bedrock are Cretaceous-age sedimentaries of flat-lying structure, chiefly shale, sandstone and limestone. Below the loess-mantled uplands, much of the wind-blown material has been washed and redeposited by runoff to form a series of bench-like alluvial terraces and apron-shaped alluvial fans that extend down to the edge of the Missouri River floodplain. Within the downtown survey area, relief ranges from nearly level plain to moderately steeply sloped hills. Before the town site was urbanized, the natural land surface was highly susceptible to erosion, with numerous gullies and slumps. A ragged, 8-foot escarpment, more or less following the axis of modern-day 5th and 6th streets, marked the boundary between the loess hills and the swampy bottomlands. However, the uneven

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[65] Short, who came to Sioux City in 1910 to serve as pastor of the First Congregational Church, served as mayor from 1918 until 1924 and in 1931-33 represented the area in the state assembly. He played a prominent role in the 1932 Farmers Holiday movement.

[66] See E. Arthur Bettis III, Jean C. Prior, George R. Hallberg and Richard L. Handy, "Geology of the Loess Hills Region," *Proceedings of the Iowa Academy of Sciences* 93 (1986):78-85; Fred H. Dorheim, Donald L. Koch and Samuel J. Tuthill, *Environmental Geology and Land Use Planning in the Sioux City Region*, Iowa, Iowa Geological Survey Miscellaneous Map Series 2 (Iowa City, 1971); Robert A. Lensch, *Soil Survey of Woodbury County, Iowa* (Washington, 2006), 1-5; Cornelia F. Mutel, *Fragile Giants: A Natural History of the Loess Hills* (Iowa City, 1989); and Jean C. Prior, *Landforms of Iowa* (Iowa City, 1991), 48-57.

[67] Prior, *Landforms of Iowa*, 48.

topography which characterized much of the original town has been extensively modified by over 150 years of grading and filling.

The downtown area is drained by the Missouri River, which flows in a southeasterly direction past Sioux City, where it is joined by the westward-flowing Perry Creek and Floyd River. The Floyd River, which rises in O'Brien County, originally flowed through Sioux City in a narrow, deep valley, but because of its propensity for severe flooding the lower reach was dredged, straightened and transformed into what is essentially a concrete-lined drainage ditch. Perry Creek, which empties into the Missouri a short distance upstream from the historic downtown, has also been the source of numerous disastrous floods, and the urban portion of the creek was canalized in 1923-26. Before it was dammed and the nine-foot navigation channel was opened under the Pick-Sloan Plan, the Missouri meandered between natural levees through a floodplain characterized by oxbow lakes, sandbars, backswamps, and a luxuriant bottomland hardwood forest.[68] Sioux City was founded as a river trade center and during the steamboat era the Missouri was navigable as far upstream as Fort Union (modern-day Pierre, South Dakota). The first engineering works on the river for flood control and navigation were made during the late nineteenth century, and beginning in 1944 the US Army Corps of Engineers established and maintained a 9-foot barge channel, making Sioux City the head of modern commercial navigation.[69] Although turbid, the river was formerly an important source of domestic and industrial water supply. Deep wells have supplied nearly all of the water used since the 1880s.

The climate of Woodbury County is humid and continental. About six-tenths of the total annual precipitation of approximately 26 inches falls as rain in May to September. The heaviest 24-hour rainfall on record was the 5.5 inches recorded on 17 July 1972. The first snow usually occurs late in November, although the area has experienced snowstorms as early as late September. On average, Sioux City receives about 30 inches of snowfall annually, with the heaviest one-day snowfall, 17.4 inches, recorded on 22 January 1982. According to the records of the local weather station, the temperature has ranged from -26 degrees on 19 January 1970 to 108 degrees on 12 July 1995.

Bottomland hardwood forest intermingled with prairie wetlands and upland tallgrass prairie interspersed with oak-hickory woodland and thickets were the dominant vegetation at the time of initial settlement. Dense stands of trees, especially willow, cottonwood, and maple, were recorded by the government land survey along the natural levee of the Missouri River and near the mouth of Perry Creek. The surveyor field notes describe small groves of oaks and thickets

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[68] Missouri River Commission, *Map of the Missouri River* (Washington, 1894), Plate XXVII; see also G. R. Hallberg, J. M. Harbaugh, and P. M. Whitlock, *Changes in the Channel Area of the Missouri River in Iowa, 1879-1976* (Iowa City, 1979).

[69] Harry A. Steele, "The Missouri River Development Program," *Journal of Farm Economics* 31 (1949):1010-1016.

adjoining the steep bluffs. Only a few individual trees survived the initial period of urban development. No areas with native plant cover remain.

The Changing Face of Downtown

The great commercial florescence of the early twentieth century was marked by an unprecedented downtown building boom that began in the late 1890s and continued, with only a few interruptions, until the early 1930s. Downtown building construction recovered somewhat after World War II but declined considerably during the 1950s. The downtown area's share of the city's commercial activity also declined after the war as development outside the urban core grew.[70] The wholesale sector showed the greatest decline but there was also a marked trend toward decentralization of retail as well as financial and business services. The of the loss of traditional downtown commercial businesses was anticipated by civic leaders, who envisioned remaking the central business district through urban renewal. However, by the end of the twentieth century the city and its partners had largely failed to capture the regional growth occurring in the retail, financial and business service sectors. Overall, downtown employment has failed to meet job creation forecasts and the district's historic role as the focal point for local commercial development continues to decline.

The last two decades of the nineteenth century witnessed the beginning of revolutionary changes in the everyday lives of downtown residents. Improved machinery and domestic appliances made everyday life easier. Coal replaced wood for heating in many homes and places of business; within a generation, candles and kerosene lamps gave way to gas lighting. While the conveniences of life were increasing, major advances were made in the area of health care. Many physicians, surgeons and dentists set up practice in downtown commercial buildings and the first hospital, Samaritan, opened in 1875.

Many changes involved improvements to the urban infrastructure. Street lighting by gas manufactured from coal had been installed in 1873; after 1888, the street lamps were illuminated by arc lights, with the electrical power supplied by the Sioux City Electric Company (which also powered the trolleys). The problem of drinking water supply had become pressing by the 1870s and in 1884 the city granted a franchise for the construction of a waterworks which drew water from deep wells using steam-driven pumps and distributed it throughout the city by means of a system of cast-iron mains. The problems of pedestrian traffic were tackled incrementally, beginning with street grading and installation of wood plank sidewalks in the 1870s. The first brick-paved streets appeared around the turn of the century.

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[70] See *Smith & Finley's Map of Sioux City, Iowa* (Sioux City, 1911).

The Legacy of Urban Renewal

Beginning in the 1930s, federal government-sponsored urban renewal projects targeted the older sections of American cities to save them from "blight" by recreating them as modern urban landscapes. The movement gathered momentum after the war and by the 1970s the core neighborhoods of over a hundred cities had been subjected to massive land clearing and redevelopment.[71] The tip of the urban renewal spear was highway construction, particularly the interstate highway system unleashed by the Federal Aid Highway Act of 1956. Planning for the Interstate 29 freeway through Sioux City had progressed far enough by 1958 for land clearing to begin in the lower part of downtown and a new bridge over the Missouri River opened in 1961, resulting in demolition of the venerable Combination Bridge (built in 1896). Construction work on the original four-lane expressway and interchanges was completed in 1976.

Sioux City officials do not appear to have been overly concerned about the state of downtown development until the late 1950s. Although the State of Iowa had passed an urban renewal statute in 1957 which authorized local governments to formulate programs for using private and public resources to halt the physical decay of cities and combat urban social problems, local efforts at implementation came to little until 1964. In that year, a committee of downtown business and community leaders was formed to evaluate alternatives for maintaining the economic viability of downtown. Acting on the committee's report, the city council appointed a Central City Committee and charged it with devising a General Neighborhood Renewal Plan, which emerged as the Central City Plan, a blueprint for downtown urban renewal, in 1965. The plan eventually morphed into a redevelopment strategy that called for creation of a 215-acre Central Business District-East (CDB-E), wherein all of the existing structures would be razed to make way for new high-density retail and office space. Over the next several years, the city applied for and received federal funds to acquire the land and construct parking ramps and other improvements. Meanwhile, another downtown renewal district, styled Central Business District-West (CBD-W), targeted an eleven-block area in the West End. However, the CBD-West project stalled and teardowns did not begin until the mid-1970s.[72]

Urban renewal resulted in construction of several large downtown commercial properties, including the parking ramp at 717 3rd Street and the UBS Building (1972), the Clarion Hotel (1974), and the Mid-American Energy Building (1979). The downtown skyway system is one of the vestiges of downtown urban renewal.

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[71] See Richard Longstreth, "The Difficult Legacy of Urban Renewal," *CRM Journal* (Winter 2006), 6-23.

[72] See, Jack Meltzer and John E. Curfman, *Central City Plan: Recommended Program*, issued by the Sioux City Planning Department (1965), and *Sioux City, Iowa, CBD West Cost Benefit Analysis Impact Study*, report prepared for the City of Sioux City by Area Research Studies, Inc., Chicago (June 1973).

Built in the 1980s (and patterned after the Minneapolis skyway system), the enclosed, climate-controlled passages between the second-floor levels of buildings form their own distinctive linear circulation network.

Downtown historic properties have suffered badly at the hands of highway engineers, planners, and development interests since adoption of the Central City Plan in 1965. By just about any historical standard of measurement, the downtown urban renewal programs launched by the city in the 1970s and 1980s mark an important turning point in the history of downtown Sioux City. For better or worse, the massive land clearings and teardowns of historic buildings reshaped the downtown built environment and significantly altered the physical setting for future historic preservation efforts.

III. PROPERTY TYPES

Property types are groupings of historic resources based on shared physical or associative characteristics that link the themes and patterns articulated in the historic context narrative with actual historic buildings and sites observed on the ground. This section (which corresponds to Part F of the National Register Multiple Property Documentation Form) defines downtown property types in broad, general terms with respect to their physical characteristics, historical significance, and registration requirements. Architectural property type designations generally follow the data categories used by the Iowa SHPO's Site Inventory Form. To the extent that character-defining details are assigned to an academic style or period, the terminology used here also follows the Site Inventory Form categories for architectural classification.

Description

The downtown historic resources inventory is dominated by buildings constructed between the 1880s and the 1950s as places of business. The generic term *commercial building* encompasses a wide array of functions and uses, many of them historically interchangeable: it is not unusual for a building originally constructed as a grocery store, for example, to have been subsequently occupied by a restaurant, a furniture store, and a hardware store. Historic property identification, therefore, is most often based upon a morphological approach that considers certain diagnostic elements common to particular building types, which sometimes (but not always) reflect recognized architectural styles and periods. The same approach is readily applicable to historic landscapes and other urban environmental features which may be worthy of preservation. While not all downtown properties over fifty years old lend themselves to such a classification scheme, it is the methodology preferred by most architectural historians, cultural geographers, and others who deal with cultural resource management.

The architectural personality of downtown Sioux City is predominantly vernacular in character and generally resembles that of other primary trade centers in the Upper Midwest.[73] Vernacular commercial architecture encompasses a range of common building types which do not "fit" within the standard architectural style categorizations, and indeed most of the historic commercial buildings in the downtown inventory should properly be classified as unstyled.[74] Nevertheless,

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[73] See David Gebhard and Gerald Mansheim, *Buildings of Iowa* (New York, 1993); Jan Olive Nash, "Iowa's Main Street Commercial Architecture," National Register of Historic Places Multiple Property Documentation Form (2002); and Marlys A. Svendsen, "Commercial and Industrial Development of Cedar Rapids, Iowa, c. 1865-c.1945," National Register of Historic Places Multiple Property Documentation Form (1997).

[74] See Herbert Gottfried and Jan Jennings, *American Vernacular Design, 1870-1940* (Ames, 1988), and Richard Longstreth, "Compositional Types in American Commercial Architecture," in

some of the buildings exhibit eye-catching design features or decorative detailing that reflects a particular architectural period or decorative mode, though in most cases the stylized detailing is merely a skin-deep embellishment of an otherwise common building form. More often than not, the most enriched building facades mix and mingle elements from different academic styles.

Buildings

Brick Front stores and business blocks are the predominant downtown historic building types.[75] Most of the surveyed examples are variations on the common commercial building forms that architectural historian Richard Longstreth has termed the one- and two-part commercial block.[76] The front wall is brick, either solid masonry or veneer, and is built out to the edge of the sidewalk. The side walls are also of masonry construction, usually common brick for nineteenth century buildings, clay tile or concrete block for those built after ca. 1900. Brick front buildings are nearly always deeper than their width; some of the older examples are barely 25 feet wide. Roof are flat or gently sloped and are usually hidden behind parapet walls and pediments. When constructed as multi-story buildings, brick fronts traditionally were designed with space for retail or service businesses on the ground floor and residential space above.

Street-level facades are dominated by commercial storefront components, which traditionally featured large openings to maximize front wall transparency and provide easy customer access. Historically, the front entry was placed either in the center of the facade, between large display windows, or to the side; recessed entries were common and some of the larger commercial blocks feature canted corner entrances, sometimes ornamented with piers, pilasters, or classical entablatures. There is usually a bulkhead or kickplate below the display windows and the display windows and doorways often had transom lights which were sometimes divided into multiple smaller panes of glass. Brick front stores with facades in the Romanesque style are distinguished by their arcaded storefronts, featuring large round-headed window and door openings.

As noted above, most downtown commercial properties are one or two stories in height. While the top of the typical storefront is between twelve and fourteen feet

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Camille Wells, ed., *Perspectives in Vernacular Architecture II* (Columbia [MO], 1986), 12-23. . Some historians have questioned the validity of the concept of style; e.g., Dell Upton, "Architectural History or Landscape History?" *Journal of Architectural Education*, 44 (1991):195-199; and Thomas Carter and Bernard L. Herman, "Introduction: Toward a New Architectural History," in Carter and Herman, eds., *Perspectives in Vernacular Architecture, IV* (Columbia [MO], 1991), 1-6.

[75] No examples of the False Front and Gable Front store property types survive, although these traditional mid-nineteenth century building forms are well represented in early views of the downtown commercial district. No authentic specimens of Iron Front commercial architecture have been recorded, although a few preserved buildings exhibit cast-iron storefront pilasters and panels.

[76] *The Buildings of Main Street: A Guide to American Commercial Architecture* (Washington, 1987), 24-67.

above grade, second and third floors are usually ten to twelve feet in height. Some kind of molding or belt course usually marked the horizontal boundary between the storefront and the upper facade. Upper facades are more solid in appearance, with symmetrical fenestration and smaller, more vertically oriented window openings. Round-headed windows are not uncommon on pre-1910 buildings; other Late Victorian period window treatments include segmental lintels and pediments, continuous lintels and sills, and occasionally canted oriel windows. Brick front buildings constructed before the 1920s usually have some kind of decorative cornice, either metal-clad wood or solid masonry, with brackets, modillions, or rosettes; twentieth century cornices are often undecorated. The older cornices feature front wall parapets with stepped, triangular, or semicircular pediments. Some of the more picturesquely detailed brick fronts feature arched upper windows, occasionally with elaborate headers and sills. Brick corbelling is also common in the wall space between the tops of windows and the parapet. One- and two-story brick front buildings built after ca. 1920 often have minimal facade decoration.

In colloquial American English, a *store* usually occupied an entire commercial building, whereas a *shop* was a component within a building, usually occupied by some specialized, small-scale enterprise. A building which housed two or more different business enterprises was commonly referred to as a *business block*. A typical store built in the late nineteenth or early twentieth century would have featured a deep, narrow sales floor at street level with a high ceiling and a long wooden counter along one or two sides of the sales floor, with shelves lining the walls behind the counter. In some stores, the counters and shelving extended along all three interior walls. There were also wood, metal and glass display cabinets, tables, and racks of merchandise placed strategically around the shop floor. Dry goods were dispensed from bins or barrels. In the larger stores, customers received personalized service, and when the practice of self-service and cash-and-carry gained momentum after the First World War, customers were encouraged to select their purchases from island counters arranged in rows across the store floor, then proceed to a central cash register to "check out."[77] Behind the retail spaces were offices, storerooms, and other spaces. Some stores were built with large openings on their side and rear elevations to facilitate the transfer of bulky goods to and from wagons. Most had basements for storage, shop rooms, and back-stock merchandise.

Brick front business blocks can be distinguished from brick front stores by their physical size, detailing, and commercial diversification. The term *business block* (believed to be British in origin) entered American English sometime early in the nineteenth century and was used to describe any large, ornate commercial building, usually found on a corner lot, that housed a combination of stores,

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[77] Frank W. Woolworth is credited with pioneering the idea of displaying goods in open shelves in 1879 when he opened his first "five and dime" store in Lancaster, Pennsylvania. By 1911, Woolworth's was a 596-store chain, including an outlet in Sioux City, which also had branches of Sears, Roebuck & Company, Montgomery Ward, and S. S. Kresge Company

shops, offices, and apartments. In its local historic context, the Business Block property type is two to four stories in height, brick-clad, and often has one street elevation that is larger and more ornate than the other. Much of the façade decoration is concentrated along the cornice and is often an eclectic combination of classical and picturesque elements. Fenestration varied from floor to floor, often with large round-headed window and door openings on the ground floor and segmented or pedimented windows on the upper façade; the main entrance was sometimes placed at the corner of the building and canted. Occasionally, the street-level façade was arcaded with a series of connected arches containing the doorway and window openings, reflecting a movement in commercial architecture known as Romanesque Revival. Unlike most stores, business blocks often had formal names (Boston Block, Evans Block, etc.); sometimes the name was placed on the façade along with the date of construction. Because they integrated two street elevations and usually featured a strong visual presence, corner business blocks were some of the most imposing downtown buildings constructed between 1885 and 1920.

The facades of brick front buildings taller than three stories usually take the form of a stacked vertical block. Brick-fronted stacked vertical blocks represent some of the most sophisticated commercial architecture constructed in the city and amongst the downtown buildings that remain standing, they are the ones most likely to exhibit stylized detailing, with the Romanesque mode (sometimes referred to as Richardsonian Romanesque) being the most prominent. Some facades exhibit ornate details interpreted from other classical and romantic styles which were popular during the late nineteenth and early twentieth centuries. Stores and office buildings of this type tended to be developed on the horizontal, covering several lots, and their developers lavished decorative brickwork, terra cotta, cast stone and cement ornamentation on their exteriors.[78]

Both stores and business block facades typically provided residential living space as well as commercial space. Living quarters were almost always located on the upper levels, which were ordinarily partitioned off into single rooms or apartments on either side of a center hallway.

Another common downtown commercial building type is the Broad Front (sometimes referred to in the literature as the "Modern Broad Front Store").[79] The earliest vernacular building form associated with the rise of automobile culture, broad front commercial buildings have an open, one-story façade roughly double the width of a traditional storefront, decorated with panels of brickwork, brick or concrete block piers, and a continuous band of large display windows

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[78] The city's 1921 building code limited the height of downtown buildings to five stories (65 feet) and required that all commercial buildings higher than four stories that were constructed before 12 June 1914 had to be approved by the building inspector; Department of Buildings, *Official Building Code*, 37-38.

[79] Herbert Gottfried and Jan Jennings, *American Vernacular Buildings and Interiors, 1870-1960* (Ames, 1993), 245.

which were often fitted with transom lights. A number of broad front stores were built downtown between ca. 1910 and 1960. Some of the early twentieth-century broad fronts are quite imposing and exhibit Art Deco or other Moderne influenced detailing, although most have much more modest storefronts with minimal façade decoration. Many built after 1920 have enframed window walls to convey a strong sense of openness. This type of downtown building was particularly well adapted to retailing car sales and was widely used for variety stores, dime stores, and grocery markets. The building form was not adaptable to residential use, therefore broad front buildings almost never contain living quarters. Brick is the nearly universal wall cladding material for the facades on broad front stores and office buildings, although the hues and color schemes show considerable variation.

The broad front plan was especially popular for automotive service garages and car sales establishments, which began to appear in Sioux City before the First World War, when motoring was still a novelty. The earliest garages and service stations were located in converted livery stables, blacksmith shops, or machinery sales buildings, but from ca. 1915 on, automobile-related businesses were typically located in commercial properties purposefully designed and built for automobile commerce.[80] The broad front store offered the perfect building form for service garages, repair shops, storage garages, and auto-related retail outlets. The facades of preserved examples are usually plain brick walls and the pattern of facade fenestration usually reflects distinct office, retail, and service bay divisions. The most highly decorated garage facades feature engaged brick pilasters, corbelled cornices, and parapets. All have overhead service doors on their principal or secondary elevations and the largest are always corner properties. Because many of the early garages and car dealerships were short-lived ventures, especially car and truck dealerships, quite a number of these buildings have been recycled for a variety of uses. Over time, the tire stores, body shops, welding shops, and service garages have shown a clear preference for the one-story broad fronted building form, which could easily be fitted with overhead doors and the interior spaces configured for use as offices, workshops, storerooms, or service bays. Unlike the traditional brick front commercial buildings, broad front stores and garages were often placed on lots with wide setbacks from the adjacent streets in order to provide off-street parking in front of the building. In this way, broad front stores were in many ways the precursors of postwar commercial strip development.

Commercial buildings in the Upper Midwest taller than six stories are commonly referred to as skyscrapers. These buildings, which first appeared in Sioux City after the First World War, incorporated many of the design, construction, and decorative characteristics which influenced the architectural character of the

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[80] The 1930 census enumerated fifty garages in Sioux City, in addition to sixty-two filling stations, thirty new and used car dealerships, and thirty-five other auto-related businesses; Bureau of the Census, *Retail Distribution*, 426-427.

stacked vertical block type commercial buildings.[81] By the 1880s, escalating land prices in the biggest American cities, improvements in metallurgy and masonry, and the introduction of mechanical elevators enabled architects and engineers to design and erect multi-story buildings supported by wrought iron (later steel) skeletons encased in masonry curtain-walls.[82] Intended to be the visual anchors of their respective commercial districts, they were designed to draw attention to themselves with strong, three-dimensional qualities that invited the public to come inside. In Sioux City, the downtown skyscrapers feature large expanses of plate glass across their ground floor facades, massive superstructures, symmetrical fenestration, and grand street-level entrances suggestive of luxurious interiors. As a group, these buildings exhibit considerable variation in their wall, window, and cornice detailing, but in general the volume and details of their facades emphasize verticality.

The apartment building (defined as a freestanding commercial-residential building with ten or more self-contained residential units) made its first appearance in Sioux City near the end of the nineteenth century, when they were commonly referred to as "flats" and were usually part of large business blocks. The architectural character of apartment buildings is not very different from that of brick front stores and business blocks and in fact downtown apartment buildings were typically designed with non-residential components, usually on the lower floors. Local developers preferred low-rise buildings with stores and shops behind traditional storefronts at street-level, with one to three floors of apartments. The more upscale buildings often bore the names of their original owners or fancy names drawn from cultural or historical sources. In terms of architectural character, the most stylized examples feature classically proportioned facades and modest eclectic detailing, with a high proportion of window to wall area. A few of the apartment buildings were built on the horizontal, with several one- or two-story units connected, each with its own entry door leading directly to the outside, a form known as the garden apartment. Apartment architecture changed dramatically after the Second World War: most downtown apartment blocks constructed after 1945 are simple, box-like structures that are nearly devoid of exterior ornamentation.

The only architectural property type associated with the theme of manufacturing is the warehouse. Warehouse design was more or less uniform during the late nineteenth and early twentieth centuries: surveyed examples are characterized by their one to five story wall height, plain brick walls, orderly placement of doors and windows, large street-level shipping and receiving areas, and minimal exterior ornamentation. Warehouses which incorporate factory or office space have a higher proportion of window to wall area; office and retail areas are often differentiated by the use of ornamentation around the entrances and windows.

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[81] See Longstreth, *Main Street*, 76-81.

[82] Chicago architect William Le Baron Jenny is credited with perfecting the iron-framed, curtain-wall method of construction; his Home Insurance Company office building, erected in 1883-1885, is generally regarded as the first American skyscraper.

Government office buildings, fire stations, and courthouses, are classified by historic function and their principal design elements. Civic buildings were important in Sioux City, although there was not a tremendous amount of investment in civic architecture until the last decade of the nineteenth century. The first modern public building was the Woodbury County Courthouse, an outstanding example of a Prairie School style civic architecture.[83] The municipal building, public library, and other institutional buildings generally exhibit the most architecturally enriched facades, and as a group these one-of-a-kind, architect-designed buildings reflect a wide spectrum of Late Victorian, Eclectic, and early Modern design precedents. Perhaps the most treasured architectural landmarks resulted from the city's response to the City Beautiful Movement which swept America in the wake of the World Columbian Exposition held at Chicago in 1893 and was roughly contemporaneous with the Beaux Arts movement in Europe. Generally, these buildings are massive in scale, meticulously detailed, and incorporate many high-style Classical, Renaissance or Neoclassical-inspired details. Most are placed on large lots. The Municipal Building and Public Library were set off with open space in front, which make the facades more prominent. In the historic context of the national pattern language of the Progressive Era (1890s-1920s), these buildings illustrate the reform movement in architecture and urban planning; in their local context, they illustrate the extent to which Iowa was swept up in the City Beautiful movement and represent community landmarks in their own right.

Downtown religious architecture is the most varied. More often than not, these buildings are also readily identifiable as examples of a particular architectural period or style. Sioux City has been conspicuous for its church architecture for more than a century. The earliest downtown churches, of which none are extant, were small, wood framed vernacular buildings that sometimes showed the influence of the Greek Revival, Italianate, and Carpenter Gothic styles. Masonry churches exhibiting the then-popular Renaissance and Romanesque Revival elements were the norm after about 1890. Most early twentieth-century churches adopted the shallow basilica design (rectangular in plan, but not much longer than their width); conspicuous design elements include classical porticos, steeply-rising multi-tiered towers, and arched windows.

The downtown housing stock consists chiefly of two-story, detached, wood framed dwellings constructed between the late 1890s and the early 1920s as one- or two-family dwellings. Many have been converted to multi-family residences but retain their basic single-family house form. Traditional foursquare and front-gabled vernacular forms predominate, and a few of these houses are embellished with Late Victorian or Eclectic period decorative detailing.

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[83] The earliest government offices in Sioux City, as in most frontier towns, were housed in multipurpose commercial buildings above stores. For the origins of the county courthouse as a specialized form of judicial landscape, see Martha J. McNamara, *From Tavern to Courthouse: Architecture and Ritual in American Law, 1658-1860* (Baltimore, 2004).

Regardless of type, function, or date of construction, all downtown buildings were part of a dynamic environment where change was more or less constant. Old photographs, directories, fire insurance maps, and newspaper accounts provide ample evidence that the historic built environment of downtown Sioux City was anything but static. The traditional brick front stores and business blocks provided a seed-bed for entrepreneurs: the flexibility of the buildings' floor plans meant that would-be merchants could establish themselves in small premises with relatively little capital outlay and for low rents. In an age when unbridled competition and *laissez-faire* dominated business decision-making, the use of any particular commercial space frequently shifted in response to changing ownership and economic conditions, or to conform to new business requirements. Economically or functionally obsolescent buildings were sometimes razed or abandoned; more often, existing structures were changed by new owners looking for ways to architecturally express their business plans and personalities. However, wholesale façade alterations and major storefront redesigns, though not unknown, seem to have been rare before the 1940s. The major difference between historic remodeling and recent improvements appears to be, before the 1940s the work was more often done with compatible materials and tended to be harmonious with traditional building composition.

Historic Landscape Resources

In preservation planning, the property type classification *streetscape* is applied to groups of buildings and their associated outdoor landscape elements that visually imprint a specific environment with a strong identity of time and place. Distinct from works of landscape architecture, downtown streetscapes are urban landscapes that have been shaped and reshaped by changing architectural fashions, community responses to boom and bust cycles, and shifts in the predominant forms of transportation.[84]

The gridiron plat, which has had a greater impact on the overall shape of downtown development than any other element, exerts its the greatest influence at the neighborhood level. The pattern of downtown streets is strictly regular, the plan of the city being a symmetrical grid of straight-line streets and right-angle intersections. The only major alterations to the gridiron have been the result of eliminating minor streets to create larger blocks for redevelopment, preserving the original geometric scheme imposed by the plat but enlarging the area and the shape of the building site. The gridiron has generally deprived planners and developers of opportunities for creative expression at the landscape-level.

Within the organic pattern of rectilinear streets, the typical downtown urban streetscape is entirely built-over and the mass of buildings is interrupted only by

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[84] See Arnold R. Alanen, "Considering the Ordinary: Vernacular Landscapes in Small Towns and Rural Areas," in Arnold R. Alanen and Robert Z. Melnick, eds., *Preserving Cultural Landscapes in America* (Baltimore, 2000), 112-142.

pavement, sidewalks, and vacant lots. The texture of this landscape is dominated by hardscape surfaces: brick, concrete, stone, asphalt, steel, and glass. None of the historic sidewalks and only a few short stretches of brick street and alley paving has been preserved. Although the rhythm of building facades, storefronts, and rooflines visually dominate the viewsheds at street-level, individual streetscapes are composed of many historic features, including streets, signs, street furniture, and open spaces.

Historic landscape features also include outdoor advertising in the form of hand-painted wall signs (commonly known as "ghost signs") on the exposed side walls of many older buildings. Some of these signs, rendered in white lead paint mixed with linseed oil, varnish, lampblack, and other pigments, are over 75 years old and have outlived the products they advertised. Some of the few preserved examples of this lost art form are found on the buildings at 420 Jones and 316 Perry. With the advent of billboards (and restrictive city sign ordinances) painted wall signs fell out of fashion, with the result that many were sandblasted off, painted over, or entombed behind new construction.

Archaeological Resources

Every downtown building is a potential archaeological site; consequently, every location occupied by a non-extant historic building could be viewed as a potential archaeological resource. Archaeological evidence of the nineteenth century commercial district could yield important information that would shed light on local history. Predictions of the location and potential research value of downtown archaeological sites could be easily accomplished through archival research and presented in GIS form to show where it is most likely that significant archaeological remains may be found underground. Archaeological investigation of potential sites would need to be based upon well-formulated research designs that consider the archaeological remains in their historic context.[85]

Because the entire downtown commercial district was urbanized and built-up before 1920, an unknown amount of public works construction, some of it possibly quite old, may lie embedded within the urban landscape within the tangled web of pipes, mains, lines, and conduits (water, storm and sanitary sewer, gas, telephone, and electrical), standpipes, catch basins, and maintenance covers. It would not be unreasonable to expect to encounter abandoned sections of circa 1870s cast-iron gas mains, 1880s cast-iron water mains, and 1890s vitrified clay sewer pipe deep underneath downtown streets, during excavations for public utilities and new building construction.

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[85] See Donald L. Hardesty and Barbara J. Little, *Assessing Site Significance: A Guide for Archaeologists and Historians* (Walnut Creek [CA], 2000), 153-159, and Edward Staski, ed., *Living in Cities: Current Research in Urban Archaeology* (Ann Arbor, 1986).

Significance

The period of historic significance for downtown Sioux City begins with the platting of the townsite in 1855 and ends with the beginning of construction on Interstate 90 in 1958. For a surveyed property to be evaluated as significant, it had to be shown to meet established criteria for historic significance by being associated with the broad theme of downtown development. There was no sliding scale of significance: properties either possessed historic significance and integrity, and were therefore judged worthy of preservation, or they did not.

Architectural Resources

Historic commercial and noncommercial buildings were considered historically significant under National Register Criterion A when they documented or illustrated any one of the historic themes delineated in the historic context, "Development of Downtown Sioux City."[86] Downtown buildings identified by survey represent a wide range of historic functions and individual properties were often occupied by several different kinds of enterprises during the period of historic significance. In terms of the National Register categories for areas of significance, commercial buildings generally are significant in the areas of commerce and industry; some of them also reflect important themes relating to community planning and development, entertainment/recreation, education, and transportation. Noncommercial buildings generally fall within narrower categories: churches, for example, have associative value in the areas of ethnic heritage and social history.[87] Civic buildings are important for their association with politics/government. Individual buildings may also be historically significant for their association with other statewide or local historic contexts.

The National Register criteria for evaluation state that a historic resource may be eligible for registration as an historic district if it represents a significant and distinguishable entity whose components may lack individual distinction. The proposed West End Historic District comprises a number of individually significant buildings, as well as common, architecturally undistinguished buildings that are representative of important historic property types, date from the district's period of historical significance, and collectively convey a distinct sense of time and place. The distinctive characteristics of the district include the presence of numerous examples of commercial buildings that show the history and development of the neighborhood from the 1880s through the 1930s, and the groupings of brick front facades, storefronts, and other historic streetscape elements that visually comprise a specific environment. The preservation value

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[86] The Iowa SHPO has completed a number of National Register multiple property studies applicable to certain types of noncommercial properties located in downtown Sioux City; e.g., the Public Schools for Iowa: Growth and Change MPS.

[87] The survey data show that churches and related religious properties are the only surviving downtown historic resources known to have well documented and historically important connections to specific ethnic groups.

of the district is further enhanced by the high proportion of contributing to noncontributing properties within the proposed boundaries. At least twelve properties are individually significant: 206 6th, 212-216 6th, 215 6th, 405 Pearl, 407 Pearl, 409 Pearl, 413 Pearl, 615 Pearl, 623 Pearl, 323 Water (Simmons Hardware Company/aka Battery Building, already listed in the National Register), 408 Water, and 405 Wesley.

Some downtown buildings appeared to be eligible for registration on the basis of their architectural history or engineering values under National Register Criterion C. Evaluations of architectural significance were the product of the property's embodiment of the distinctive characteristics that define a given architectural style, period, type, or method of construction; furthermore, the design elements, materials, and workmanship had to distinguish the property as an outstanding example of the property type. This requirement was applied to both vernacular and high-style buildings. In making the case for architectural significance, the most important aspects of integrity which needed to be documented were usually those related to design, setting, materials, and feeling.

Although much of the downtown inventory consists of "nonpedigreed architecture" (i.e., buildings designed without input from professionally trained architects or engineers[88]), there are a number of commercial properties associated with prominent architects and master builders. The following design professionals and firms have been named in connection with important downtown buildings: William Beuttler and Ralph Arnold, Charles P. Brown, George W. Burkhead, Alonzo H. Gentery, Rapp and Rapp, Liebbe, Nourse and Rasmussen, William L. Steele, H. C. Stevens, Edward L. Tilton, and Knute E. Westerlind.[89] The designers of most downtown buildings remain unidentified, however, as are the builders and contractors.

Evaluating the preservation value of the houses identified within the downtown area was problematic for several reasons. Contextually, there have always been freestanding dwellings within the downtown business district and almost all of the residential properties surveyed were constructed during the period of historical significance. However, domestic architecture was not considered a critical theme in the broad pattern of downtown development. To be considered significant, a house would have to be possess a well documented association with an important downtown event or pattern of events, or represent the home of an important business, civic, or labor leader. None of the surveyed dwellings was found to possess any of these qualities.

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[88] See Bernard Rudofsky, *Architecture Without Architects: An Introduction to Nonpedigreed Architecture* (New York, 1964).

[89] Biographical information and references to some of their most important commissions can be found in Wesley I. Shank, *Iowa's Historic Architects: A Biographical Dictionary* (Iowa City, 1999); see also the Sioux City entries in Gebhard and Mansheim, *Buildings of Iowa*, 477-507.

Historic Landscape Resources

No individually significant downtown landscape features were recorded by the survey. Nevertheless, individual architectural properties and groups of buildings that meet the criteria for significance sometimes incorporate important historic landscape elements which contribute to their historic character and should be preserved. These features include transportation and engineering structures, infrastructure, and small-scale elements such as sidewalks, fire escapes, signs, and exposed sections of old brick pavement.

Contextually, there are a number of urban landscape assemblages which relate to the broad patterns of downtown development. The "civic geometry" of streets, alleys, and lot lines created by the original plat are characteristic features of the downtown environment and contribute to the significance of the central business district as a whole. While they probably do not warrant treatment as individually significant designed historic landscapes, they can add to the significance of historic buildings and streetscapes.

Cohesive streetscapes, such as those present within the proposed West End Historic District, possess an identity of time and place that enhances the historic character of the buildings. In other parts of the survey area, landscape features that are over fifty years old, such as streets and sidewalks, remain in active use, while others are functionally obsolete landscape fossils. These artifacts of past urban landscapes can shed light on past patterns of downtown life, but were found to lack the distinguishing characteristics and integrity required for National Register or local landmark nomination.

Archaeological Resources

No systematic archaeological surveys have been conducted within the downtown area; it did not come as a surprise, therefore, to discover that no prehistoric or historic archaeological resources had been recorded. Nevertheless, it is worthwhile to consider the potential preservation value of downtown archaeological resources. Within the downtown area, infrastructure would represent a potential landscape archaeology resource whenever undisturbed abandoned utility structures were preserved *in situ* and their examination led to important information that would otherwise be unobtainable. Conventional urban archaeology sites may also be present as foundation walls, floors, and refuse buried underneath existing buildings and pavement.[90] Such sites may be eligible for the National Register if they yielded, or were evaluated as likely to yield, important historical, anthropological, or architectural data.[91] Natural resources,

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[90] For approaches to designed historic landscapes, see the National Register Bulletin by J. Timothy Keller and Genevieve P. Keller, *How to Evaluate and Nominate Designed Historic Landscapes* (Washington, 1987).

[91] See the National Register Bulletin, *Guidelines for Evaluating and Registering Historic Archeological Properties* (Washington, 2000).

paleontological finds (e.g., fossils) and geologic features are occasionally recovered during excavations for building construction and utilities, but they are not usually considered cultural resources unless a strong case can be made that they influenced past human activities.

Registration Requirements

Evaluation of significance was straightforward and employed a conventional approach to determining eligibility. For a downtown property to be considered eligible for listing in the National Register or rezoning as a landmark, it had to meet one of the National Register Criteria for Evaluation by being associated with one of the themes delineated in the local historic context, "Development of Downtown Sioux City," and by retaining enough historic integrity of the character defining features necessary to convey its significance in history, architecture, archaeology, engineering, or culture.

Architectural Resources

Commercial, industrial, governmental, and religious buildings were considered individually significant on the basis of evaluation of the whole building and a careful assessment of their historic integrity, especially integrity of design, materials, and association. Date of construction was not an important factor in determining historical significance: to qualify under Criterion A (historical association), a building needed to have been constructed prior to 1958, have well documented associations with the broad pattern of downtown development, or possess a specific association with an event or pattern of events that could be considered important. Whenever they were evaluated under Criterion C (design and construction), buildings were required to retain the distinctive characteristics that characterize a particular style, period, or type. Historic commercial buildings representing important vernacular forms received the same attention as high-styled buildings designed by "important" architects. It was assumed that preservation of the historic form and materials of the storefront should have priority over the conservation of other architectural features, particularly those normally hidden from public view.

In order to be considered eligible for National Register listing or local designation, an architectural resource must possess historic integrity. This does not mean that a building must be in its original, unaltered condition--most of the downtown buildings already listed in the National Register have been modified to some degree from their original, as-built appearance. Evaluations of historic integrity focused on determining whether a given building or group of buildings retained enough of its pre-1958 appearance to convey its essential historic character.[92]

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[92] The identifying or character-defining elements of commercial buildings include form (ground plan shape and dimensions, number of stories, roof shape, pattern of facade fenestration), construction materials and methods, and facade features (primary entrance, display windows, transoms, belt courses and string courses, pilasters, piers, upper windows, cornice, parapet).

Stores and business blocks where the storefront had been substantially altered, resulting in the total loss of historic character-defining design elements or the introduction of inappropriate materials or features, were evaluated as not significant. Storefronts that had been minimally altered from their historic appearance were considered worthy of preservation interest whenever there was a reasonable likelihood of the alterations being reversible. Within the limits of the proposed West End district, commercial buildings that no longer retained historic integrity of the majority of their traditional storefront elements were determined to be contributing resources when the important exterior features of their upper facades were preserved. Buildings constructed after 1958, regardless of their condition, were not treated as historic resources.

Historic districts must also possess historic integrity in order to qualify for the National Register or landmark designation. Individual building integrity within the proposed West End Historic District is highly uneven: most storefronts show signs of alterations, but except for window treatment, the majority of the upper facades remained intact. Overall, most of the buildings appear to have been only moderately altered from their historic appearance and therefore retain a fair degree of integrity with respect to design, materials, and association. Historic buildings with moderately altered facades were evaluated as contributing resources within the proposed district. The small handful of older buildings which have been so substantially altered that they were no longer recognizable as authentic specimens of an historic building type were evaluated as noncontributing resources. The proportion of contributing to noncontributing properties is more than sufficient for the district to convey its historical significance.

While only a relatively small handful of the downtown buildings surveyed were found to represent authentic specimens of high-style architecture, vernacular buildings which met the criteria for significance and integrity were evaluated under National Register Criterion C (design and construction), even though the instructions for completing the National Register form do not explicitly treat vernacular buildings as a category of architectural resources potentially eligible for registration. Fortunately, new attitudes and methods have emerged to treat vernacular buildings as cultural forms equal in importance with buildings designed by professional architects. Integrity was the pivot around which evaluations of vernacular buildings turned.

Ordinarily, historic religious properties are not eligible for individual listing in the National Register. However, downtown churches were evaluated as eligible under Criteria Consideration A when a strong case could be made for historic significance on the basis of their design and construction characteristics. Historic integrity considerations for churches and other religious buildings focused primarily on location, design, setting, and materials.

The great majority of the houses surveyed have been substantially altered from their original appearance and no longer exhibit distinctive architectural features. It is possible that houses above 8th Street could contribute to the historic significance of the Near North Side neighborhood, once an appropriate historic context was developed and surveys conducted. However, historic integrity of the downtown housing stock is generally quite poor; many are in badly deteriorated or damaged condition and several have been red-tagged by the city building official.

Buildings Less than Fifty Years Old

Notwithstanding the recent progress in preservation, a sizable chunk of the downtown built environment dates from the last half of the twentieth century, a period some have taken to calling the "recent past" (a term that appears to have been coined by preservation practitioners sometime in the early 1990s).[93] Preservationists limited to working within the National Register program are burdened by the arbitrary requirement that a building less than 50 years old cannot be registered except when, in the words of National Register Criteria Consideration G, it can be shown as having "achieved significance within the last fifty years" and "it is of exceptional importance."[94] Local landmark designations need not adhere to such arbitrary (as well as unhistorical) limits, however. As with all kinds of heritage resources, the challenge of preserving the recent past is to identify and evaluate modern buildings from the perspective of an appropriate historic context. Although none of the downtown buildings built after 1958 appear to meet the National Register exception, several architecturally prominent properties will pass over the fifty year-old threshold beginning in 2021. It would seem prudent, therefore, for the HPC to begin planning for the preservation of these buildings sooner, rather than later.

Landscape Resources

Streetscapes, signs and other urban historic landmark features identified by the survey did not appear to meet the National Register criteria for significance and integrity, although they often contributed to the historic character of individual buildings and neighborhoods.

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[93] See John H. Sprinkle, Jr., "'Of Considerational Importance,' The Origins of the 'Fifty-Year Rule' in Historic Preservation," *The Public Historian* 29 (2007):81-104; and the thematic issue of the National Park Service publication *CRM*, volume 16, no. 6 (1993) on "Cultural Resources from the Recent Past." For a thoughtful and provocative discussion of the issue, see Richard Longstreth, "When the Present Becomes the Past," in Antoinette J. Lee, ed., *Past Meets Future: Saving America's Historic Environments* (Washington, 1992), 213-225. Much of the hand-wringing over the preservation value of buildings less than fifty years old stems from the mainstream preservation movement's traditional (and seemingly irrational) fear and loathing for all things modern, a subject that is touched upon by David Lowenthal in *The Past is a Foreign Country* (Cambridge, 1985).

[94] See Marcella Sherfy and W. Ray Luce, *National Register Bulletin: Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Last Fifty Years*, revised (Washington, 1998).

Archaeological Resources

While the survey was not intended to result in the identification of archaeological resources, background knowledge suggests that buried cultural deposits are indeed present. To be considered significant under National Register Criterion D, a downtown archaeological site would have to yield important data on non-extant historic buildings, public works, industrial or engineering structures, transportation structures, or other historically important sites. The potential historical significance of downtown infrastructure and urban archaeology resources lies in their informational value under Criterion D. Undisturbed surface and subsurface features, some of which may be only detectable by means of remote sensing techniques, need to be recorded and evaluated by qualified investigators employing high-quality research designs before a determination of National Register eligibility can be made.

IV. IDENTIFICATION AND EVALUATION METHODS

The following objectives of the downtown survey were outlined in the research design developed by the consultant at the start of the project:

- Identify and gather documentation on the significant historic architectural resources present in downtown Sioux City.

- Develop one or more local historic contexts to provide a framework for identifying, evaluating, and registering historic properties associated with the important broad themes reflecting the downtown area's historical development.

- Document the historic, cultural, aesthetic, and visual relationships that give the downtown built environment its special identity of time and place.

- Determine which historic buildings, structures, sites, objects, and districts meet defined criteria of historical, architectural, or cultural significance.

- Recommend specific ways in which city officials might use the results of the survey to better integrate historic preservation with other community development planning (planning and zoning, economic development, tourism, public works, parks and recreation, etc.).

- Prepare a report intended to serve both technical (preservation planning) and informational (public education) needs.

Historic preservation surveys like the downtown Sioux City survey have been standard practice in the cultural resource management field since the 1960s. Basic survey tasks include archival research, field survey, development of inventories, and preparation of reports. The research design for this project detailed a conventional approach to archival research, with pre-field background research to assemble existing information about downtown historic resources, followed by more intensive research in primary and secondary sources to develop a contextual framework for identifying and evaluating individual historic properties. Background research consisted of a search of the historic resource inventories, National Register nomination forms, and survey reports on file with the city and the Iowa SHPO; review of relevant information posted on the Sioux City HPC and Iowa SHPO websites; and a compilation of a bibliography of documentary sources likely to yield important historical, architectural, geographical and planning information.

Once the background data had been assembled, more intensive archival research involved examination of a wide range of documentary materials, from which important historic context and property-specific data were collected and

analyzed. The kinds of textual sources consulted included narrative histories, magazines, bulletins, newsletters and other periodicals, city land use plans and studies, city directories, federal and state census reports, newspaper clippings, industry and business records, and information downloaded from the World Wide Web.

Cartographic data was critically important for reconstructing the physical patterns of development and changing morphology of the downtown built environment over time. In addition to printed maps and atlases, the survey relied heavily upon the remarkably detailed spatial information (as well as descriptive data on individual buildings) contained in the series of fire insurance underwriters maps of Sioux City issued by the Sanborn Map Company of New York in 1884, 1886, 1890, 1902, 1924, 1940 and 1963. Archival air photo imagery from aerial surveys of Woodbury County made in 1938, 1949 and 1955 helped document more recent changes in land use and building configuration. The street address listings published in city directories from 1895 through 1968 were used to help identify the original occupants of old buildings and reconstruct patterns of property ownership.

Field survey methods were straightforward. While the background research was still underway, a preliminary "windshield" reconnaissance was made of the survey area to note the general character of the built environment and identify specific properties of preservation interest. Intensive field survey involved visual inspection on foot of every downtown building. Individual buildings and streetscapes were photographed with a digital camera and descriptive information was recorded in field notes. Surveyed properties were plotted on an air photo overlay map of the survey area provided by the city. As the field survey progressed, the property files of the city assessor's office were consulted to help identify specific building locations. In addition to the basic taxpayer identification, parcel number and location data, the assessor records yielded a gold mine of detailed, up-to-date information on the size, shape, and materials of individual structures, their original dates of construction and subsequent structural additions, the names of previous owners, and their relationships to other properties.[95] The field survey data was then merged with the results of archival research to compile a comprehensive inventory of downtown historic resources.

Every primary building in the survey area was evaluated for its local historical significance. There was no sliding scale for evaluating the historic preservation value of individual buildings: a property either met the established criteria for historical significance and integrity, and was therefore deemed worthy of consideration in preservation planning, or it was not. Because virtually every building surveyed more than 50 years old met at least one of the criteria for significance within an important historic context, historic integrity was the critical

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[95] The Sioux City and Woodbury County property tax assessor records are part of a searchable Geographic Information System (GIS) database available online at <http://www.woodbury-ia.com>.

factor in analyzing the potential preservation value of individual properties and groups of related properties.

The National Register Criteria for Evaluation recognize seven physical aspects or qualities of historic integrity: location, design, setting, materials, workmanship, feeling and association. Unless it retains specific aspects of integrity, a property cannot convey its historical significance and therefore should not be considered a preservation resource.[96] As the survey data clearly show, very few downtown buildings can be properly considered unaltered from their historic appearance either as a result of exterior modifications or changes in the built environment. Contextually, however, many of these changes reflect important themes bearing upon the city's historical development which contribute to, rather than detract from, the historic character of the downtown area. Indeed, in some cases the changes in form, function and surroundings are direct evidence of historically important patterns and trends, and therefore impart historical significance in their own right.

Assuming that a given building had not been moved from its original location and was physically present during the downtown area's period of historical significance, architectural integrity was assessed by analyzing the extent of facade alterations on its principal character-defining features. For example, in order to be considered worthy of preservation, a historic commercial building would need to retain its traditional storefront and upper-level facade configuration as well as its original exterior wall cladding. Special attention was paid to documenting the presence or absence of original masonry, architectural metals, entrances, signs, windows and doors. Replacement windows and doors, enclosed transoms, deteriorated or missing pieces of ornamental detailing, unobtrusive structural additions, and inappropriate signage were considered minor and readily reversible alterations. Changes in the exterior wall cladding or finish to more than 50% of the surface on a street elevation, removal of storefronts and other important structural elements, incompatibly designed additions, and enlargement of window and door openings were considered major and irreversible facade alterations. No property was evaluated as significant if it was not recognizable as an example of an important historic property type, if it had more than minor facade alterations, or if the alterations were considered irreversible.

The Historic Preservation Commission provided the primary forum for public participation in the survey through its regular monthly meetings and participation in the statewide preservation conference held in Sioux City on 19-20 September 2008. A special effort was made to involve members of the downtown business community and other community organizations in the project. To this end, on 16 April 2009, the consultant and the project manager put on a special preservation planning workshop at the offices of the Siouxland Chamber of Commerce for city

[96] The conceptual underpinnings for assessing the integrity of historic properties are discussed in Andrus, *How to Apply the National Register Criteria for Evaluation*, 44-49.

officials, developers, and downtown property owners. The consultant also made a presentation on implementation of the downtown survey results, titled "A Vision Without a Plan is Just a Dream: A Comprehensive Planning Approach to Downtown Preservation," on 7 May 2009, as part of the ISU Design West Program series.

V. SURVEY RESULTS

The downtown survey documented historic resources as well as nonhistoric buildings.[97] The roster of historic resources includes 32 properties previously listed in the National Register (14 of them within the boundaries of the Fourth Street Historic District). The inventory of historic resources that were evaluated as historically significant, and therefore worthy of consideration in preservation planning, is comprised of 36 individual buildings and one potential historic district containing 41 buildings (including 12 National Register listed or eligible properties). 100 buildings and one landscape feature over 50 years old were determined not worthy of historic preservation interest because they lacked historical significance or integrity. 86 nonhistoric buildings were investigated.

Properties Listed in the National Register

32 locally significant downtown properties have been placed on the National Register of Historic Places through nominations by the Iowa SHPO. One property, the Woodbury County Courthouse, has been designated as National Historic Landmark in recognition of its exceptional value in illustrating the architectural history of the United States as a whole. Two downtown properties listed in the National Register (the Knapp & Spencer Building, 3rd and Nebraska streets; the Lexington Block, 815 4th Street) have been demolished. The following list includes all fourteen properties registered as part of the Fourth Street Historic District. The National Register properties are (see Fig. 5):

- *T. S. Martin Company/Karlton's/Breun Block, 515-521 4th Street.* Individually registered in1998. Located within the proposed West End historic district.

- *Badgerow Building, 622 4th Street.* Individually registered in 1982.

- *Levich-Nelson Building, 1002-1004 4th Street.* Part of the Fourth Street Historic District, registered in1985.

- *Boston Block/Aalfs Paint & Glass Building, 1005-1013 4th Street.* Part of the Fourth Street Historic District, registered in 1985.

- *Building, 1008 4th Street.* Part of the Fourth Street Historic District, registered in 1985.

- *Major Block, 1010-1012 4th Street.* Part of the Fourth Street Historic District, registered in 1985.

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[97] A comprehensive list of all properties surveyed, including nonhistoric resources, is provided in Appendix B.

- *Lee Block, 1014-1024 4th Street.* Part of the Fourth Street Historic District, registered in 1985.

- *ISU Design West Studio/Boiler House, 1014-1/2 4th Street.* Part of the Fourth Street Historic District, registered in 1985.

- *John Stevenson Saloon, 1019-1021 4th Street.* Part of the Fourth Street Historic District, registered in 1985.

- *Plymouth Block/Call Terminal Building, 1100-1106 4th Street.* Part of the Fourth Street Historic District, registered in 1985.

- *Krumman Block, 1101-1109 4th Street.* Part of the Fourth Street Historic District, registered in 1985.

- *Bay State Block, 1105-1113 4th Street.* Part of the Fourth Street Historic District, registered in 1985.

- *Ego Hotel/Egralharve Building, 1119 4th Street.* Part of the Fourth Street Historic District, registered in 1985.

- *Building, 1124 4th Street.* Part of the Fourth Street Historic District, registered in 1985.

- *Evans Block/Northwestern National Bank Building, 1126-1128 4th Street.* Part of the Fourth Street Historic District, registered in 1985.

- *Perasso Building, 1127 4th Street.* Part of the Fourth Street Historic District, registered in 1985.

- *Frances Building, 505 5th Street.* Individually registered in 1999.

- *Davidson Building, 501-505 6th Street.* Individually registered in 1999.

- *Warrior Hotel, 519-525 6th Street.* Individually registered in 1985.

- *Sioux City Free Public Library/Carnegie Place Apartments, 706 6th Street.* Individually registered in 1997.

- *Sioux City Linseed Oil Works/Bekins Van Lines Company Warehouse; 208-210 Court Street;* 5 story warehouse built in 1885; individually registered in 2008.

- *Holy Trinity Greek Orthodox Church, 900 6th Street.* Individually registered in 1998.

- *Swedish Evangelical Lutheran Church/Augustana Lutheran Church, 600 Court Street.* Individually registered in 2006.

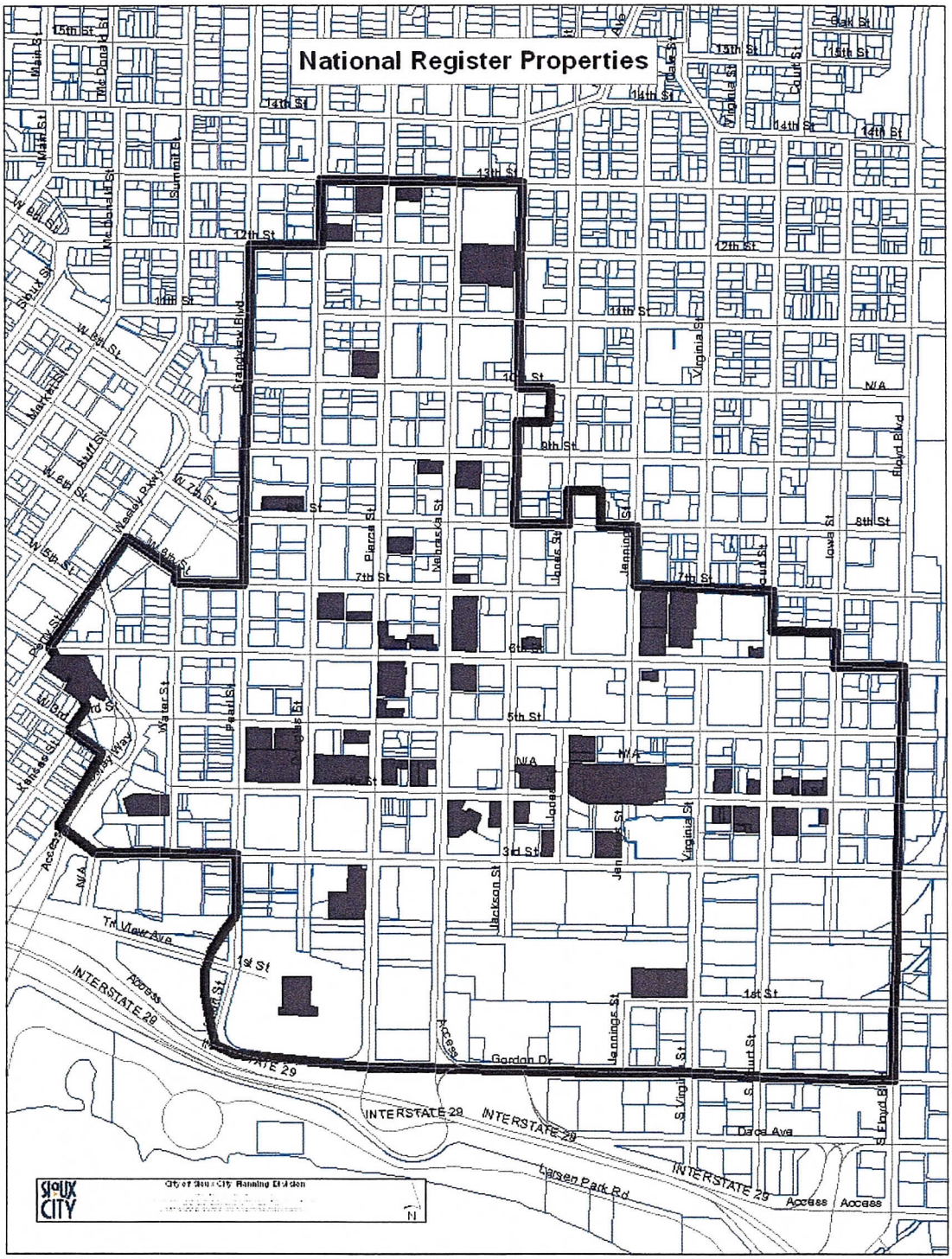


Fig. 5. Locations of downtown properties listed in the National Register.

- *Woodbury County Courthouse, 620 Douglas Street.* Individually registered in 1973; designated a National Historic Landmark.

- *Municipal Auditorium, 500-520 Gordon Drive.* Individually registered in 2006.

- *T. S. Martin Department Store Annex/Century Plaza Apartments, 409-411 Nebraska Street.* Individually registered in1998.

- *Motor Mart Building/Commerce Building, 516-520 Nebraska Street.* Individually registered in 1993.

- *Sioux City Masonic Temple,.822 Nebraska Street/also 801 Douglas Street.* Individually registered in 2004.

- *Martin Hotel/Martin Apartments, 400-410 Pierce Street.* Individually registered in 1983.

- *New Orpheum Theater/Orpheum Electric Building, 520-528 Pierce Street.* Individually registered in 2000. Located within the proposed West End historic district.

- *Williges Building, 613-617 Pierce Street.* Individually registered in 2007.

- *Simmons Hardware Company/Battery Building 323 Water Street .* Individually registered in 2008. Located within the proposed West End historic district.

Proposed "West End" Historic District

The boundaries of the proposed historic district are more or less the same as those delineated for the West End cultural and entertainment district: it is bounded on the north by 7th Street, on the east by Pearl and Douglas streets, on the west by Perry Creek (Wesley Boulevard), and on the south by the railroad tracks (Fig. 6). These boundaries encompass the following properties:

- *Dineen Block, 200-204 4th Street.* 2 story brick front business block built in 1888. Lacks individual distinction but would contribute to the historic character of the district.

- *Building, 201 4th Street.* 1 story brick front store built in 1906. Lacks individual distinction but would contribute to the historic significance of the district.

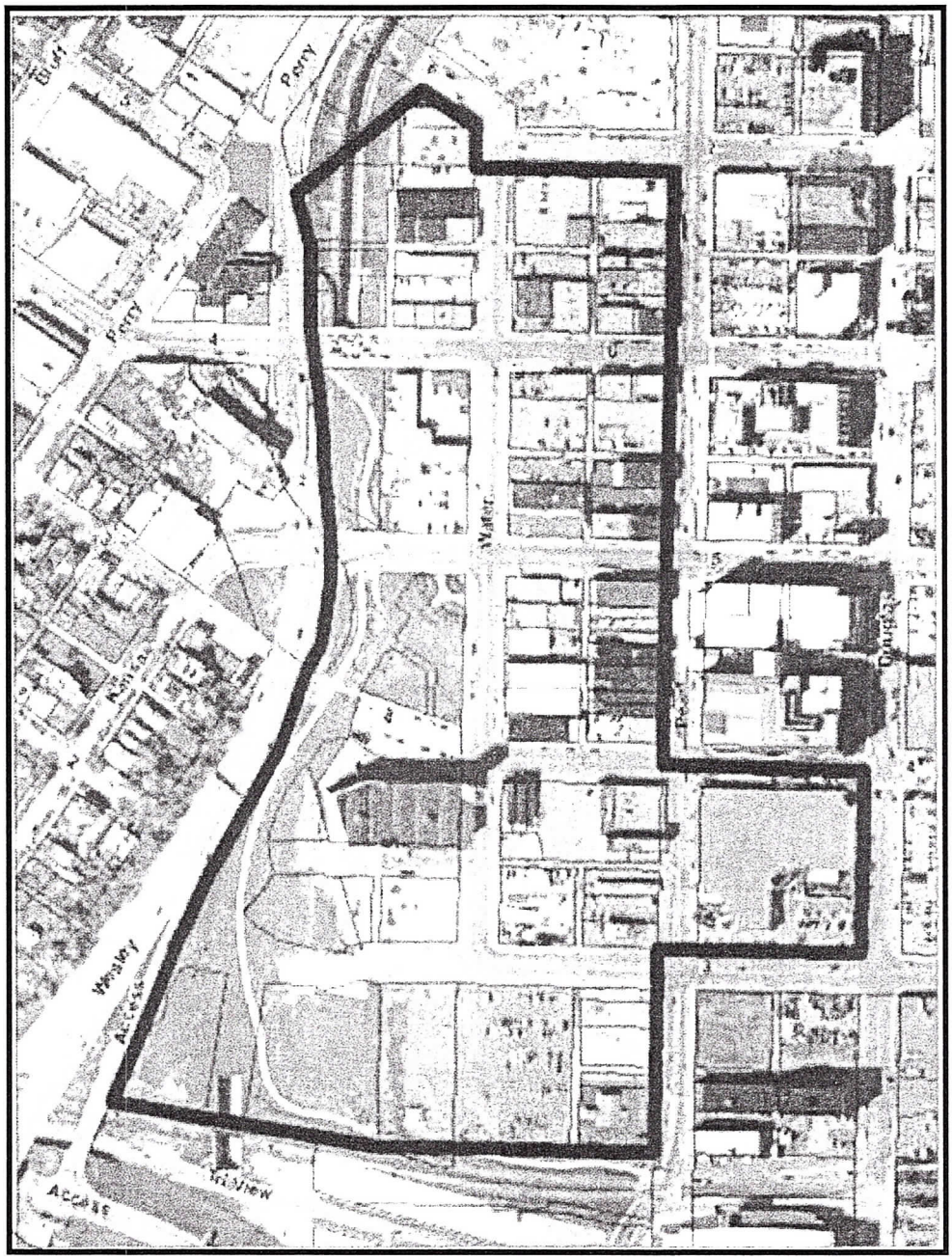


Fig. 6. Boundaries of the proposed West End Historic District.

- *Building, 215 4th Street.* 2 story brick front business block built in 1910. Lacks individual distinction but would contribute to the historic character of the district.

- *Building, 224 4th Street.* 1 story brick front store built in 1935. Lacks historic significance and integrity and would not contribute to the historic character of the district.

- *Building, 209 6th Street.* 1 story broad front store built in 1946. Individually significant and would serve as a focal point for preservation in the district.

- *Building, 212-216 6th Street.* 2 story brick front business block built circa 1900. Individually significant and would serve as a focal point for preservation in the district.

- *Building, 215 6th Street.* 2 story brick front business block built in 1929. Individually significant and would serve as a focal point for preservation in the district.

- *Milwaukee Weiner House No. 1, 309 Pearl Street.* 1 story restaurant built in1974. Nonhistoric and would not contribute to the historic character of the district.

- *401 Pearl Street.* 1 story brick front store built in 1947. Lacks historic integrity and would not contribute to the historic character of the district.

- *405 Pearl Street.* 2 story brick front business block built in1910. Individually significant and would serve as a focal point for preservation in the district.

- *Pearl Street Research Center, 407 Pearl Street.* 2 story brick front business block built in 1910. Individually significant and would serve as a focal point for preservation in the district.

- *Iowa Furniture Company/SewVac Building, 409 Pearl Street.* 2 story brick front business block built in 1890. Individually significant and would serve as a focal point for preservation in the district.

- *Hatch Furniture, 413 Pearl Street.* 2 story brick front business block built in 1910. Individually significant and would serve as a focal point for preservation in the district.

- *Building, 415 Pearl Street.* 1 story brick front store built in 1925. Lacks individual distinction but would contribute to the historic character of the district.

- *City Furniture Company, 417 Pearl Street.* 1 story brick front store built in 1900. Lacks historic integrity and would not contribute to the historic character of the district.

- *Building, 419 Pearl Street.* 1 story broad front auto service garage built circa 1910. Lacks historic integrity and would not contribute to the historic character of the district.

- *Buffalo Alice Building, 421-423 Pearl Street.* 2 story brick front business block built in 1925. Lacks individual distinction would contribute to the historic character of the district.

- *Malone Building, 501 Pearl Street.* 2 story brick front business block built in 1900. Lacks individual distinction but would contribute to the historic character of the district.

- *Cre-O-Lone Manufacturing Company, 509-511 Pearl Street.* 2 story brick front business block built in 1900. Lacks individual distinction but would contribute to the historic character of the district.

- *Building, 517-519 Pearl Street.* 1 story broad front auto service garage built in 1920. Lacks individual distinction but would contribute to the historic character of the district.

- *Building, 521-525 Pearl Street.* 3 story brick front business block built 1930. Lacks individual distinction but would contribute to the historic character of the district.

- *Perasso Building, 605 Pearl Street.* 2 story brick front business block built in 1916. Lacks individual distinction but would contribute to the historic character of the district.

- *607 Pearl Street.* 2 story brick front business block built in 1900. Lacks individual distinction but would contribute to the historic character of the district.

- *Building, 615 Pearl Street.* 2 story brick front business block built in circa 1900. Individually significant and would serve as a focal point for preservation in the district.

- *Building, 620 Pearl Street.* 2 story brick front store built in 1958/1979. Lacks historic significance and integrity and would not contribute to the historic character of the district.

- *Building, 623 Pearl Street.* 1 story broad front auto service garage built in 1909. Individually significant and would serve as a focal point for preservation in the district.

- *Building, 820 Pearl Street.* 1 story commercial building built in 1956. Lacks historic significance and would not contribute to the historic character of the district.

- *Simmons Hardware Company/Battery Building, 323 Water Street.* 4 story warehouse with Romanesque style detailing built in 1907; previously listed in the National Register and would serve as a focal point for preservation in the district.

- *Building, 404-406 Water Street.* 2 story brick front business block built 1910. Lacks individual distinction but would contribute to the historic character of the district.

- *Fire Station No. 1, 408 Water Street.* 2 story brick front firehouse built in 1889. Individually significant and would serve as a focal point for preservation in the district.

- *Building, 412 Water Street.* 2 story brick front business block built in 1926. Lacks individual distinction but would contribute to the historic character of the district.

- *Novelty Manufacturing Company/Avery Brothers Sign Company, 416-418 Water Street.* 1 story brick front store built in 1905/1955. Lacks individual distinction but would contribute to the historic character of the district.

- *Third Judicial District Building, 515 Water Street.* 2 story government office building built in 1994. Nonhistoric and would not contribute to the historic character of the district.

- *Strange Brothers Building, 600 Water Street.* 1 story brick front office building with some Spanish Colonial detailing built in 1920. Lacks individual distinction but would contribute to the historic character of the district.

- *Building, 613 Water Street.* 1 story commercial building built in 1977. Nonhistoric and would not contribute to the historic character of the district.

- *Wilson Body Company Building, 615 Water Street.* 2 story brick front store built in 1925. Lacks individual distinction but would contribute to the historic character of the district.

- *Hoak Motors Building, 622 Water Street.* 1 story gas station built circa 1920. Lacks individual distinction but would contribute to the historic character of the district.

- *NAPA Auto Parts Store, 623 Water Street.* 1 story broad front auto service garage built in 1925. Lacks individual distinction but would contribute to the historic character of the district.

- *Palmer's Old Tyme Candy Company, 405 Wesley Parkway.* 2 story warehouse with some Art Deco style detailing built in 1925. Individually significant and would serve as a focal point for preservation in the district.

- *Building, 501 Wesley Parkway.* 1 story broad front store built in 1950. Lacks significance and integrity and would not contribute to the historic character of the district.

- *505 Wesley Parkway.* 1 story broad front store built in 1956. Lacks significance and integrity and would not contribute to the historic character of the district.

The potential historic district derives its primary significance from its association with downtown commercial development and the architectural character of the streetscapes composed of well preserved specimens of important historic building types as well as architecturally undistinguished older buildings which convey a visual sense of the neighborhood's historic character. Evaluated from a neighborhood planning perspective, the district retains key aspects of historic integrity, including association, setting, feeling and design, and presents numerous opportunities for rehabilitation and adaptive use. The proposed West End district would be eligible for either National Register registration or local landmark district designation.

Historic Resources Evaluated as Individually Significant

36 historic properties were found to meet the established criteria for historical significance and integrity and are therefore worthy of consideration in preservation planning. Most of the properties listed below have been altered from their historic appearance to some extent, but the changes are minor and appear to be reversible, making them good candidates for rehabilitation and adaptive reuse. The list does not include the significant historic resources included within the boundaries of the proposed West End Historic District; the accompanying map, however (Fig. 7) shows the locations of all National Register or local landmark eligible buildings within the downtown survey area.

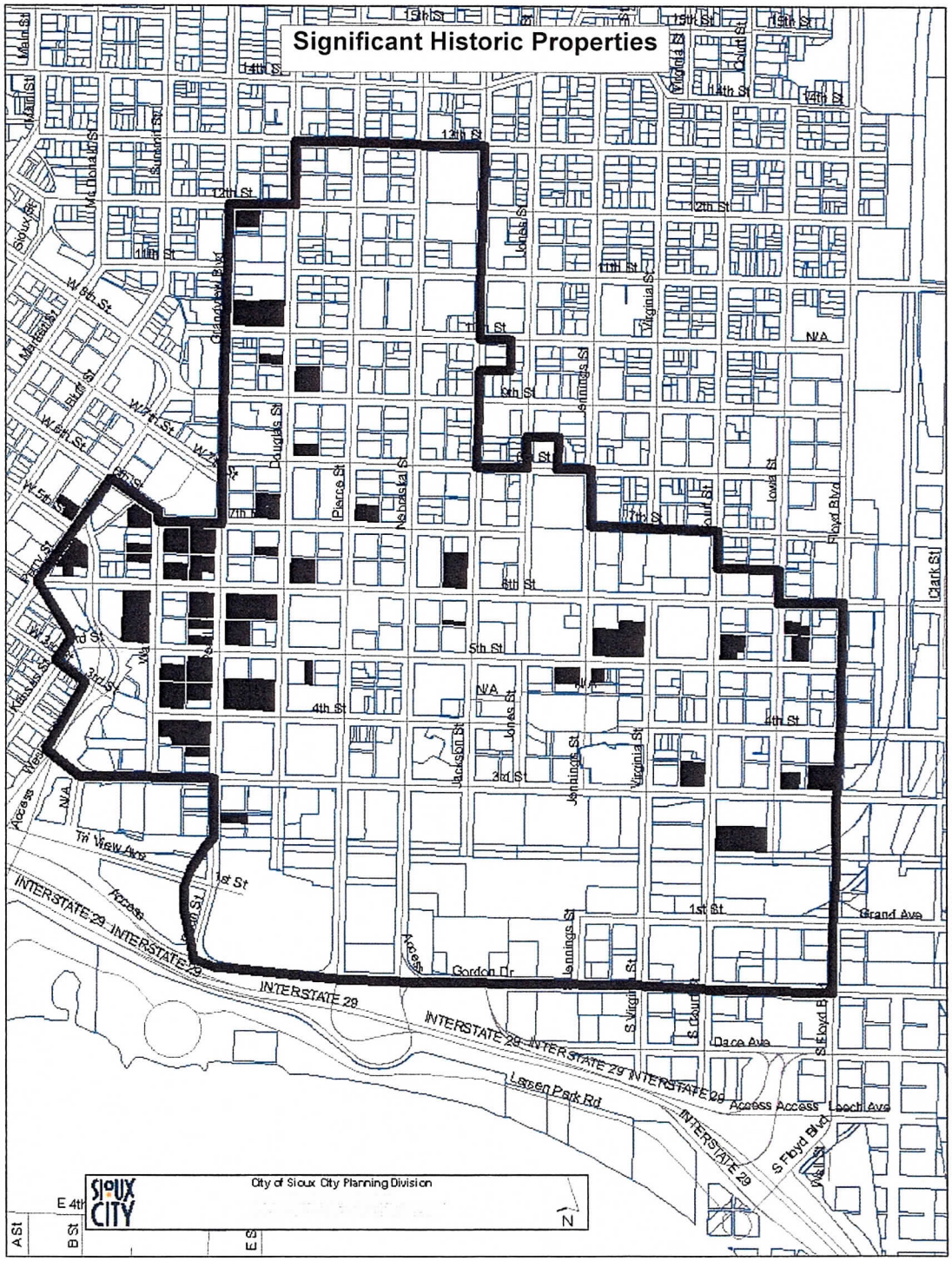


Fig. 7. Locations of individually significant properties identified by the downtown historic resources survey.

- *Lessenich Building, 301 5th Street.* 3 story brick front business block built in 1910. Notable example of an important historic property type; also significant for its association with business leader Leonard J. Lessenich.

- *Carpenters Hall, 321 5th Street.* 3 story brick front business block built in 1919. Notable example of Eclectic period commercial architecture; designed by W. W. Beach.

- *Lerch Block, 410 5th Street.* 3 story brick front business block built in 1907. Notable example of an important historic property type; associated with downtown property developer William Lerch.

- *Fire Station No. 3, 1211 5th Street.* 2 story brick front firehouse built in 1929. An established and familiar of the neighborhood, shows the history and development of the city's fire department. SHPO opinion of National Register eligibility.

- *Federal Building & U.S. Courthouse, 316-320 6th Street.* 3 story government office building in the Classical Revival style built in 1931-34. A notable example of modern civic architecture, reflects the importance of the federal government presence downtown. SHPO opinion of National Register eligibility.

- *City Hall/Old Federal Building, 405 6th Street.* 3 story government office building in the Richardsonian Romanesque style built in 1892 and reconstructed in the 1990s. A notable example of the Romanesque tradition in commercial architecture. SHPO opinion of National Register eligibility.

- *Grain Exchange Building/Insurance Centre Building; 501-507 7th Street.* 6 story stacked commercial block in the Chicago Style built in 1921. A rare, well preserved example of the style; William Buettner and Ralph Arnold, architects.

- *Eagles Building, 401 8th Street* 2 story commercial building in the Art Deco style built in ca. 1930. Old fire hydrant in front. Provides evidence of the cultural and social history of the community.

- *Pierce Plaza Apartments, 416 11th Street.* 3 story brick front apartment block with a detached 1 story residential unit built in 1912. A notable example of an important historic property type..

- *Argonaut Apartments, 519 11th Street*; 4 story brick front apartment block built in 1900. A notable example of an important historic property type.

- *Firestone Tire Store, 309 Court Street.* Two attached 1 story broad-front auto service garages built in 1920 and 1946. Reflects the impact of the automobile on downtown development.

- *Iowa Leather Company Building, 500 Court Street.* 2 story brick front business block built ca. 1900. A good representative example of the property type.

- *Smith Bros. Auto Repair Building, 504 Court Street.* 1 story broad front store built in 1920. Example of an important historic property type associated with automobile transportation.

- *Verstegen Printing & Lithography Company Building, 615 Douglas Street.* 3 story brick front business block built in 1920. A notable example of an important historic property type; also significant for its association with the publishing industry.

- *Warnock Building/Benson Building, 701-705 Douglas Street.* 6 story skyscraper built in 1920. A notable example of the property type; important for its association with the career of business leader William Warnock; W. A. Klinger, architect.

- *First Evangelical Free Church, 910 Douglas Street.* Gothic Revival style brick church built in 1918. Derives its primary significance from the building's architectural distinction.

- *Follis Apartments, 923 Douglas Street.* 3 story brick apartment block built in 1925. A good example of the property type.

- *Cathedral of the Epiphany, 1003 Douglas Street.* Gothic Revival style Catholic church built in 1904. Derives its primary significance from architectural distinction and historical importance. SHPO opinion of National Register eligibility.

- *Cathedral House/Rectory, 1011 Douglas Street.* 3 story brick foursquare type dwelling built in 1894. Derives its primary significance from its architectural values as an example of Eclectic period architecture and its historical association with the Cathedral of the Epiphany.

- *Tackaberry Company/Robb-Ross Company Warehouse, 301 Floyd Boulevard.* 5 story warehouse built in 1917. Shows the history and development of the wholesale food business; also important for its association with businessman William Tackaberry.

- *Cathedral Convent/Bishop Heelan Catholic Schools Administrative Office, 1018 Grandview Boulevard.* 2 story brick residence built in 1949. Derives

its primary significance from architectural distinction and association with parochial education.

- *Dakota Distributing Company Building, 308 Iowa Street;* 1 story brick front business block built ca. 1900. Notable example of an important historic property type with distinctive decorative detailing.

- *Sioux City Stationary Company, 308 Iowa Street.* 3 story brick front warehouse built in 1928. Notable example of an important historic property type.

- *Building, 513-515 Jackson Street.* 2 story brick front business block built in 1925. Representative example of an important historic property type.

- *St. Paul's Lutheran Church/First German Lutheran Church, 620 Jennings Street.* Gothic Revival style brick church built in 1927. Derives its primary significance from architectural distinction.

- *Pierce Moving & Storage Warehouse/United Center, 302 Jones Street.* 6 story warehouse built in 1906. SHPO opinion of National Register eligibility.

- *General Tobacco Company Warehouse, 414 Jones Street.* 1 story brick front store built in 1940. SHPO opinion of National Register eligibility.

- *First Presbyterian Church, 608 Nebraska Street.* Gothic Revival style church built in 1906. Derives its primary significance from architectural distinction.

- *Sioux City Tent & Awning Building, 700 Nebraska Street.* 2 story brick front business block built in 1929. Notable example of an important property type; shows the influence of the Neoclassical Revival style.

- *Building, 710 Nebraska Street.* 1 story broad front auto service garage built in 1932. Notable example of an important historic property type.

- *Bladen Flats, 821 Nebraska Street.* Three connected 2 story apartment units built in 1920. Notable example of residential flat architecture.

- *Central High School Annex/Central Campus, 1120 Nebraska Street.* 2 story school gymnasium in the Moderne style built in 1952. Shows the history and development of public schools.

- *Bekins Warehouse Furniture Store, 316 Perry Street.* 5 story warehouse and 1 story retail space built in 1910. SHPO opinion of National Register eligibility.

- *Weiser & Lamar Building/Famous Dave's 201 Pierce Street.* 2 story commercial block built in 1936. Notable well preserved example of an important property type.

- *Rigadon Building, 712-714 Pierce Street.* 1 story brick front building in the Mission style built in 1928. Rare, well preserved specimen of Spanish Colonial Revival style-influenced commercial architecture; important for its association with entertainment.

- *Sydney Apartments, 1003-1007 Pierce Street.* 4 story brick front apartment building built in 1920. Notable, well preserved example of an important historic property type.

The above-listed properties are potentially eligible for nomination to the National Register, either individually or in groups of contiguous properties; they are also eligible for designation as local landmarks as part of the city's preservation overlay zoning district.

Buildings Over 50 Years Old Evaluated as Not Significant

The following surveyed properties lack historical significance and/or integrity and therefore are not considered significant historic preservation resources. (The list does not include noncontributing buildings in the proposed West End district.) Most have been substantially altered from their historic appearance or are otherwise deemed poor candidates for rehabilitation.

- *Building, 223-225 3rd Street.* 2 story brick front business block built in 1935. Lacks historic integrity due to facade alterations.

- *Thorpe & Company Jewelry Store, 509 4th Street.* 2 story commercial block built in 1912. Lacks historic integrity due to facade alterations.

- *Building, 511 4th Street.* 2 story brick front business block built in 1920. Lacks historic integrity due to facade alterations.

- *Building, 523-525 4th Street.* 1 story brick front commercial building built in 1946. Lacks historic significance and integrity due to facade alterations.

- *Garage, 1225 4th Street.* 1 story brick front commercial building built in 1925. Lacks historic significance.

- *Albrecht Cycle Shop, 200 5th Street.* 1 story brick front commercial building built in 1958. Lacks historic integrity due to facade alterations.

- *Building, 508 5th Street.* 2 story brick front business block built in 1930. Lacks historic integrity due to facade alterations.

- *818 5th Street.* 2 story brick front business block built in 1930. Lacks historic integrity due to facade alterations.

- *Mac's Auto Repair, 1002 5th Street.* 1 story auto service garage built in 1950. Lacks historic significance and integrity.

- *Thorpe Electric Building, 1024 5th Street.* 1 story broad front store built in 1928. Lacks historic significance.

- *Cyana Cigar Company/Malloy Electric Bearing Supply Building, 1114-1116 5th Street.* 2 story brick front business block built in 1914. Lacks historic integrity due to facade alterations and addition.

- *P.I.E. Building, 1219 5th Street.* 1 story warehouse built in 1948. Lacks historic significance.

- *Building, 113-119 6th Street.* 1 story brick front store block built in 1919. Lacks historic integrity due to facade alterations.

- *Art Center, 200-206 6th Street.* 1 story brick front office building built in 1934. Lacks historic significance and integrity.

- *House, 612 7th Street.* 2 story frame house, converted to four apartments, built ca. 1900. Lacks historic significance and integrity.

- *Building, 419 8th Street.* 1 story filling station built in 1920, attached to 805 Pierce Street). Lacks historic significance and integrity due to alterations.

- *Building, 518 8th Street.* 1 story broad front office building built in 1930. Lacks historic significance.

- *First Baptist Church/First Evangelical Free Church, 401 9th Street.* Frame church, date of construction unknown. Lacks historic significance and integrity.

- *Earl Apartments, 513-515 9th Street.* Four connected 2-story duplex apartment units built in 1910. Lacks historic integrity due to alterations.

- *House, 611 9th Street.* 2 story frame house built ca. 1900 and converted to 5-unit apartment building. Lacks historic significance and integrity.

- *House, 612 9th Street.* 2 story stucco house built ca. 1900 and converted to apartments. Lacks historic significance and integrity.

- *Building, 615 9th Street.* 2 story brick apartment building and attached 1 story shop, date of construction unknown. Lacks historic significance.

- *House, 306 10th Street.* 2 story frame foursquare type house built in1892. Lacks historic significance and integrity.

- *House, 308 10th Street.* 2 story foursquare type house built in 1896. Lacks historic significance and integrity.

- *House, 310 10th Street.* 2-story foursquare type house built in 1890. Lacks historic significance and integrity.

- *House, 512 10th Street.* 2 story frame house built ca. 1900 and converted to apartments. Lacks historic significance and integrity.

- *House, 514 10th Street.* 2 story frame foursquare house built ca. 1880 and converted to duplex. Lacks historic significance and integrity.

- *House, 613 10th Street.* 2 story gable-front-and-wing type house built in 1910. Lacks historic significance and integrity.

- *House, 614 10th Street.* 2 story gable-front-and-wing type house built in 1894 and converted to apartments. Lacks historic significance and integrity.

- *Building, 401 11th Street.* 1 story office building built in 1951. Lacks historic significance.

- *Building, 407 11th Street.* Two attached 1 story brick front buildings built in 1920/1940. Lacks historic significance and integrity due to alterations.

- *House, 411 11th Street.* 2 story gable-front house built in 1890. Lacks historic significance and integrity.

- *Carroll Apartments, 615 11th Street.* 2 story brick front apartment building built in 1948. Lacks historic significance.

- *Warehouses, 101 Court Street.* Four industrial buildings built in 1930, 1962, 1974, and 1976. Historic building lacks historic integrity.

- *Open Bible Church/St. John's Evangelical Lutheran Church, 601 Court Street.* Frame church built in 1885. Lacks historic significance.

- *Sioux City Auditorium, 625 Douglas Street.* 2 story brick Classical Revival (Neoclassical) style business block built in 1909. Lacks historic integrity due to facade alterations.

- *Building, 715 Douglas Street.* 1 story commercial building built in 1947. Lacks historic significance and integrity.

- *House, 914 Douglas Street.* 2 story frame house built in 1890. Lacks historic significance and integrity.

- *June House, 915 Douglas Street.* 2 story brick house in the Queen Anne style built in ca. 1900. Needs to be re-evaluated within the historic context of residential neighborhood development.

- *Building, 922 Douglas Street.*1 story commercial building built in 1956. Lacks historic significance.

- *Heelan Catholic High School, 1000-1010 Douglas Street.* Parochial school with 1 and 2 story wings built in 1959. Lacks architectural distinction.

- *St. Anne's Home, 1012 Douglas Street.* 2 story frame foursquare type house built in 1906. Lacks historic significance due to facade alterations.

- *House, 1212 Douglas Street.* 2 story frame house converted to apartments built circa 1900. Lacks historic significance and integrity.

- *House, 1218 Douglas Street.* 2 story frame house built in 1920 and converted to apartments. Lacks historic significance and integrity.

- *Building, 301 South Floyd Boulevard.* 1 story convenience store built in 1950/1988. Lacks historic significance and integrity.

- *Carlson Machine Works, 413 Floyd Boulevard.* 2 story brick front commercial building built in 1920. Lacks historic integrity due to facade alterations.

- *Carlson Machine Works, 417 Floyd Boulevard.* 1 story brick front warehouse built in 1925. Lacks historic significance.

- *Carlson Machine Works, 419 Floyd Boulevard.* 1 story commercial building built in 1925. Lacks historic significance.

- *Building, 901 Gordon Drive.* 1 story broad front store built in 1954. Lacks historic integrity due to facade alterations.

- *Building, 1005 Gordon Drive.* 1 story broad front store built in 1954. Lacks historic integrity due to facade alterations.

- *House, 920 Grandview Boulevard.* 2 story frame foursquare type house built in 1890. Lacks historic significance and integrity.

- *Warehouse, 514 Iowa Street.* 1 story warehouse built in 1917. Lacks historic integrity due to additions and alterations.

- *Building, 418 Iowa Street.* 1 story brick front business block built in 1915. Lacks historic integrity due to additions.

- *Building, 509 Iowa Street.* 1 story commercial building built in 1954. Lacks historic integrity due to alterations and addition.

- *Building, 623 Jackson Street.* 1 story commercial building built in 1948. Lacks historic integrity due to facade alterations.

- *Building, 701 Jackson Street.* 1 story commercial building built in 1950. Lacks historic integrity due to warehouse addition.

- *Building, 712 Jackson Street.* 1 story shopping center built in 1954. Lacks historic integrity due to facade alterations.

- *House, 805-807 Jackson Street.* 2 story frame duplex built in 1910. Lacks historic significance and integrity.

- *House, 809 Jackson Street.* 2 story frame house built in 1920 and converted to apartments. Lacks historic significance and integrity.

- *Murray Hill Apartments, 821 Jackson Street.* 3 story brick front apartment block built in 1928. Lacks historic significance.

- *House, 903 Jackson Street.* 2 story frame foursquare type house built ca. 1900 and converted to apartments. Lacks historic significance and integrity.

- *House, 909 Jackson Street.* 2 story frame house built in 1910 and converted to apartments. Lacks historic significance and integrity.

- *House/Melrose Apartments, 915 Jackson Street.* 2 story frame house built in 1910 and converted to apartments. Lacks historic significance and integrity.

- *Karl Fantle Apartments, 921 Jackson Street.* 2 story brick apartment building built in 1953. Lacks historic significance.

- *Building, 110 South Jennings Street.* 1 and 2 story warehouses built in 1890/1942. Lacks historic integrity.

- *St. Paul's Lutheran Church Parish Hall 614 Jennings Street.* 2 story brick church hall built in 1952. Lacks historic significance and integrity due to alterations.

- *St. Paul's Lutheran Church School/St. Paul's Evangelical School, 612 Jennings Street.* 2 story brick parochial school built in 1916 with additions in 1923 and 1940. Lacks historic integrity due to alterations.

- *St. Vincent's Nursing Home No. 1, 623 Jennings Street.* 2 story dormitory built in 1952. Lacks historic integrity due to site alterations.

- *House, 701 Jones Street.* 2 story brick duplex in the Prairie Style built in 1920. Lacks historic significance in the context of downtown development but warrants further study.

- *House, 723 Jones Street.* 2 story foursquare type house built ca. 1900 and converted to apartments. Lacks historic significance and integrity.

- *Wright Building, 413-315 Nebraska Street.* 2 story brick front business block built in 1907. Lacks historic integrity due to facade alterations.

- *Levitt Building, 417-419 Nebraska Street.* 2 story brick front business block built ca. 1890. Lacks historic integrity due to facade alterations.

- *Building, 421 Nebraska Street.* 2 story brick front business block built ca. 1900. Lacks historic integrity due to facade alterations.

- *500-510 Nebraska Street.* Connected 1 and 2 story brick front stores built in 1915. Lacks historic integrity.

- *Tri-State Motor Company Building, 713 Nebraska Street.* 2 story commercial building built in 1920. Lacks historic integrity due to facade alterations.

- *Young Men's Christian Association/Siouxland Y, 722 Nebraska Street.* 4 story brick institutional building with 1 and 2 story additions built in 1950. Lacks historic significance.

- *House, 815 Nebraska Street.* 2 story frame house built ca. 1880 and converted to office building. Lacks historic significance and integrity.

- *House, 917 Nebraska Street.* 2 story frame house built ca. 1900 and converted to duplex. Lacks historic significance and integrity.

- *Johnson's Dairy Queen, 1100 Nebraska Street.* Trademark fast-food restaurant built in 1948. Lacks historic integrity due to facade alterations.

- *House, 1110 Nebraska Street.* 2 story frame foursquare type house built in 1898. Lacks historic significance and integrity.

- *Riverview Professional Center, 117 Pierce Street.* 2 story commercial building built in 1950. Lacks historic integrity due to facade alterations.

- *124 Pierce Street.* 1 story shopping strip built in 1957. Lacks historic integrity due to facade alterations.

- *Taylor Block/Beck Building/Hotel Pierce, 412-414 Pierce Street.* 2 story brick front business block built in 1915. Lacks historic integrity due to facade alterations.

- *Montgomery Ward Store/Hatch Furniture, 413 Pierce Street.* 2 story brick front business block built in 1934. Lacks historic integrity due to facade alterations.

- *Building, 416 Pierce Street.* 1 story commercial building built in 1945. Lacks historic significance and integrity due to deteriorated condition.

- *Building, 421 Pierce Street.* 1 story commercial building built in 1920. Lacks historic significance and integrity due to facade alterations.

- *Building, 422 Pierce Street.* 2 story commercial building built in 1949. Lacks historic integrity due to facade alterations.

- *Security National Bank/Trimble Block, 601 Pierce Street.* 6 story stacked commercial block built in 1918. Lacks historic significance due to facade alterations.

- *Building, 614 Pierce Street.* 1 story office building built in 1940. Lacks historic significance due to facade alterations.

- *Parking Structure, 619 Pierce Street.* 4 story parking structure built in 1959. Lacks historic significance.

- *Building, 750 Pierce Street.* 1 story office building built in 1953. Lacks historic integrity due to facade alterations.

- *Building, 805 Pierce Street.* 2 story brick front business block built in 1920. Lacks historic integrity due to facade alterations.

- *American Cleaners, 815 Pierce Street.* 2 story brick front business block built in 1920. Lacks historic integrity due to facade alterations.

- *Building, 820 Pierce Street.* 3 story brick office building built in 1929. Lacks historic integrity due to facade alterations.

- *Building, 908 Pierce Street.* 1 story office building built in 1953. Lacks historic integrity due to facade alterations.

- *Building, 925 Pierce Street.* 2 story commercial building built in 1950. Lacks historic integrity due to facade alterations.

- *House, 1013 Pierce Street.* 2 story frame house built in 1922 and converted to apartments. Lacks historic significance and integrity.

- *House, 1015 Pierce Street*; 2 story frame house built ca. 1900 and converted to apartments, with attached store built ca. 1940. Lacks historic significance and integrity.

- *Building, 1100 Pierce Street;* 1 story commercial building with Moderne style details built in 1941. Lacks historic significance.

- *Premium Pet Health Warehouse, 101-103 Virginia Street.* 5 story warehouse built in 1913. Lacks historic significance and integrity due to additions, alterations.

- *Building, 306 Virginia Street.* 1 story broad front store built in 1929. Lacks historic integrity due to facade alterations.

VI. CONCLUSIONS AND RECOMMENDATIONS

The stated purpose of the downtown survey was to identify and gather information on buildings within an 84-block area to generate an inventory of historic properties that met established criteria for significance and integrity. To this end, the survey was designed to provide city officials with the information needed to make wise decisions regarding the preservation, protection and use of historic resources. While the survey was not intended to present specific recommendations for the treatment of individual properties, it was structured so that the final products could be used to better integrate historic preservation with other city planning within a comprehensive planning framework.

Downtown Historic Resources

Downtown Sioux City represents the city's core urban environment where historic buildings and streetscapes document its rich historical, architectural, and cultural heritage. Individual properties and groups of related properties represent a set of scarce, nonrenewable cultural resources that should be treated as critical assets for community development.

The inventory of downtown historic properties includes thirty-two buildings already listed in the National Register, either individually or as components of the Fourth Street Historic District. These are primarily commercial and civic buildings representing notable examples of recognized architectural styles and the works of "important" architects. A number of large, old, but otherwise stylistically undistinguished buildings have recently become the focus of redevelopment projects, a reflection of the national trend toward National Register registration of warehouses, old hotels, and other economically obsolescent structures to allow developers to take advantage of rehabilitation tax credits and other financial incentives. The downtown area is also noteworthy for the presence of several large, well preserved religious properties of various denominations, several of which have been placed on the National Register.

The survey identified thirty-six historic buildings which meet established criteria for historical significance and retain integrity of those physical features which allow them to illustrate the historic context, "Development of Downtown Sioux City, 1855-1958." Most of these properties warrant consideration in community development planning on the basis of their associative value, i.e., their linkage to important events or patterns of events that have shaped the important broad patterns in local history. A proportionally smaller number of buildings derive primary historical significance from their design or construction values as well preserved, representative examples of important property types. A potential West End Historic District was also identified as a cohesive urban landscape composed of forty-one buildings, thirty-two of which contribute to the area's historic character even though the majority lack individual significance. Eleven of

these properties possess individual distinction and appear to be eligible for nomination to the National Register or for designation as local landmarks; one is already National Register listed.

The range of downtown historic property types is not particularly wide in terms of architectural periods and styles, although there is considerable variation in form, plan and ornamentation between buildings of the same type. The typical historic commercial property, for example, is a one- or two-story building of masonry construction with a traditional storefront facade. Two- and three-part stacked vertical blocks, while more noticeable as elements of the downtown skyline, account for only a small fraction of the downtown historic resources inventory. Brick-front stores and commercial blocks, which mostly date from the 1880s to 1920s, outnumber all other commercial building types, followed by broad-front store and garage forms, which have been popular since the 1920s. In addition to stores and office buildings, there are scattered residential flats, low-rise apartment buildings, warehouses and automobile service garages, the latter representing a distinctive historic property type that is underrepresented in existing historic property inventories and the National Register. With regard to exterior ornamentation, the architectural character of most buildings reflects twentieth-century vernacular traditions, where "style" is merely a skin-deep facade embellishment. Nevertheless, the downtown area boasts its share of architectural specimen buildings in the Romanesque, Classical Revival, Commercial, Prairie School and Moderne modes. There is surprisingly little infill construction outside of the blocks in the central business district that were targeted for urban renewal and much of the recent commercial construction is architecturally incompatible with the old in terms of size, scale, materials, and setbacks. Scores of vacant lots document the hollowing out of the downtown built environment, a trend that has been underway since the 1950s.

Because not everything that is old is necessarily worth preserving, the survey devoted considerable time and energy to the evaluation of historic integrity as it related to registration requirements. Past surveys and National Register nominations have shown little consistency with respect to either local historic context or integrity. In the hope of establishing some kind of common ground, every effort was made to work with city staff and members of the HPC to reach consensus on the registration requirements for the most important downtown historic property types. As a general rule, evaluations of historic integrity focused on the street facades of buildings, most of which appear to have been altered to some extent from their historic (i.e., pre-1958) appearance as a result of remodeling, additions, partial demolition, or physical deterioration. For a building to be considered worthy of preservation (regardless of age, form, or historic function), it needed to retain the primary character-defining elements associated with its respective property type. For most downtown buildings, this meant retention of original exterior wall cladding, window and door openings, cornice and roof shape. Historic storefront integrity was a major area of concern and the retention of specific character-defining elements (entrance, display windows,

transoms) was the primary factor in assessing integrity of design, materials, and feeling.

The downtown housing stock, much depleted by teardowns and land clearing for urban renewal, consists almost entirely of freestanding, two-story frame dwellings, with the foursquare and gable-front forms predominating. Most appear to have been built prior to 1920 by speculators as rental properties. The level of preservation is generally low and many of the residences are in deteriorated condition. With few exceptions, downtown residential properties do not meet the minimum requirements for being considered significant historic resources because they are not individually distinguished and lack important aspects of historic integrity. Nevertheless, some of the houses and residential streetscapes identified by the present survey will probably need to be re-evaluated from the perspective of their historical and architectural associations with residential development of the Near North Side, a neighborhood which has not been comprehensively surveyed and for which no local historic context has been delineated.

No archaeological resources have been recorded anywhere in the downtown area. With the exception of some limited survey work carried out as part of the Perry Creek Flood Control Project, no trained archaeologist appears to have ever systematically searched for buried cultural resources anywhere within the urban core. Despite the obvious fact that the downtown environment has been extensively altered and built over, the potential undoubtedly exists for intact historic and even prehistoric sites to be preserved underneath the existing city streets and buildings. Needless to say, much of the old downtown has been destroyed by excavation for building foundations, utility work and street reconstruction, irreversibly diminishing our knowledge of the past. Identifying and evaluating the heritage resource value of such resources will be an exacting task, but the prospect of archaeological sites containing information that may shed important light on local history should motivate the city to seek our and protect locations likely to contain buried remains of the "lost" Sioux City.[98]

Landmark Designation Overlay Zoning

The heritage preservation overlay district zoning that currently exists as part of the city code represents a critically important, though underutilized preservation planning tool that would allow individual properties, groups of historically related

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[98] Two recent examples of urban archaeology in downtown Minneapolis are Scott F. Anfinson, "Archaeology of the Central Minneapolis Riverfront," *The Minnesota Archaeologist* 48 (1989); John P. McCarthy, "Value and Identity in the 'Working-Class' Worlds of Late Nineteenth-Century Minneapolis," in Alan Mayne and Tim Murray, eds., *The Archaeology of Urban Landscapes: Explorations in Slumland* (Cambridge [MA], 2002), 147-153. Although much of the historical archaeology done in urban areas tends to focus on nineteenth century sites, the archaeology of the twentieth century also has potential significance in historic preservation; see Susan L. Henry, "The National Register and the 20th Century: Is There Room for Archeology?" *CRM* 18:Supplement (1995): 9-12.

properties, and districts to be locally designated and effectively managed as community development resources. By ordinance, the Sioux City HPC is authorized to "initiate the designation of a landmark or district" for historic preservation. The landmark eligibility criteria reflect the National Register Criteria for Evaluation and the process for designation is essentially the same as that used for other kinds of land use zoning, such as overlay zoning.[99]

The city has used the preservation overlay district concept since the 1980s to promote development and adaptive reuse of historic buildings in a manner consistent with responsible preservation practices and imposes official controls on the modification of existing buildings through design review of work that requires a city permit. District design guidelines, based in part on the Secretary of the Interior's Standards for the Treatment of Historic Properties, are also required.[100]

Potential "West End" Historic District

By definition, an historic district is a group of historic resources that derives its significance from being a unified entity, which is usually the product of the historical, architectural, visual and aesthetic interrelationships of historically or functionally related properties. In the National Register program, historic districts usually consist of both individually significant historic resources (which serve as focal points) as well as historic properties which lack individual significance and nonhistoric properties: the "rule of thumb" is that the majority of the buildings have to contribute to, rather than detract from, the district's overall historic character and value as a preservation resource. Historic preservation landmark districts and other forms of local government overlay zoning for the protection of historic resources generally follow the National Register program in their design review guidelines but afford local government decision makers, developers and property owners more flexibility.[101]

Previous to the commencement of the downtown survey, city planners delineated a future recreation and entertainment district they called the "West End," the boundaries of which were roughly defined as 7th Street, Pearl Street, Perry

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[99] City Code §2.44.070.

[100] The overlay zoning for the Fourth Street District was created in 1985; City Code §25.71.020 states that the HC-1 zone "is intended to be mapped over the Historic 4th Street District" and was not intended to be applied to other parts of the city, citing an ordinance passed in 2000. This inconsistence was corrected by recent city council action.

[101] Overlay zoning is an additional layer of regulations for a specific area that is *laid over* the underlying land use zoning; the base zoning continues to be in effect, but the overlay addresses planning and resource management issues unique to particular types of properties (in this case, historic resources). The main advantage of overlay zoning is that it allows the city to control changes to the physical appearance and use of historic properties (usually accomplished through the issuance of "certificates of appropriateness"), whereas National Register designation imposes no restrictions whatsoever on the use of privately-owned properties (unless the owners are using federal grant funds or investment tax credits).

Creek, and 1st Street.[102] While many of the buildings within the proposed district lack the qualities that would make them eligible for individual registration, they would nevertheless be considered contributing and therefore worthy of preservation as part of an historic district. The proposed West End district appears to meets the National Register registration criteria and would also qualify for designation as a landmark district under the city's overlay zoning ordinance, which would afford a greater level of protection at less cost to the city and property owners. From an economic development perspective, landmark designation of the historic commercial properties along lower Pearl and Water streets would make the neighborhood more attractive for preservation-friendly and sustainable redevelopment anchored by the new Stoney Creek Inn conference facility at 300 3rd Street, which is expected to open in 2009. The preferred planning approach would be to develop some kind of district plan of treatment that would guide redevelopment activities on both a landscape (district-wide) and a site level perspective. Because the over-arching community development goal is to improve existing buildings while attracting new businesses, the district plan of treatment would also need to include guidelines for local design review of alterations to historic structures as well as architectural standards to ensure that new construction is compatible with the character of historic buildings and streetscapes.[103]

Comprehensive Planning for Historic Preservation

The old adage, "If you fail to plan, you must be planning to fail," is certainly applicable to historic preservation. Indeed, the principles of preservation planning are very closely related to those of community development or land use planning: historic preservation plans are different only in the extent to which they focus on resource management issues.[104]

Sioux City does not currently have a comprehensive historic preservation plan, although the most recent city-wide development guide-plan indirectly addresses historic preservation issues as they relate to land use and neighborhood revitalization. In terms of policy, the city code contains general historic preservation ordinances typical of those enacted by other Iowa municipalities, and much of the language is generic boilerplate cut-and-pasted from various "model" ordinances. In practice, the National Register serves as the pivot around which city planning for preservation turns, although he code does provide for local landmark designation and the creation of heritage preservation overlay districts.

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[102] See *West End District Plan*, figure 18.

[103] Qualified property owners and developers would receive incentives in the form of tax credits and flexible land use controls to help finance rehabilitation and adaptive reuse of historic buildings.

[104] See William I. Goodman and Eric C. Fruend, eds., *Principles and Practices of Urban Planning* (Chicago: International City Managers Association 1968); and Bradford J. White and Richard J. Roddewig, *Preparing a Historic Preservation Plan*, Planning Advisory Service Report No. 450 (Chicago, 1994).

The National Park Service of the US Department of the Interior has laid much of the groundwork for developing local preservation plans.[105] The Secretary of the Interior's standards for preservation planning, first issued in 1983, provide philosophical consistency for non-federal preservation programs. The standards for preservation, which are neither technical nor prescriptive, are fairly straightforward and describe the basic planning framework within which essential preservation tasks (planning, identification, evaluation, registration, treatment) are carried out. The standards may be briefly summarized as follows:

- Preservation planning establishes historic contexts, which are used to develop goals and priorities for the identification, evaluation, registration, and treatment of historic properties; and the results of preservation planning are made available for integration into a broader planning process.

- Identification (i.e., survey) of historic properties is undertaken to the degree required to make decisions, and the results of identification activities are then integrated into the preservation planning process; identification activities include explicit procedures for record-keeping and information distribution.

- Evaluating the significance of historic properties uses established criteria and applies the criteria within historic contexts to produce a list or inventory of significant property that is to be consulted in assigning registration and treatment priorities.

- Registration (including listing in the National Register and local landmark designation) is conducted according to stated procedures, based on information that locates, describes, and justifies the significance and physical integrity of a historic property; the registration information is then made accessible to the public.

Preservation plans offer unique opportunities for local units of government to "hard wire" historic resource management into their basic operating procedures; in other words, to treat historic preservation not only as a legitimate responsibility of local government, but as an important public service.

While no two preservation plans are alike, most municipal historic preservation plans are organized around goals, objectives, policies, and practices relating to specific preservation activities. There is usually some kind of introductory statement emphasizing the cultural, social, economic, and design values of historic preservation, a discussion of local preservation issues and concerns, and justification of the need for a local government preservation program. Primarily

[105] See the information posted on the Historic Preservation Planning Program website, http://www.nps.gov/history/hps/pad/.

discussion and policy documents, they frequently include some kind of historical overview, a general description of the types of historic resources present in the community, and an outline of local historic contexts or themes corresponding to the historic contexts in the state preservation plan. The best local plans evenly address archaeological resource management issues as well as those relating to architecture and design. A recent trend is for comprehensive preservation plans to delineate a series of "best management practices" for specific activities or situations, an approach borrowed directly from natural resource management planning. Every plan should have specific, detailed implementation procedures and recommendations.[106]

Preservation planning is also important at the landscape or neighborhood level. Traditionally, this has taken the form of developing historic district design review guidelines, usually based on the Secretary of the Interior's Standards for the Treatment of Historic Properties, which serve as the basis for building permit review decisions. Overlay zoning, however, offers an important opportunity for city planners, preservation practitioners and citizens to develop district plans that allow for more innovative techniques for the treatment of historic resources and a more pragmatic, performance-based approach to design review and compliance.

One of the major shortcomings of the National Register is that the registration documents do not address specific resource management issues. Local landmark designation allows cities to make site-level planning an integral part of the designation process by requiring the development of an approved plan of treatment that can be adopted as part of the official landmark designation. Because the most effective preservation policies and practices are those which create a partnership between the owners of historic resources and city government, it is vital that all interested parties are invited to participate in the development of these landmark property treatment plans.

Recommendations

The following section outlines the recommendations for implementing the results of the Downtown Historic Resources Survey.

1. Assemble the inventory forms for all surveyed historic resources city-wide, including the results of the downtown survey, and make the data accessible to city staff, the HPC, and the public.

2. Compile a prioritized list of significant downtown historic resources the HPC considers worthy of consideration in community development planning (i.e., properties which are eligible for National Register

[106] Robert E. Stipe, "On Preservation Plans and Planning," parts 1 and 2, *The Alliance Review/News* from the National Alliance of Preservation Commissions (January/February 2001 and March/April 2001).

registration or local landmark designation) and have the list adopted by the planning commission and city council.

3. Develop a comprehensive historic preservation plan and have it adopted by the city council as an annex to the city's comprehensive land use plan.

4. Amend the city code as needed to make the HC overlay zoning classification more effective and efficient by adopting a more flexible, performance-based approach to design review and including a requirement for consensus-based plans of treatment as part of every official landmark designation.

5. Undertake archaeological surveys in the downtown area, using archival research to develop predictions of the general location of potentially important buried cultural deposits that can be tested through field survey; monitor excavation work for public utilities and other infrastructure construction for the possibility of uncovering archaeological data such as old building foundations and street surfaces, midden deposits, and other buried features.

6. Undertake a study of historic resources from the recent past (circa 1958 to 1986), focusing initially on developing an historic context applicable to downtown properties associated with the theme of urban renewal.

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This section of the report presents a classified bibliography of the primary and secondary sources of documentary information used to develop local historic contexts and document historic properties. It does not include every source that was consulted during the survey, nor does it include every publication referenced in the footnotes that accompany the body of the report; detailed bibliographic information for the latter is included in the footnote references. Where the nature of the source and its topical matter is not clear in the title or facts of publication, brief annotations have been provided.

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APPENDIX A

SIOUX CITY HISTORY TIMELINE, 1849-1991

1849 Theophile Brugier and his extended family settle at the mouth of the Big Sioux River; Robert Perry settles near mouth of the creek later named for him.

1851 Brugier relocates two miles downstream to what is now the downtown area; Wahkaw County established by the Iowa legislature (renamed Woodbury County on 2 July 1853).

1852 Joseph Leonais purchases Brugier's claim, constructs a log house and opens a small store in the vicinity of 2nd and Water streets.

1853 John K. Cook arrives in Woodbury County in the capacity of deputy US Surveyor General; government land survey of site of Sioux City.

1854 Government land survey of Woodbury County completed; Cook lays out the first Sioux City plat west of Perry Creek the agent for a townsite syndicate led by Henn and Williams of Fairfield, Iowa (the plat of survey was not completed until 9 January 1855); Cook elected county judge.

1855 Disappointed with the prospects of the original townsite, the proprietors direct Cook to purchase Leonais' 160-acre land claim and lay out an addition, "Sioux City East" (plat of survey dated 5 May, recorded 16 September 1856, patent issued 5 October 1858); Cook receives commission as first postmaster (July); Sioux City designated site of US government land office (opened 22 October, first sale held 4 May 1857, closed in 1878); Cassady, Myers and Moore open first bank (in the government land office).

1856 First steamboat, the *Omaha*, arrives at the Sioux City landing delivering goods from Saint Louis; first store and sawmill built; estimated population of 400 by year's end.

1857 Sioux City chartered as an incorporated municipality (16 January; municipal government organized 12 April 1858, charter given up 1862); the first newspaper, the *Sioux City Eagle*, is published (4 July); Panic of 1857 triggers national economic recession that lasts until 1860.

1858 James E. Booge opens wholesale grocery business.

1860 Bank of Weare and Allison opens; federal census reports Sioux City population of 767.

1862 During the Dakota War (August-December) rural settlers seek refuge at Sioux City.

1864 Minnesota Valley Railway incorporated (reorganized as the St. Paul & Sioux City Railway on 7 April 1868), receives Congressional land grant to build line to Sioux City.

1865 State census shows Sioux City population of 865; Union Stockyards opens in Chicago.

1866 Wagon bridge erected over Missouri River.

1867 First flour mill, the water-powered Exchange Mill, placed in operation; the first three-story building, Sawyers Block, erected at 2nd & Pearl streets; steamboat levee expanded.

1868 Sioux City & Pacific Railway is built, linking Sioux City with the Union Pacific system (the SC&P was operated by the Chicago & North Western Railway); municipal government re-chartered by act of state legislature; construction of railroads and the mania for real estate speculation fuels the city's first major building boom.

1869 Licensing of saloons (9 February); *Sioux City Journal* founded by George D. Perkins.

1870 Construction of the Iowa Falls & Sioux City Railway (formerly the Dubuque & Sioux City), part of the Illinois Central, is completed between Fort Dodge and Sioux City; the population of Sioux City, shown by the federal census, is 3,401.

1871 Booge builds meat packing plant near 5th and Water streets; street grades adopted on recommendation of city engineer

1872 First train of the Sioux City & St. Paul Railway enters Sioux City from LeMars; buildings jarred and loose objects swayed by earthquake centered near Sioux City (9 October).

1873 First gas street lights installed by the Sioux City Gas Light Company (illuminated 17 March).

1874 Sioux City the major outfitting point for the Black Hills gold rush (lasts until 1877).

1875 Sioux City reincorporated under the laws of Iowa; first hospital opens; state census reports population 4290.

1878 First Woodbury County courthouse erected; narrow gauge railroad built from Sioux City to Ponca, Nebraska.

1879 City grants franchise for telephone exchange; first post office building erected.

1880 Sioux City population 7,366 at the time of the federal census (June).

1881 Booge opens modern pork packing plant; city grants 20-year franchise to Sioux City Water Co. for waterworks (reservoir built 1884-85); heavy rains cause severe flooding of downtown.

1884 Union Stockyards Company organized (21 January); after Congress establishes Missouri River Commission (5 July), the Army Corps of Engineers opens a district office in Sioux City (transferred to Omaha district 1906); horse-drawn streetcar service provided by Sioux City Street Railway Company; first Sanborn fire insurance map issued.

1885 City takes over waterworks; Sioux City population 19,060 according to state census.

1886 Sioux City designated a first-class city by the state legislature (March).

1887 First Corn Palace erected; W, H. Silberhorn of Chicago opens meat packing plant at Union Stockyards; Sioux City Livestock Exchange incorporated.

1888 Sioux City Cable Railway Company organized to serve suburban districts; Sioux City Electric Company organized to provide domestic and commercial service; Chicago, St. Paul, Minneapolis & Omaha Railway completes bridge over Missouri River; Peavey Grand Opera House opens.

1889 First electrically powered trolley cars placed in operation; pontoon bridge built across Missouri River from foot of Pearl Street; St. Joseph's Hospital opens.

1890 Sioux City Terminal & Warehouse Company organized to build depot and warehouses at 3rd and Pierce streets; construction begins on Combination Bridge; University of the Northwest (later

renamed Morningside College) opens; federal census shows 37,806 inhabitants.

1891 Bekins Van Lines founded by Martin and John Bekins; Rapid Transit Company organized to construct an elevated railway; last Corn Palace built.

1892 Severe flooding of Floyd River kills 25, leaves over 3000 homeless, forces relocation of stockyards (17 May); Cudahy packing plant opens at stockyards; City Hall and Public Library built.

1893 Panic of 1893 results in a deep economic recession that lasts until 1896; Union Depot opens.

1894 Sioux City Cable Car Railway merged into the city streetcar system (the "El" is abandoned in 1899).

1895 Assets of bankrupt Union Stockyards Company acquired by the Sioux City Stock Yards Company

1896 Combination Bridge opens as toll bridge (21 January); Pacific Short Line Bridge opens (under construction since 1990); first motion picture exhibited.

1897 Federal Courthouse and Post Office opens (14 January).

1899 Streetcar systems consolidated under Sioux City Traction Company (later renamed Sioux City Service Company).

1900 Livestock Exchange Building opens; Sioux City real estate dealer John Peirce perpetrates lottery fraud; federal census shows city population 33,111, Woodbury County 60,896.

1901 Construction completed on Sergeant Floyd Monument (30 May); Armour & Company packing plant opens at stockyards; Floyd Monument completed; local gas and electric light companies consolidated into Sioux City Gas & Electric Company (which becomes a subsidiary of United Gas Improvement Company in 1909).

1902 Missouri River flood (July); Roman Catholic Diocese of Sioux City created.

1903 Gambling houses prohibited by ordinance (5 May); severe flooding during May and June.

1904	State law requiring registration of private automobiles; Pelletier department store fire (23 December).
1905	Population 40,952 at the time of the state census.
1907	Sioux City Board of Trade organized (replaced by Sioux City Grain Exchange in 1922).
1909	Severe flooding along Perry Creek (9 July); Municipal Auditorium built; US Census Bureau reports 136 manufacturing establishments in the city with a combined annual output of over $37 million, ranks Sioux City as the nation's fourth largest meaty packing center.
1910	Commission form of government adopted (4 April); federal census reports population of 74,828, an increase of 13,284 since the 1900 census.
1911-12	First downtown streets paved with bituminous asphalt.
1912-13	Sioux City Free Public Library built with financial support from the Andrew Carnegie trust.
1914	The American Popcorn Company is founded by Cloid Smith and begins marketing its "Jolly Time" brand; first movie houses open.
1915	International Workers of the World (IWW, commonly known as the "Wobblies") assembly sparks "free speech fight" culminating in a police riot along lower 4th Street (March-April); sanitary district established (28 August); state census reports population of 61,774, a net increase in population of 50.8% since 1905.
1916	Iowa prohibits the sale of alcohol, leading to the rise of bootlegging and organized crime in Sioux City.
1917	The "Hawkeye Highway" (following modern-day US 75 between LeMars and Sioux City) is created by private interests to establish a marked tourist motorway from Dubuque to Sioux City; Swift & Company packing plant opens at stockyards.
1918	Socialist Wallace M. Short elected to first term as mayor (1 April; remains in office until 1924); Woodbury County Courthouse built; 21-member city planning commission appointed.
1919	Sioux City named as a point on the "King of Trails Highway" from Galveston to Winnipeg; public market opens; IWW (the "Wobblies") holds its annual convention in Sioux City (April).

1920	Beginning of Prohibition under the Volstad Act (16 January); Sioux City leads the state in new construction activity; federal census shows population 71,227, making it the 99th largest city in the United States.
1921	City council approves "fireproof district" zoning (10 January); some downtown streets paved with brick; Riverside and War Eagle Parks established; Custer Battlefield Highway (Omaha to Glacier National Park) marked through Sioux City; state begins paving highway between Sioux City and Fort Dodge with concrete (completed in 1927).
1922	Building code adopted; Sioux City Service Company merges with Sioux City Gas & Electric Company (28 August); city directory estimates population of 81,415.
1923-26	Perry Creek canalized under Wesley Way, new bridges built.
1926	Floyd River floods stockyards and part of downtown (18-19 September); Sioux City Telephone Company merges with Northwestern Bell Telephone Company (31 December).
1927	Orpheum Theatre opens in Sioux City Service Company building.
1928	United Gas Improvement sells Sioux City Service Company to American Electric Power Company.
1929	Stock market crash leads to economic collapse and begins the Great Depression of 1929-35.
1930	Hotel Fontenelle (later renamed the Warrior Hotel) opens; last downtown street paved; federal census shows a city population of 79,183, Woodbury County 101,669.
1932	Flooding along Floyd River (31 March) and Missouri River (April); Corps of Engineers proposes to dam the Missouri River at Fort Peck, Montana (construction begins 1933, completed 1939); responding to the "Farmers' Holiday" agrarian revolt, the governors of nine Midwestern states meet in Sioux City (9 September).
1933	Prohibition repealed (5 December); Post Office and Federal Building dedicated (29 December; opens 2 January 1934).
1934	Flooding of Perry Creek (6 June).
1935	Brugier cabin relocated to Riverside Park and restored.

1936	July is hottest month on record in Sioux City; disastrous flooding caused by heavy rainstorm on 17-19 July.
1936-37	Grand Avenue (present-day Gordon Drive) Viaduct built on made land mouth of Floyd River (Gordon Drive opened 15 July 1937).
1938	First hard-surface runways built at city-owned Sioux Gateway Airport.
1939	Sioux City Service Company sells its transit system to the city.
1940	Population 82,364 at the time of the federal census; census of business shows 563 establishments.
1942	Construction of Sioux City Army Air Base at Gateway Airport.
1943	Missouri River floods; Corps of Engineers submits plan for flood control works.
1944	Congress approves Missouri River Bank Stabilization and Navigation Project ("Pick-Sloan Plan"), authorizing construction of five dams and creation of 9-foot navigation channel between Saint Louis and Sioux City (dams completed 1967, waterway 1981).
1945	Sioux City Public Museum founded in Carnegie Library.
1948	Ground broken for construction of Heelan Catholic High School (13 October, completed September 1949); old Post Office and Federal Building acquired by city and converted to municipal building.
1949	Flooding along Perry Creek (11 September); Gordon Drive rebuilt and connected to Grand Avenue Viaduct; Sioux City Gas & Electric reorganized and merged with other utility companies to form Iowa Public Service Company, headquarters in Sioux City; US Highway 75 enlarged to four lanes in northeastern part of the city.
1950	Iowa Public Service converts to natural gas from coal gas; Municipal Auditorium opens (9 September); population 83,991.
1951	Combination Bridge becomes free bridge (8 February); worst flooding of Missouri River since 1844 (June-July).
1952	Missouri River "flood of record" inundates much of the downtown area (April).

1953	First civil aviation terminal built at Gateway Airport; flooding of Floyd River results in 14 deaths (8 June).
1954	City manager form of government adopted; US Highway 20 reconstructed and realigned.
1957	US Highway 77/20 cloverleaf constructed as part of interstate system.
1958	Construction begins on Interstate Highway 29 through Sioux City, displacing more than two hundred families and businesses.
1959	Chicago & North Western ends passenger service to Sioux City.
1960	Floyd Monument designated a National Historic Landmark (30 June); population of city peaks at 89,159, an increase of 6.2% from 1950; 22.4% employed in manufacturing, 47.4% in "white collar occupations."
1961	Interstate 29 bridge opens to North Sioux City.
1962	South Bottoms neighborhood razed as part of the Floyd River Flood Control Project, approximately 230 families forced to relocate; Sioux City declared "All American City" by the National Civic League.
1964	Business and community leaders submit a plan to the city council for redevelopment of downtown; city creates Central City Committee and applies for federal funds for urban renewal in a 3-block area designated Central Business District-E (CBD-E).
1965	Siouxland Interstate Metropolitan Planning Commission established to implement plans for interstate highway construction under the Federal Highway Act of 1962.
1966	City applies for federal urban renewal funds for clearing an 11-block area designated Central Business District-West (CDB-W).
1970	T. S. Martin store razed; federal census reports population 85,925, a 3.6% decline from 1960.
1971	City awarded federal urban renewal funds for CBD-W project.
1974	City enters into an agreement with Metro Center, Inc. to develop three parcels in the CBD-W (February); J. C. Penney department store opens in urban renewal district.

1975	Construction begins on downtown skywalk system.
1976	Interstate Highway 29 completed.
1980	Southern Hills Mall opens in southeastern Sioux City (5 March); first new building erected in the central business district; federal census shows population of 82,003, including 1118 "black persons" and 1081 Hispanics.
1981	Siouxland Veterans Memorial Bridge opens (15 January), leading to demolition of Combination Bridge; Gateway Arches Park built on Gordon Drive.
1983	10-story Terra Plaza building completed as part of CBD-E urban renewal project; 4th Street Viaduct (constructed 1892) demolished and rebuilt.
1986	Younkers department store opens in Town Square development; city hit by F4 tornado (28 July).
1989	United Airlines Flight 232 crash-lands at Sioux City Gateway Airport (19 July).
1990	Sioux City awarded second "All American City" title by the National Civic League.
1991	Historic Preservation Commission established and city preservation program is certified by the US Department of the Interior; old public library demolished.

APPENDIX B

LIST OF SURVEYED PROPERTIES

All surveyed properties, including nonhistoric buildings, are listed below. Each property is briefly identified and described, and its National Register status is noted. Properties identified by previous surveys are indicated by an asterisk (*).

3rd Street

*223-225	2 story brick front store, built in 1935.
300	Stoney Creek Inn and Conference Center. Built in 2008-09. Not historic.
717	Parking structure, built in 1972. Not historic.
930	Postal Credit Union. 1 story commercial property built in 2002. Not historic.
*1123	1 story metal building. Not historic.
1300	1 story tile and brick warehouse, built in 1908, shares property with warehouses built in 1975 and 2005.

4th Street

*200-204	Dineen Block (historic name). 2 story brick front business block, built in 1888. Contributing in West End Historic District.
*201	The Syd. 1 story brick front store, built in 1906. Contributing in West End Historic District.
*215	2 story brick front store, built in 1910. Contributing in West End Historic District.
*224	Skaggs Grocery (historic name). 1 story brick front store built in 1935. Contributing in West End Historic District.
*401-417	Younkers/Town Square. Shopping center, built in 1986. Not historic.
509	Thorpe Jewelry (historic name). 2 story brick front store, built in 1912.

511	Bakers Shoe Store (historic name). 2 story brick front business block, built in 1920.
*515-521	T. S. Martin Company Building (historic name). 3 story business block, built in 1915. Listed in the National Register.
522	Central Bank. 3 story office block, built in 1974. Not historic.
*523-525	1 story broad front store, built in 1946.
*600	Terra Centre. 10 story skyscraper, built in 1983. Not historic.
607	J. C. Penny. Department store, built in 1974. Not historic.
*622	Badgerow Building. 12 story Art Deco style skyscraper, built in 1926. National Register eligible.
627	3 story office building, built in 1977. Not historic.
700	Piper Jaffrey Building (original name)/UBS Building (common name). 6 story office building, built in 1972. Not historic.
707	Hilton Hotel (historic name)/Clarion Hotel (common name). 12 story skyscraper, built in 1974. Not historic.
714	Riviera Theatre. 1 story movie theater, built in 1971. Not historic.
801	Sioux City Convention Center. Built in 1988. Not historic.
916-924	Promenade Cinema 14. Built in 2005. Not historic.
*1002-1004	Levich-Nelson Building. 3 story business block built ca. 1900. National Register listed (Fourth Street Historic District).
*1005-1013	Boston Block/Aalfs Paint & Glass Company Building. 5 story warehouse built in 1890. National Register listed (Fourth Street Historic District).
*1008	2 story brick front store, built ca. 1900. National Register listed (Fourth Street Historic District).
*1010-1012	Major Block. 4 story brick front business block, built in 1885. National Register listed (Fourth Street Historic District).

*1014-1024 Lee Block. 2 story brick front business block, built in 1911. National Register listed (Fourth Street Historic District).

*1014-1/2 Boiler House (historic name)/ISU Design West Studio. Steam boiler plant built in 1890. National Register listed (Fourth Street Historic District).

*1019-1021 John Stevenson Saloon. 2 story brick front store, built in 1890. National Register listed (Fourth Street Historic District).

*1100-1106 Plymouth Building/Call Terminal Building (historic names). 5 story stacked commercial block, built in 1905. National Register listed (Fourth Street Historic District).

*1101-1103 Chain Grocery & Meat Co. Building (historic name). 3 story brick front business block, built in 1890. National Register listed (Fourth Street Historic District).

*1105-1113 Bay State Block. 4 story stacked vertical block, Romanesque style, built in 1890. National Register listed (Fourth Street Historic District).

*1109 Krumman Block (historic name). 2 story brick front business block, built in 1889. National Register listed (Fourth Street Historic District).

*1119 Ego Hotel Building (historic name). 2 story brick front business block, built in 1910. National Register listed (Fourth Street Historic District).

*1126-1128 Evans Block (historic name). 4 story vertical stacked block, Romanesque style, built in 1891. National Register listed (Fourth Street Historic District).

*1127 Perasso Building (historic name). 1 story brick front store, built ca. 1900. National Register listed (Fourth Street Historic District).

1201 MacBehr's. Restaurant ,built in 2005. Not historic.

*1225 Garage, built in 1925. Lacks historic integrity.

5th Street

*200 Albrecht Cycle Shop (common name). 1 story broad front store, built in 1958.

*201	Siouxland District Health Office. Built in 1975. Not historic.
*301	Lessenich Building (historic name). 3 story brick front business block, built in 1910. National Register eligible.
*321	Carpenter's Hall Building (historic name). 3 story brick front store, built in 1919. National Register eligible.
410	Lerch Block (historic name). 3 story brick front business block, built in 1907. National Register eligible.
*505	Frances Building (historic name). 8 story skyscraper and stacked vertical block, built in 1916/1919.
508	2 story brick front store, built in 1930.
617	Firestone Store. Built in 1974. Not historic.
801	Mercy Medical Center (common name). 8 story hospital, built in 1970. Not historic.
*818	2 story brick front store built in 1930.
*901-919	Novelty Machine & Supply Co. Building (historic name). 2 story brick front business, block built in 1920.
1002	Mac's Auto Repair (common name). Auto service garage, built in 1950.
*1024	Thorpe Electric Building (historic name). 2 one-story buildings combined, built in 1928/1968.
1114-1116	Cyana Cigar Co. Building (historic name). 2 story brick front store, built in 1914.
1203	1 story broad front store, built in 1988.
*1211	Fire Station No. 3. 3 story firehouse, built in 1929. National Register eligible..
*1219	1 story broad front building, built in 1948.

6th Street

*113-119	1 story broad front store, built in 1919.

*200-206	Art Center (common name). 1 story broad front store, built in 1934.
*209	1 story broad front store, built in 1946. National Register eligible. Contributing in the West End Historic District.
*212-216	Sioux City Auto Supply Co. Building (historic name). 2 story brick front store, built ca. 1900. National Register eligible. Contributing in the West End Historic District.
*215	2 story broad front store, built in 1929. National Register eligible. Contributing in the West End Historic District.
*316-320	Federal Building and US Courthouse. Government property, Art Deco style, built in 1931-34. National Register eligible.
321-323	City office property, built in 1986. Not historic.
*405	City Hall (common name)/US Courthouse and Post Office (historic name). Courthouse building, Romanesque style, built in 1893-96. National Register eligible..
*501-505	Davidson Building. 6 story stacked vertical block, Chicago School style, built in 1913. National Register listed.
*517-525	Warrior Hotel. 11 story skyscraper hotel, Art Deco style, built in 1930. National Register listed.
700	Parking structure, built in 2001. Not historic.
*705-721	Sioux City Free Public Library (historic name)/Carnegie Place Apartments (common name). Italian Renaissance style, built in 1912-13. National Register listed.
723	Marian Health Center Building. Built ca. 1990. Not historic.
*900	Holy Trinity Greek Orthodox Church. Built in 1926. National Register listed.
911	1 story commercial property, built in 1968. Not historic.
1001	1 story commercial property, built in 1989. Not historic.
1104	1 story commercial property, built in 1971. Not historic.
1120	Sioux City Teacher's Credit Union. 1 story commercial property, built in 1974. Not historic.

7th Street

407	Woodbury County Law Enforcement Center. Built ca. 2000. Not historic.
501-505	Grain Exchange Building (historic name). 6 story stacked vertical block, Chicago School style, built in 1921. National Register eligible.
*612	2 story frame house built in ca. 1900, converted to apartments.
1000	Apartment buildings built in 1976. Not historic.

8th Street

401	Eagles Club Aerie No. 77 (historic name). 2 story Art Deco style, built ca. 1930. National Register eligible.
518	Iowa State Automobile and Tractor School Building (historic name). 1 story commercial property, built in 1930.

9th Street

315	Fire Station No. 1. Not historic.
401	First Baptist Church (historic name).
*513-515	Earl Apartments (historic name). Four 2-story garden apartment units, built in 1910.
611	2 story frame house, Foursquare type, built ca. 1900, converted to apartments.
*612	3 story stucco house, built ca. 1900, converted to apartments.
*615	2 story brick house with 1 story retail space, built 1902.

10th Street

306	2 story frame house, Foursquare type, built 1892.
308	2 story frame house, Foursquare type, built 1896.
310	2 story frame house (stucco), Foursquare type, built 1890.

512 2 story frame house, built ca. 1890; boyhood home of Harry Hopkins (b. 1890).

514 2 story frame house, built 1880.

613 2 story frame house, gable front and wing type, built 1910.

614 2 story frame house, gable front and wing type, built 1895, converted to apartments.

11th Street

401 1 story commercial property, built in 1951.

407 House and attached retail space, built 1940.

411 1.5 story frame house, built 1890.

414-416 Pierce Plaza Apartments. 3 story brick apartment building and 1 story residence, built in 1912. National Register eligible.

519 Argonaut Apartments. 4 story brick front apartment block, built in 1922. National Register eligible.

615 Carroll Apartments. 2 story broad front apartment block, built in 1948.

12th Street

406 St. Thomas Parish House (historic name). 1 story, built in 1960. Not historic.

Court Street (formerly Boulevard Street)

101 Hanford Produce Co. Building (historic name). 3 story brick warehouse, built in 1912.

101 1 story warehouse, built in 1930, with several additional buildings.

*208-210 Sioux City Linseed Oil Works/Bekins Warehouse (historic names). 5 story brick warehouse, built in 1885.

214 1 and 2 story commercial properties, built in 1961. Not historic.

309 T & W Tire Service Building (common name). Garage and store, built in 1920/1946. National Register eligible.

*500	2 story brick front store, built ca. 1900. National Register eligible.
*504	Smith Bros. Auto Repair Co. Building (historic name). 1 story broad front store, built in 1920 with 1950 addition. National Register eligible.
515	Century II Apartments. Built 1978. Not historic.
*600	First Swedish Evangelical Lutheran Augustana Church. National Register listed.
601	St. John's Evangelical Lutheran Church (historic name)/Open Bible Church (common name). Frame church, built ca. 1900.
625	1 story commercial property, built in 1988. Not historic.

Douglas Street

333	Bomgaars Supply Co. Building. Built in 1986. Not historic.
401	Mid-American Energy Building. 5 story commercial property, built in 1979. Not historic.
413-419	Rivers Landing. 6 level parking structure. Not historic.
501	US Bank Building. 3 story business block, built in 1919.
507-509	1 story commercial property, built in 1989. Not historic.
601	Sioux City Police Department. Built in 1986. Not historic.
615	Verstegen Building. 3 story brick front business block, built in 1920. National Register eligible.
*620	Woodbury County Courthouse. National Register and National Historic Landmark listed.
*625	Sioux City Auditorium (historic name). Neoclassical style, built in 1909.
701-705	Warnock Building/Benson Building (historic names). 6 story stacked vertical block, built in 1920. National Register eligible.
*801	Scottish Rite Masonic Temple. Built in 1940. National Register listed.

822	Northwestern Bell Telephone Building (historic name)/Trosper-Hoyt County Services Building (common name). 4 story commercial property, built in 1980. Not historic.
910	First Evangelical Free Church. Church, built in 1918. National Register eligible.
*914	Schlupp House. 2 story frame house, built in 1890, converted to apartments.
*915	June House (common name). 2 story brick house, Italianate style, built ca. 1900.
922	1 story office, built in 1956.
923	Follis Apartments. 3 story brick front apartment block, built in 1925. National Register eligible.
*1000-1010	Epiphany Grade School (historic name)/Epiphany Center (common name). 2 story school, built in 1959. Not historic.
*1003	Cathedral of the Epiphany/St. Mary's Catholic Church (historic names). Romanesque style church, built 1891-1904. National Register eligible.
1011	St. Mary's Rectory (historic name)/Cathedral House (common name). 3 story brick residence, built in 1894/1904. National Register eligible.
1012	St. Anne's Home. 2 story frame house, Foursquare type, built in 1906 and converted to multiple occupancy.
1021	Bishop Heelan Catholic High School. 3 story school, built in 1948-50.
1110	2 story frame duplex, built ca. 1900.
1115-1125	Bonaire Apartments (historic name). 2 story residence, Queen Anne style, built ca. 1900.
1125	2 story frame dwelling, Foursquare type, built ca. 1900, with alley house.

Floyd Boulevard (formerly Wall Street)

*301	Tackaberry Co. Warehouse/Robb-Ross Co. Warehouse (historic names). 5 story brick warehouse, built in 1917. National Register eligible.
*413-419	Carlson Machine Works (historic name). Three industrial buildings, built ca. 1920-25.
*521	1 story commercial property, built in 1959. Not historic.

Gordon Drive

401	Tyson Event Center. Built 1988. Not historic.
*500-520	Municipal Auditorium. 3 story auditorium, built in 1950. National Register listed.
501	Restaurant, built in 1993. Not historic.
701	Holiday Inn. Built in 1973. Not historic.
711	Convenience store, built in 1973. Not historic.
800	First American Bank. Built in 1999. Not historic.
801	Restaurant, built in 2002. Not historic.
815	Shopping center, built in 2001. Not historic.
827	Shopping center, built in 2001. Not historic.
840	Commercial property, built in 1998. Not historic.
901	1 story broad front store, built in 1954.
910	Fast food restaurant, built in 1977. Not historic.
919	Fast food restaurant, built in 1988. Not historic.
1005	1 story broad front store, built in 1954.

Grandview Boulevard (formerly Pearl Street)

916 — 1 story commercial property, built in 1967. Not historic.

920 — 2 story frame house, Foursquare type, built in 1890.

1018 — Sisters of Charity Convent (historic name)/Bishop Heelan Catholic Schools Administrative Office (common name). 2 story brick residence, Foursquare type, built in 1911. National Register eligible.

1102 — Bishop Heelan Catholic High School Annex. Built in 1958-59. Not historic.

1122 — Marian Hall Residence (common name). 2 story apartment house, built in 1962. Not historic.

Iowa Street

116 — Warehouses, built in 1999. Not historic.

204 — Wennelson Wholesale Plumbing Building (common name). 1 story warehouse, built ca. 1900.

218 — Steel building. Not historic.

*308(I) — Sioux City Stationary Building (historic name). 1 story broad front building, built ca. 1900. National Register eligible.

*308(II) — Sioux City Stationary Warehouse (historic name). 3 story warehouse, built in 1928. National Register eligible.

418 — Krall Bros. Auto Parts (historic name). 1 story broad front building, built in 1915.

*509 — 1 story commercial property, built in 1954.

*514 — 1 story brick front building, built in 1917, with additions.

Jackson Street

100 — Knoepfler Chevrolet. Auto sales and service building, built in 1971. Not historic.

214-222 — US Postal System Processing Facility. Built in 1983. Not historic.

300-312 Heritage Parking Ramp. Built in 2008. Not historic.

*500 Northwestern National Bank Building (historic name)/Central Medical (common name). 3 story commercial property, built in 1972. Not historic.

*513-515 Orr Plumbing Building (historic name). 2 story brick front store, built in 1925. National Register eligible.

*623 1 story commercial property, built in 1948.

628 2 story brick front store, built in 1925.

*700 1 story store, converted gas station, built in 1977. Not historic.

*701 1 story commercial property, built in 1950.

719 Warehouses, built in 1962/2005.

*805-807 2 story frame duplex, built in 1910.

809 2 story frame house, built in 1920.

*821 Murray Hall Apartments. 3 story brick apartment block, built in 1928.

*903 2 story frame house, Foursquare type, built ca. 1900, converted to apartments.

*909 2 story frame house, Foursquare type, built ca. 1910, converted to apartments.

*915 Melrose Apartments (historic name). 2 story frame house, built 1910, converted to apartments.

*921 Del Mar Apartments (historic name). 2 story brick apartment block, built in 1953.

Jennings Street

110 Warehouses. 2 story brick warehouse built in 1890 (partially demolished), attached to 1 story warehouse, built ca. 1942.

Between 4th & 5th Streets. Brick street pavement, ca. 1900.

612 St. Paul's Lutheran Church School. 2 story brick classroom building, built in 1952.

620 First German Lutheran Church (historic name)/St. Paul's Lutheran Church (common name). Brick church, built in 1927. National Register eligible.

621 St. Vincent Hospital School of Nursing Residence Hall (historic name)/St. Gertrude's Nurses Hall. 3 story dormitory, built in 1956.

Jones Street

*302 Pierce Moving and Storage Warehouse (historic name)/United Center (common name). 6 story warehouse, built in 1906. National Register eligible.

*414 General Tobacco Co. Warehouse (historic name). 1 story brick warehouse, built in 1940. National Register eligible.

419 Discovery Parking. 7 level parking structure. Not historic.

420 Gordon Recovery Center (common name). 3 story brick front business block, built in 1918.

617 Marian Health Center Parking Facility. Not historic.

701 Duplex. 2 story brick residence, Prairie style, built in 1920.

*721-723 2 story frame house, Foursquare type, built ca. 1900, converted to apartments.

Nebraska Street

110 Restaurant, built in 1999. Not historic.

120 1 story commercial property, built in 1966. Not historic.

125 Vacant commercial building. Not historic.

130 Ramada City Centre. 2 story hotel, built in 1968. Not historic.

225 Sioux City Art Center. Built in 1994. Not historic.

230 June Nylen Cancer Center. Built in 1994. Not historic.

*409-411	T. S. Martin Co. Department Store and Annex (historic name). Department store and annex, built in 1901/1911. National Register listed.
413-415	Wright Building. 2 story brick front business block, built in 1907.
*417-419	Levitt Building (historic name). 2 story brick front business block, built in 1890.
421	2 story brick front store, built ca. 1900.
500-510	Two attached brick front buildings, built in 1915.
501	Martin Luther King Transportation Center. 5 stories, built in 2002. Not historic.
*516-520	Motor Mart Building/Commerce Building (historic names). 4 story stacked commercial block. National Register listed.
608	First Presbyterian Church. Masonry church, Gothic Revival style, built in 1906. National Register eligible.
700	Sioux City Tent & Awning Building (historic name). 2 story broad front building, Neoclassical style, built in 1929. National Register eligible.
710	1 story broad front building, built in 1932. National Register eligible.
713	2 story brick front business block, built in 1920.
722	Siouxland Y. 4 story building, built in 1950.
815	2 story frame house, built in 1880, converted to commercial use.
821	Bladen Flats (historic name). 2 story brick garden apartment complex, built in 1920. National Register eligible.
917	2 story frame house, built ca. 1900, converted to apartments.
1100	Dairy Queen. 1 story fast food restaurant, built in 1948.
*1110	2 story frame house, Foursquare type, built in 1898.
1111	1 story commercial property, built in 1967. Not historic.
1113	1 story commercial property, built ca. 1970. Not historic.

1120 Central High School Annex (historic name). 1 story brick gymnasium, built in 1952. National Register eligible.

1123-1125 1 story commercial property. Not historic.

Pearl Street

*309 Milwaukee Weiner House No. 1 (common name). 1 story restaurant, built in 1974. Not historic. Noncontributing in West End Historic District.

*401 1 story broad front store, built in 1947. Noncontributing in West End Historic District.

*405 2 story brick front business block, built in 1910. National Register eligible. Contributing in West End Historic District.

*407 Pearl Street Research Center. 2 story brick front business block, built in 1910. National Register eligible. Contributing in West End Historic District.

*409 SewVac Building. 2 story brick front business block, built in 1890. National Register eligible. Contributing in West End Historic District.

*413 Hatch Furniture. 2 story brick front business block, built in 1910. National Register eligible. Contributing in West End Historic District.

*415 1 story brick front store, built in 1925. Contributing in West End Historic District.

*417 1 story brick front store, built ca. 1900. Noncontributing in West End Historic District.

*419 1 story brick front store, built in 1910. Noncontributing in West End Historic District.

*421-423 Buffalo Alice Beer Garden (historic name). 2 story brick front business block, built in 1925. Contributing in West End Historic District.

*501 Malone Building (historic name). 2 story brick front business block, built ca. 1900. Contributing in West End Historic District.

*509-511 Cre-O-Line Manufacturing Co. Building (historic name). 2 story brick front business block, built ca. 1900. Contributing in West End Historic District.

*517-519 Sioux City Motor Truck Co. Building (historic name). 1 story broad front building, built in 1920. Contributing in West End Historic District.

*521-525 3 story brick front business block, built in 1930. Contributing in West End Historic District.

*601 Old Brass Rail Bar (common name). 2 story brick front store, built in 1888. Contributing in West End Historic District.

*605 2 story brick front business block, built in 1916. Contributing in West End Historic District.

*607 2 story brick front business block, built ca. 1900. Contributing in West End Historic District.

*615 2 story brick front store, built ca. 1900. National Register eligible. Contributing in West End Historic District.

620 Hoak Motors (common name). 1 and 2 story commercial property, built in 1958. Noncontributing in West End Historic District.

*623 Condon Buick (common name). 1 story broad front store, built in 1909. National Register eligible. Contributing in West End Historic District.

724 Midtown Furniture (common name). 1 story broad front store, built in 1920. Noncontributing in West End Historic District.

820 1 story commercial property, built in 1958. Noncontributing in West End Historic District.

Perry Street

*316 Bekins Van and Storage Co. Building. 5 story storage warehouse and 1 story retail area, built in 1910. National Register eligible.

Pierce Street

90-110 Commercial building in shopping center, built in 1961. Not historic.

101	Siouxland Chamber of Commerce Building. Built in 1972. Not historic.
*117	Riverview Professional Center. 2 story shopping center, built in 1950.
124	Auditorium Shopping Area. 1 story commercial property, built in 1957.
*201	Weiser & Lamar Building (historic name)/Famous Dave's (common name). 2 story brick front building, built in 1936. National Register eligible.
217	Red Owl Store Building (historic name)/Siouxland Senior Center (common name). Built ca. 1950.
220	Art Center Association Building. Not historic.
329	First Federal Savings Bank. Built in 1988. Not historic.
*400-410	Martin Hotel (historic name). 7 story stacked commercial block, Chicago School style, built in 1912. National Register listed.
412-414	Taylor Block (historic name). 2 story brick front business block, built in 1915.
413	Montgomery Ward Store Building (historic name)/Hatch Furniture (common name). 3 story brick front commercial block, built in 1934.
416	1 story commercial property, built in 1945.
421	1 story broad front building, built in 1920.
422	2 story broad front building, built in 1949.
501	First National Bank. Built in 1982. Not historic.
*520-528	New Orpheum Theatre/Orpheum Electric Building. Built in 1927. National Register listed.
529	Sioux City Public Library. Built in 1976. Not historic.
*601	Trimble Block (historic name)/Security National Bank Building (common name). 6 story stacked business block, built in 1916.

*613	Williges Building. Built in 1929-30. National Register listed.
614	1 story commercial property, built in 1940.
615	4 level parking structure. Built in 1959. Not historic.
*701	Home Federal Building. 4 story commercial property, built in 1971. Not historic.
710-714	Rigadon Building (historic name). 2 story broad front building, Mission style, built in 1920. National Register eligible.
750	1 story broad front building, built in 1953.
805	1 and 2 story broad front buildings, built in 1920.
815	American Cleaners (historic name). 2 story brick front store, built in 1920.
820	3 story office property, built in 1929.
901	Security National Bank Building. Built in 1972. Not historic.
*908	1 story broad front building, but in 1953.
915	1 story office building, built in 1961. Not historic.
921	1 story commercial property, built in 1960. Not historic.
924	First Federal Savings Bank of Sioux City. Built in 1991. Not historic.
925	2 story brick front building, built in 1920.
*1003-1005	Sydney Apartments. 4 story apartment building, Tudor Revival style, built in 1920. National Register eligible.
1013	1.5 story frame bungalow, built in 1902, converted to apartments.
*1015	2 story brick residence, built ca. 1900, converted to apartments and retail space.
1100	1 story commercial building, Moderne style, built in 1941.
1108	1 story commercial property, built in 1973. Not historic.

1122 1 story commercial property, built in 1967. Not historic.

1123-1125 Midtown Mercy Medical Clinic (common name). 2 story commercial property, built in 1988.

Virginia Street

101-103 Premium Pet Health. 5 story warehouse, with 1 story addition, built in 1913/1971.

120 Shed. Not historic.

*306 1 story broad front building, built in 1929

Water Street

*323 Winchester-Simmons Hardware Co. (historic name)/Battery Building (common name). 4 story warehouse, built in 1907. National Register listed. Contributes in West End Historic District.

*404-406 1 and 2 story broad front buildings, built in 1910. Contributing in West End Historic District.

*408 Fire Station No. 1. 2 story brick front firehouse, built in 1889. National Register eligible. Contributing in West End Historic District.

*412 Lakeland Equipment Co. Building. 2 story brick front commercial building, built in 1926. Contributing in West End District.

*416-418 Novelty Machine & Supply Co. Building (historic name). 1 story broad front store, built in 1905. Contributing in West End District.

515 Third Judicial District. 2 story government building, built in 1994. Not historic. Noncontributing in West End District.

*600 Strange Brothers Building (historic name). 1 story broad front building, built in 1920. Contributing in West End District.

*613 1 story commercial property, built ca. 1925. Noncontributing in West End Historic District.

*615 Wilson Body Co. (historic name). 1 story broad front store, built in 1925. Contributing in West End Historic District.

*622 1 story brick service station building, Prairie School influenced, built ca. 1900. Contributing in West End Historic District.

*623 NAPA Auto Parts Building. 1 story broad front store, built in 1925. Contributing in West End Historic District.

Wesley Parkway (formerly Wesley Way)

*405 Palmer Candy Co. Building (common name). 2 story brick store and warehouse, built in 1925. National Register eligible. Contributing in West End Historic District.

501 1 story broad front store, built in 1950. Noncontributing in West End Historic District.

505 NAPA Auto Parts. 1 story broad front store, built in 1956. Noncontributing in West End Historic District.