RESOLUTION - EXHIBIT 1
GEORGE N. HICKS RESIDENCE No. 1
LANDMARKS HERITAGE PRESERVATION COMMISSION

RESOLVED BY THE LANDMARKS HERITAGE PRESERVATION COMMISSION OF THE CITY OF OMAHA:

WHEREAS, Raymond J. Neary is the owner of the George N. Hicks Residence No. 1; and,

WHEREAS, this owner, on January 26, 1981, requested that the George N. Hicks Residence No. 1 be designated a Landmark under the City of Omaha's Landmark Heritage Preservation Ordinance; and,

WHEREAS, the George N. Hicks Residence No. 1 was constructed in 1892 by Omaha developer George N. Hicks; and,

WHEREAS, the George N. Hicks Residence No. 1 was designed by early Omaha architect F. C. Ledebrink; and,

WHEREAS, the George N. Hicks Residence No. 1 is an early and refined local example of the Colonial Revival style of architecture which gained national prominence after the 1893 Columbian Exposition; and,

WHEREAS, the George N. Hicks Residence No. 1 exists as a representative element of the residential subdivisions which sprung up along Omaha's electric trolley lines during the 1890's; and,

WHEREAS, the George N. Hicks Residence No. 1 is historically related to prominent Omaha real estate broker and developer George N. Hicks who is credited with the development of the Hanscom Place neighborhood.

NOW, THEREFORE, BE IT RESOLVED BY THE LANDMARKS HERITAGE PRESERVATION COMMISSION OF THE CITY OF OMAHA:

THAT, the George N. Hicks Residence No. 1, 3017 Pacific Street, be designated a Landmark of the City of Omaha.
Landmarks Heritage Preservation Commission

DEPARTMENT RECOMMENDATION

INSPECTION DATE
1-28-81

REQUEST          CATEGORY
x Landmark Designation    District
Landmark Heritage          Building
District Designation       Structure
Certificate of Approval    Site
 to Perform Work           Object

APPLICANT
Raymond J. Neary

LOCATION OF PROPOSED DESIGNATION OR WORK
3017 Pacific

PRESENT USE
Work in Progress

CONFORMANCE WITH MASTER PLAN
Conforms to the 1977 Community Development Master Plan's Minor Rehabilitation
Areas where "housing repair and rehabilitation" is proposed

NEIGHBORHOOD CHARACTER
Existing: A high density, turn-of-the-century neighborhood composed of conversions
single family residences, and low-rise apartment buildings bordering on
Hanscom Park and I-480.

Probable future effect on neighborhood if designation is granted or work is approved.
Designation will provide additional impetus for the creation of a
neighborhood district and give public notice as to the owner's excellent
renovation effort.

PRESERVATION ADMINISTRATOR'S RECOMMENDATION
Approval

PLANNING DIRECTOR'S RECOMMENDATION
Approval

ADDITIONAL DATA
Landmarks Heritage Preservation Commission

APPLICATION FOR LANDMARK OR LANDMARK HERITAGE DISTRICT DESIGNATION

NAME OF STRUCTURE

Historic

and/or Common

LOCATION

Street and Number

3017 Pacific Street

CLASSIFICATION

<table>
<thead>
<tr>
<th>Category</th>
<th>Ownership</th>
<th>Status</th>
<th>Present Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>District</td>
<td>Public</td>
<td>Occupied</td>
<td>Agriculture</td>
</tr>
<tr>
<td>Building(s)</td>
<td>Private</td>
<td>Unoccupied</td>
<td>Commercial</td>
</tr>
<tr>
<td>Structure</td>
<td>Both</td>
<td>Work in Progress</td>
<td>Educational</td>
</tr>
<tr>
<td>Site</td>
<td>Public Acquisition</td>
<td>Accessible</td>
<td></td>
</tr>
<tr>
<td>Object</td>
<td>In Process</td>
<td>Yes: Restricted</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>No</td>
<td>Military</td>
</tr>
</tbody>
</table>

OWNER OF PROPERTY

Name  Raymond J. Neary

Street and Number  5122 Davenport Street

City, State and Zip Code  Omaha, Nebraska 68132

Representative

Phone Number  553-1566

LEGAL DESCRIPTION

The west 38 feet of the east 74 feet of Lots 23 and 24, Block 5, Hanscom Place, as surveyed, platted & recorded in Douglas County, Nebraska.
REPRESENTATION IN EXISTING SURVEYS
Title: Historic Omaha Building Survey, LHPC
Date: 1980

An Inventory of Historic Omaha Buildings, Landmarks Inc.
Title: Historic Omaha Building Survey, LHPC
Date: 1980

REPRESENTATION IN EXISTING SURVEYS
Title: Survey of Douglas County, Nebraska State Historical Society
Date: 1978

DESCRIPTION
Describe the present and original (if known) physical appearance.

STATEMENT OF SIGNIFICANCE
Specific Dates: 1922

Architect: Charles F. Beindorff and F.C. Ledebirk
Builder: George N. Hicks

January 26, 1981
Date

Signature of Owner/Representative
Historical Significance

When A. J. Hanscom and James G. Megeath donated Hanscom Park to the City in 1872, the land lay outside the built up portion of Omaha. However, the growth resulting from the building of the Union Pacific Railroad, which swelled the population from 3,000 in 1865 to 16,000 three years later, indicated to residents that Omaha would continue to expand. Hanscom and Megeath owned other property surrounding the park and no doubt believed the donation of this rough, brush-covered ground unsuitable for housing purposes would encourage the construction of homes nearby. It was their donation of the City's first real park that sparked development in the southwest portion of Omaha.

While the City spent limited sums on the park for maintenance and improvements in the 1870s, additional impetus for development occurred with the construction of car lines out to the new pleasure ground. The nineteenth century pastimes of driving or riding to parks on special excursions required adequate roadways, and Hanscom Park was soon accessible to the public. One early horsecar line ran west on Farnam to 28th, then south to the new car barn built at Park Avenue and Woolworth in 1882.

Hanscom Place, the subdivision north of the park, was a "leapfrog" development in the 1870s. Land located east of 26th Street and south of Pacific was still held in a private estate and closed to new settlement. In addition, the lack of a viaduct over the railroad tracks running southwest at 24th and Center made it difficult for any subdivisions to succeed in that vicinity. As a result, the streetcar lines to the park ran west from downtown then south toward the high ground that reaches its highest point near 32nd and Poppleton. The course of building near Hanscom Park naturally followed the same path.

Hanscom Park assumed even more importance in Omaha with the organization of a Board of Park Commissioners in 1889. They almost quadrupled the amount spent on it and made Hanscom the most popular park in the City, thereby further enhancing the residences surrounding it. The two factors of the park and streetcar line combined to result in a mixed residential neighborhood. The park attracted middle and upper class businessmen and professionals who sought desirable residence locations, while the horsecar lines encouraged construction of the multi-family dwellings that rose along Park Avenue and nearby streets. In the waning days of the 1880's real estate boom and into the 1890s, the Hanscom Park vicinity was ripe for development. When the depression of the 1890s ended most construction activity, a few speculative developers managed to build in the Park Avenue area, one of the few locales in Omaha to exhibit the styles of that period.

Among the prominent real estate brokers and builders active in the development of Hanscom Place was George N. Hicks. Hicks was secretary to former New York Governor and unsuccessful presidential candidate Horatio Seymour before coming west to Omaha in 1878. He started his career in the Union Pacific Railroad shops before deciding to enter real estate. An early booster book said the firm of Hicks and Ingham, formed in July, 1886, had "rapidly risen in public favor" and "fully justified the confidence reposed in it by the citizens and the business community." Among the structures which Hicks erected were the Pacific Castle Apartments at 3003-11 Pacific and a single-family residence at 3017 Pacific. Hicks and his family resided at 1130 South 31st throughout the 1890s, when
most of his construction activity occurred in the district. A newspaper account credited him with building "many of the best homes north of Hanscom Park," and doing a "great deal for the swell residence part of the City at that time." Hicks' standing in the community was further enhanced by the fact that he successfully managed the New York Life Building (Omaha Building) through the dire financial straits of the 1890s. He also ran unsuccessfully for the Board of Education in 1892 and as the Democratic candidate for seventh ward City Councilman in 1894.

The role of developers like Hicks and others such as J. Herbert Van Closter, who built the Van Closter Terrace Apartments at 29th and Mason (LHPC H1-80-19) and the Georgia Apartments at 1040 South 29th Street (LHPC H1-78-11) is often overlooked in neighborhood historical analyses. In the Hanscom Park vicinity their initiative was directly responsible for other public improvements and private development. In 1887, the Omaha and Southwestern Street Railway Company capitalized on the existing horsecar line and organized its own line running from the northwestern corner of Hanscom Park to the southwest where new residential areas were opening up. By 1899, the Southwest Improvement Club, one of the first in the City, took on the responsibility of promoting the area. The completion of the 24th Street viaduct in 1901 also facilitated population expansion into the Hanscom vicinity. The impetus provided by developers in construction of both multi- and single-family residences initiated other public and private investment and built up one of the City's fine residential areas at the turn of the century.

Architectural Significance

The George N. Hicks Residence No. 1 is an early and refined local example of the Colonial Revival style of architecture which gained national prominence after the 1893 Columbian Exposition in Chicago. The structure also exists as a representative element of the residential subdivisions which sprung up along Omaha's electric trolley lines during the 1890s. The subdivision of trolley frontage by developers such as George Hicks was noted for its narrow frontage which also minimized the distance from front stoop to car stop. The long, narrow lots which resulted were perfectly suited to several simplified versions of Colonial Revival packaging. The City's largest extant concentration of this building type is found along Pacific Street between 30th and 32nd Streets.

Architectural Description

George N. Hicks Residence No. 1, 3017 Pacific Street, constructed in 1892 at a cost of $6,000; F. C. Ledebrink, architect; George N. Hicks, owner and architect; wood frame structure, clapboard exterior wall surface, rectangular (24' by 48') layout, two stories over raised basement, transverse high-pitched gambrel roofs which terminate in elaborately modillioned and denticulated cornices; an elongated octagonal dormer, located on the lower northeast pitch, is framed by freestanding Doric columns which support a full entablature; a semi-elliptical arch defines a recessed second story porch on the main (north) facade, the heavily floriated and denticulated arch is flanked by extended imposts and blind railings, the impost are supported by freestanding Doric and fluted Ionic pilasters;
a diamond-paned slit window, centrally located in the peak of the north gable end, is flanked by single bull's-eye windows with four key voussoirs; the extended north gable end, supported by Ionic pilasters, free-standing fluted Ionic columns and clustered corner columns, forms a full length entry porch; double-hung rectangular windows with one over one lights, bay windows on north and east facades, diamond-paned fixed windows in transoms and gable ends; side hall plan, oak stairway enlivened with fluted Ionic columns and bulbous, turned lattice work, symmetrically molded trim with corner blocks, four-panel doors, oak fireplaces with overmantels, strip pine floors.

F. C. Ledebrink, Architect

Early Omaha architect F. C. Ledebrink, while in partnership with an F. Smith during 1889-1890, was responsible for the designs of the A. K. Riley Building (1889, 1014 Douglas Street), the M. E. Smith Warehouse (1889, 201 South 10th Street), and the C. Williams Residence (1889, 3006 Pacific Street). During 1892, as interest in the Hanscom Park neighborhoods began to grow, Ledebrink entered into private practice. Associating with "streetcar developers" such as George Hicks, Ledebrink designed numerous investment structures in the popular revival styles of the period. Inventoried structures by Ledebrink are: 3203 Marcy (1891), the George Hick's Residences (1892; 3017, 3109 and 3111 Pacific Street), the H. N. Wood Residence (1894, 1034 South 29th Street), the T. C. Shelby Residence (1894, 1122 South 30th Avenue), the S. Lindsay Residence (1894, 1309 South 31st Street), the C. W. Hamilton Residence (1894, 1112 Park Avenue) and the John Forbes Residence (1895, 3122 Woolworth Avenue).

Bibliography


Omaha City Directories.

Omaha Evening World-Herald, September 25, 1915.

HI-81-I APPLICANT Raymond J. Neary requests LANDMARK DESIGNATION for 3017 Pacific Street. Area to be designated is shaded.
ORDINANCE NO. 29477

AN ORDINANCE to designate the George N. Hicks Residence #1, located at 3017 Pacific Street as a Landmark pursuant to the Landmark Heritage Preservation Ordinance of the City of Omaha.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF OMAHA:

Section 1. That the George N. Hicks Residence #1 is located at 3017 Pacific Street, which is legally described as follows:

The West 38 feet of the East 74 feet of Lots 23 and 24, Block 5, Hanscom Place, as surveyed, platted and recorded in Douglas County, Nebraska.

Section 2. That for the reasons recited in Landmarks Heritage Preservation Commission Resolution attached hereto as Exhibit I, and made a part hereof as if fully set forth herein, the architectural characteristics of the George N. Hicks Residence #1 are hereby deemed significant and worthy of preservation.

Section 3. That the George N. Hicks Residence #1 is hereby designated pursuant to Section 24-61 of the Omaha Municipal Code, and hereby subject to all of the provisions of Landmark Heritage Preservation, Ch. 24, Art. II. of the City of Omaha.

Section 4. That this Ordinance shall be in full force and take effect fifteen (15) days from and after the date of its passage.

INTRODUCED BY COUNCILMEMBER

APPROVED:

PASSED APR 21 1991 6-0

ATTEST:

APPROVED AS TO FORM:

K/S:6b