



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

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February 18, 2015

Sarah Beimers  
Manager of Government Programs and Compliance  
Minnesota State Heritage Preservation Office  
345 Kellogg Blvd West  
St. Paul, Minnesota 55102

Dear Ms. Beimers

The Federal Transit Administration (FTA) initiated consultation with the Minnesota State Historic Preservation Office (MnSHPO) on January 22, 2014, regarding the A Line project. The Metro Transit division of Metropolitan Council is proposing to develop the A Line project, an enhanced bus project that will use existing travel lanes on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, St. Paul, and Minneapolis. In correspondence dated November 24, 2014, FTA submitted for review and comment a map delineating the area of potential effects (APE) for the A Line project. The APE is noncontiguous, and includes the properties adjacent to and visible from each of the 38 proposed station platform locations. The MnSHPO concurred in a letter dated December 22, 2014.

On January 9, 2015, FTA invited consultation with potential consulting parties, including the St. Paul and Minneapolis historic preservation commissions and potentially interested tribal organizations. The St. Paul Heritage Preservation Commission (St. Paul HPC) expressed interest in being a consulting party and Metro Transit and its consultant, Summit Envirosolutions, Inc. (Summit) met with St. Paul HPC staff on January 28, 2015 to informally review the project, the APE, the draft Phase I and II studies, and the finding of effects. St. Paul HPC staff understood and agreed with the noncontiguous delineation of the APE given the nature of the project. The St. Paul HPC formally requested to be included as a consulting party on the project in a letter to FTA on February 12, 2015. FTA concurred with this request in a letter to the St. Paul HPC on February 17, 2015.

In order to identify historic resources that may be affected by the A Line project, Metro Transit contracted with Summit to complete Phases I and II architectural history studies. The Phase I architectural history survey recorded all elements of the built environment older than 45 years within the APE with digital photographs and architectural descriptions. A total of 78 properties were inventoried. Of those Phase I properties, six properties had potential to be eligible for listing in the National Register of Historic Places (NRHP) and were further evaluated. The results of the Phases I and II studies are presented in the attached report. Based on Summit's recommendations, FTA makes the following findings regarding historic properties.

- Farmers' Union Grain Terminal Association Headquarters (TIES): this building was previously determined to be eligible for listing in the NRHP in 1995. The historic integrity of the property was re-assessed, and FTA finds that the property remains **eligible** under Criterion C.
- Hubert H. Humphrey Jobs Corps Center (Bethel Academy and Theological Seminary): this campus was previously evaluated as a potential historic district and found to be **not eligible as a district**. Three buildings within the campus were evaluated for individual eligibility, and FTA finds that the buildings are **not individually eligible** for listing in the NRHP.
- Minnesota State Fairgrounds: because portions of the fairgrounds are within the APE, the property was evaluated as a potential historic district. FTA finds that the Fairgrounds property is **a historic district eligible** for listing in the NRHP.
- Gloria Dei Lutheran Church: this property was evaluated for NRHP eligibility. FTA finds that the property is **not eligible** for listing in the NRHP under Criterion A.
- 1578 Highland Parkway (former Fire Station No. 19): this property was evaluated for NRHP eligibility. FTA finds that the property is **eligible** for listing in the NRHP under Criterion A.
- 2004 Ford Parkway (former Highland Park State Bank): this property was evaluated for NRHP eligibility. FTA finds that the property is **not eligible** for listing in the NRHP.

Based on these findings, FTA analyzed the potential effects to the three historic properties within the A Line project APE.

**Farmers' Union Grain Terminal Association Headquarters.** This property is located at the intersection of Snelling Avenue and Larpenteur Avenue in the southwest quadrant of the intersection. The current setting of the historic property includes late twentieth century commercial strip developments in the northeast and northwest quadrants of the intersection and a recently built four-story mixed-use building in the southeast quadrant. Both Snelling and Larpenteur avenues are four-lane arterial streets with medians. There are existing bus stops with shelters in the southwest quadrant of the intersection on both Snelling and Larpenteur avenues. In addition, there is an existing "gateway" sign and landscaping at the corner in the southwest quadrant.

The A Line project will replace the existing bus stop and shelter on Snelling Avenue south of Larpenteur Avenue with a new southbound station and will add a new northbound station in the northeast quadrant. The southbound station will be located north of the existing stop, closer to the intersection. The stations will include new shelter structures, free-standing vertical signage, and rebuilt curbs. Existing bus stops on Larpenteur will not change. Bus service will continue on Snelling Avenue with slightly more frequent buses – projected to be eight per hour vs. the current six per hour.

No physical changes to the property of the Farmers' Union Grain Terminal Association Headquarters building are proposed, and there are no expected changes in traffic patterns or noise levels. A visual change would result from new stations, primarily the southbound station, which will be immediately east of the historic property. Although the proposed shelters will be slightly larger than the existing shelters on Snelling and Larpenteur avenues adjacent to the historic property and will include new signs, they will be visually comparable. In addition the setting of the historic property was previously altered by redevelopment of the other three quadrants of the intersection. Finally, the design of the shelters – glass walls and curved rooflines – will help to reduce their visibility. The proposed stations will not diminish the physical qualities of the historic property and will not further diminish its setting beyond the existing conditions. **For these reasons, FTA finds that the A Line project would have No Adverse Effect on the Farmers' Union Grain Terminal Association Headquarters building.**

**Minnesota State Fairgrounds.** This 320-acre property is located west of Snelling Avenue between Como Avenue and Hoyt Avenue. The current setting of the historic property includes parking lots north of Hoyt Avenue, residential properties and institutional campuses east of Snelling Avenue, and on the south at Como Avenue, the Snelling overpass and light industrial properties. Snelling Avenue is a four-lane arterial street with a median. There are existing bus stops with shelters on southbound Snelling Avenue north of Hoyt Avenue, on northbound Snelling Avenue south of Midway Parkway, on the south side of Como Avenue at Snelling Avenue, and on the Snelling Avenue on-ramp south of Como Avenue. In addition, there is an existing "gateway" sign on northbound Snelling Avenue north of Hoyt Avenue.

The A Line project will replace the existing bus stop and shelter on Snelling Avenue north of Hoyt Avenue with a new southbound station south of Hoyt and will replace the existing bus stop on the Snelling on-ramp at Como Avenue with a new southbound station in approximately the same location. In addition, the A Line project will add a new northbound station on Snelling Avenue south of Nebraska Avenue. The stations will include new shelter structures, free-standing vertical signage, and rebuilt curbs. The existing bus stop on Como Avenue will not change. Bus service will continue on Snelling Avenue with slightly more frequent buses – projected to be eight per hour vs. the current six per hour.

The proposed stations will not result in physical changes to the property of the proposed Minnesota State Fair Historic District, and there are no expected changes in traffic patterns or noise levels. The portion of the proposed historic district within the APE at Como Avenue (Station 5S) would not contribute to the district, and therefore, visual changes resulting from this station will not affect contributing portions of the proposed district and, therefore, will have No Adverse Effect on the historic property.

Some visual change will result from the stations at Nebraska Avenue (Station 4N) and Hoyt Avenue (Station 4S). Station 4N will introduce a new visual element to the proposed historic district because there is not an existing bus stop at that location. The station, however, will be directly across Snelling Avenue from the water tower, which is a non-contributing element to the proposed historic district. The slight visual change resulting from the proposed station is modest compared to the water tower, which will also block some views of the station. Furthermore, with the trees in the campgrounds and the fence surrounding the fairgrounds, the Station 4N will be barely visible from within the proposed historic district. Finally, the design of the shelter – glass walls and curved rooflines – will help to reduce its visibility. The proposed shelter at Station 4S will be slightly larger than the existing shelter on Snelling and Hoyt avenues adjacent to the proposed historic district, will be closer, and will include new signs. However, the station still will be visually comparable to the existing. In addition, the fence and trees lining the proposed historic district will buffer views toward the station. Finally, the design of the shelter – glass walls and curved rooflines – will help to reduce its visibility. Stations 4N and 4S will not diminish the physical qualities of the proposed historic district, and the slight visual change will not diminish its setting. **For these reasons, FTA finds that the A Line project would have No Adverse Effect on the proposed Minnesota State Fair Historic District.**

**Fire Station No. 19.** This property is located at the intersection of Snelling Avenue and Highland Parkway in the southeast quadrant of the intersection. The current setting of the historic property includes Highland Park, Gloria Dei Lutheran Church north of Highland Parkway, and mid twentieth century late twentieth century apartment and office buildings across Snelling Avenue. Snelling Avenue is a four-lane arterial street with no median. There is an existing bus stop with a shelter in the southeast quadrant of the intersection adjacent to the historic property.

The A Line project will replace the existing bus stop and shelter on Snelling Avenue south of Highland Parkway with a new northbound station and will add a new southbound station in the northwest quadrant. The northbound station will be located north of Highland Parkway, farther away from the historic property. The stations will include new shelter structures, free-standing vertical signage, and rebuilt curbs to accommodate buses as well as raised boarding platforms. Bus service will continue on Snelling Avenue with slightly more frequent buses – projected to be eight per hour vs. the current six per hour.

No physical changes to the property of Fire Station No. 19 are proposed, and there are no expected changes in traffic patterns or noise levels. A visual change would result from new stations. Although the proposed shelters will be slightly larger than the existing shelter on Snelling Avenues adjacent to the historic property and will include new signs, they will be of a similar scale, and they will be farther away, reducing their visibility compared to the existing. In addition, the design of the shelters – glass walls and curved rooflines – will help to reduce their visibility. The proposed stations will not diminish the physical qualities of the historic property, and the slight visual change will not diminish its setting. **For these reasons, FTA finds that the A Line project would have No Adverse Effect on Fire Station No. 19.**

In Summary, FTA finds that there are three historic properties within APE of the A Line project. FTA further finds that the A Line project will have No Adverse Effect on those historic properties. FTA requests concurrence from your office in these findings.

For this project, the Federal Transit Administration (FTA) and the MnSHPO have agreed that that FTA will make its eligibility and effects determination on properties eligible for listing on the National Register of Historic Places concurrently. In addition, the project sponsor, the Metropolitan Council/Metro Transit, will share copies of all Section 106 documents related to this project with the St. Paul HPC and will coordinate with you to schedule a consultation meeting between FTA, MnSHPO and the St. Paul HPC in mid- March 2015. FTA looks forward to continued consultation with your agency. If you have any questions, please contact Bill Wheeler of my staff at (312) 353-2639 or [William.Wheeler@dot.gov](mailto:William.Wheeler@dot.gov), or Katie Roth with Metro Transit at (612) 349-7772 or [Katie.Roth@metrotransit.org](mailto:Katie.Roth@metrotransit.org).

Sincerely,



Marisol R. Simon  
Regional Administrator

cc: William Wheeler, FTA  
Amy Zaref, FTA  
Katie Roth, Metro Transit  
Kay Hong, Metro Transit  
Amy Spong, St. Paul Heritage Preservation Commission

**PHASES I AND II ARCHITECTURAL HISTORY SURVEY FOR THE  
A LINE BUS RAPID TRANSIT PROJECT,  
ROSEVILLE, FALCON HEIGHTS, SAINT PAUL AND  
MINNEAPOLIS, MINNESOTA**

**FINAL REPORT**

**Summit Project No. 2200-0002**

Authorized and Sponsored by:  
Metro Transit Division of the Metropolitan Council  
and the Federal Transit Administration

Submitted by:  
Summit Enviroolutions, Inc.  
1217 Bandana Boulevard North  
St. Paul, Minnesota 55108

Principal Investigator: Andrew J. Schmidt

Report Authors: Sara Nelson, Marjorie Pearson, and Andrew J. Schmidt

**February 2015**  
**Updated March 2015**

## **LIST OF CLARIFICATIONS**

### **MARCH 2015**

Following the March 16, 2015 consultation meeting between FTA, Metro Transit, SHPO and St. Paul HPC staff, the following updates and clarifications were made to the Phase I & II Report dated February 2015:

- p.7 Added text on St. Paul context studies
- p.8 Added summary of previously inventoried properties at stations 10 (Grand) and 11 (St. Clair)
- p.28 Added reference to local context study, local designation potential
- p.39 Added reference to local context study, local designation potential
- p.41 Added owner/builder information not previously available
- p.45 Added owner/builder information not previously available
- p.46 Added reference to local context study, local designation potential
- p.48 Added owner/builder information not previously available
- p.49 Added owner/builder information not previously available
- p.50 Corrected note – properties previously inventoried
- p.54 Added reference to local context study, local designation potential
- p.56 Added owner/builder information not previously available
- p.58 Added owner/builder information not previously available
- p.63 Added owner/builder information not previously available
- p.64 Added owner/builder information not previously available
- p.65 Documented additional research to confirm information is not available;  
Added owner/builder information not previously available
- p.66 Added owner/builder information not previously available
- p.68 Added owner/builder information not previously available
- p.120 Updated reference list with added St. Paul context studies

## MANAGEMENT SUMMARY

The Metro Transit division of Metropolitan Council is proposing to develop the A Line Bus Rapid Transit (BRT) project. The A Line is an enhanced bus project that begins in at Rosedale in Roseville and runs south along Snelling Avenue through Falcon Heights and Saint Paul for 6.7 miles. The route then continues west from Snelling Avenue for 2.6 miles along Ford Parkway, across the Mississippi River on the Ford Parkway Bridge, and along 46<sup>th</sup> Street in Minneapolis to the light rail station at Hiawatha Avenue. Buses will travel using existing travel lanes in a mixed traffic operation, making limited stops at improved stations roughly every ½ mile. The project will not construct any dedicated busways.

Because the A Line project, will receive funding from the Federal Transit Administration (FTA), it must comply with Section 106 of the National Historic Preservation Act of 1966, as amended (Section 106). Metro Transit contracted with Summit EnviroSolutions, Inc. (Summit) to complete Phases I and II architectural history studies. The purpose of the Phase I survey was to identify any architectural history properties within the A Line project area of potential effect (APE) that are potentially eligible for inclusion in the National Register of Historic Places (NRHP). Phase II evaluations were completed for potentially eligible properties in order to reach agreement regarding their NRHP eligibility. The cultural resources study was conducted in accordance with the Minnesota Historic Sites Act.

The A Line project is located in Roseville, Falcon Heights, and Saint Paul, Ramsey County, and in Minneapolis, Hennepin County. The following table lists the Townships, Ranges, and Sections.

City	Township	Range	Section	Quarter
Roseville	29N	23W	9	NE-SE; SE-NE; SE-SE
Roseville	29N	23W	10	NW-SW; SW-NW; SW-SW
Roseville	29N	23W	15	NW-NW; SW-NW
Falcon Heights	29N	23W	15	SW-SW
Roseville	29N	23W	16	NE-NE; SE-NE
Falcon Heights	29N	23W	16	NE-SE; SE-SE
Falcon Heights	29N	23W	21	NE-NE; NE-SE; SE-NE; SE-SE
St. Paul	28N	23W	3	NW-NW; NW-SW; SW-NW; SW-SW
St. Paul	28N	23W	4	NE-NE; NE-SE; SE-NE; SE-SE
St. Paul	28N	23W	9	NE-NE; NE-SE; SE-NE; SE-SE
St. Paul	28N	23W	10	NW-NW; NW-SW; SW-NW; SW-SW
St. Paul	28N	23W	15	NW-NW
St. Paul	28N	23W	16	NE-NE; NE-NW; NW-NE; NW-NW
St. Paul	28N	23W	17	NE-NE; NE-NW; NW-NE
St. Paul	29N	23W	22	NW-SW; SW-NW; SW-SW
St. Paul	29N	23W	27	NW-NW; NW-SW; SW-NW; SW-SW
St. Paul	29N	23W	28	NE-NE; NE-SE; SE-NE; SE-SE
St. Paul	29N	23W	33	NE-NE; NE-SE; SE-NE; SE-SE
St. Paul	29N	23W	34	NW-NW; NW-SW; SW-NW; SW-SW
Minneapolis	28N	23W	7	SE-SE; SE-SW; SW-SE

Minneapolis	28N	23W	8	SW-SW
Minneapolis	28N	23W	17	NE-NW; NW-NW
Minneapolis	28N	23W	18	NE-NE; NE-NW; NW-NE

The APE for architectural history accounts for possible changes in to surrounding properties resulting from the project. The APE comprises 146.5 acres (59 hectares).

Andrew Schmidt served as Principal Investigator, and two additional architectural historians contributed to the study (Appendix A). The Phase I investigation included both a literature search and field survey component. The architectural history field survey consisted of a pedestrian survey of all buildings and structures within the architectural history APE to identify and record buildings and structures 45 years in age or older. A total of 78 properties 45 years in age or older were inventoried during the Phase I architectural history survey. These properties include: 43 commercial (banks, offices, retail, filling stations, shopping centers, and store and flats); 24 residences (single family, duplexes, apartments); two government buildings (fire station and post office); the state fairgrounds; one church; and seven residential, educational, and athletics facilities between the campuses of Hamline University and Bethel Academy & Theological Seminary. Six of these properties were recommended as potentially eligible for listing in the NRHP, and Phase II evaluations were completed for them (see Table 1, pages 14-18). Appendix B depicts the APE areas, as well as the locations of properties surveyed during the Phase I, properties not surveyed because they were less than 45 years old, and Phase II properties.

Based on the Phase II evaluations, three properties within the APE are recommended as eligible for listing in the NRHP: the Farmers Union Grain Terminal Association Headquarters (currently TIES), the Minnesota State Fairgrounds (historic district), and the former Fire Station #19 (1578 Highland Parkway).

# TABLE OF CONTENTS

<b>MANAGEMENT SUMMARY .....</b>	<b>i</b>
<b>LIST OF TABLES.....</b>	<b>v</b>
<b>LIST OF FIGURES .....</b>	<b>vi</b>
<b>1.0 INTRODUCTION .....</b>	<b>1</b>
<b>2.0 METHODS.....</b>	<b>5</b>
<b>2.1 OBJECTIVES.....</b>	<b>5</b>
<b>2.2 AREA OF POTENTIAL EFFECTS.....</b>	<b>5</b>
<b>2.3 LITERATURE SEARCH .....</b>	<b>5</b>
<b>2.4 PHASE I SURVEY .....</b>	<b>6</b>
<b>2.5 PHASE II EVALUATIONS .....</b>	<b>6</b>
<b>3.0 LITERATURE SEARCH RESULTS.....</b>	<b>7</b>
<b>3.1 PREVIOUS INVESTIGATIONS.....</b>	<b>7</b>
<b>3.2 HISTORIC CONTEXTS .....</b>	<b>8</b>
3.2.1 Early Settlement.....	8
3.2.2 Roseville and Falcon Heights.....	9
3.2.3 St. Paul: Como, Hamline-Midway, Merriam Park-Lexington-Hamline, Macalester-Groveland, and Highland Park.....	10
3.2.4 Minneapolis: Hiawatha.....	13
<b>4.0 FIELDWORK RESULTS .....</b>	<b>15</b>
<b>4.1 SUMMARY .....</b>	<b>15</b>
<b>4.2 INVENTORIED PROPERTIES.....</b>	<b>19</b>
4.2.1 Station #1 – Rosedale.....	19
4.2.2 Station #2 – Snelling & County Road B .....	20
4.2.3 Station #3 – Snelling & Larpenteur .....	21
4.2.4 Station #4 – Snelling & Hoyt-Nebraska .....	22
4.2.5 Station #5 – Snelling & Como .....	26
4.2.6 Station #6 – Snelling & Hewitt.....	30
4.2.7 Station #7 – Snelling & Minnehaha .....	35
4.2.8 Station #8 – Snelling & University .....	43
4.2.9 Station #9 – Snelling & Dayton .....	46
4.2.10 Station #10 – Snelling & Grand .....	50
4.2.11 Station #11 – Snelling & St. Clair .....	50
4.2.12 Station #12 – Snelling & Randolph .....	50
4.2.13 Station #13 – Snelling & Highland.....	56
4.2.14 Station #14 – Ford & Fairview.....	59
4.2.15 Station #15 – Ford & Kenneth.....	68
4.2.16 Station #16 – Ford & Finn .....	71
4.2.17 Station #17 – Ford & Woodlawn .....	71
4.2.18 Station #18 – 46 <sup>th</sup> Street & 46 <sup>th</sup> Avenue.....	72
4.2.19 Station #19 – 46 <sup>th</sup> Street & Minnehaha .....	75
4.2.20 Station #20 – 46 <sup>th</sup> Street Station .....	78
<b>5.0 PHASE II EVALUATIONS .....</b>	<b>79</b>
<b>5.1 1667 SNELLING AVENUE &amp; 1664 LARPENTEUR AVENUE, FARMERS UNION GRAIN TERMINAL ASSOCIATION BUILDING (TIES SCHOOL).....</b>	<b>79</b>
<b>5.2 HUBERT H. HUMPHREY JOB CORPS CENTER (BETHEL ACADEMY AND THEOLOGICAL SEMINARY) .....</b>	<b>82</b>
<b>5.3 MINNESOTA STATE FAIR HISTORIC DISTRICT .....</b>	<b>85</b>
5.3.1 Description .....	85
5.3.2 Historical Background .....	94

5.3.3	Evaluation .....	97
<b>5.4</b>	<b>GLORIA DEI LUTHERAN CHURCH .....</b>	<b>100</b>
5.4.1	Description .....	100
5.4.2	Historical Background .....	101
5.4.3	Evaluation .....	105
<b>5.5</b>	<b>ST. PAUL FIRE STATION NO. 19 .....</b>	<b>107</b>
5.5.1	Description .....	107
5.5.2	Historical Background .....	108
5.5.3	Evaluation .....	111
<b>5.6</b>	<b>HIGHLAND PARK STATE BANK, 2004 FORD PARKWAY .....</b>	<b>112</b>
5.6.1	Description .....	112
5.6.2	Historical Background .....	113
5.6.3	Evaluation .....	114
<b>6.0</b>	<b>SUMMARY OF RECOMMENDATIONS .....</b>	<b>116</b>
	<b>REFERENCES CITED .....</b>	<b>117</b>
	<b>APPENDIX A: LIST OF PROJECT PERSONNEL</b>	
	<b>APPENDIX B: AREA OF POTENTIAL EFFECTS AND SURVEY RESULTS</b>	

**LIST OF TABLES**

Table 1. Phase I and II Survey Results..... 15

Table 2. State Fair Buildings Built Prior to 1965 .....85

LIST OF FIGURES

Figure 1. Project Location.....3

Figure 2. Station Locations and Area of Potential Effects .....4

Figure 3. Minnesota State Fair Proposed Historic District Boundaries .....99

## 1.0 INTRODUCTION

The Metro Transit division of Metropolitan Council is proposing to develop the A Line Bus Rapid Transit (BRT) project (Figure 1). The A Line is an enhanced bus project that begins at Rosedale in Roseville and runs south along Snelling Avenue through Falcon Heights and Saint Paul for 6.7 miles. The route then continues west from Snelling Avenue for 2.6 miles along Ford Parkway, across the Mississippi River on the Ford Parkway Bridge, and along 46<sup>th</sup> Street in Minneapolis to the light rail station at Hiawatha Avenue. Buses will travel using existing travel lanes in a mixed traffic operation, making limited stops at improved stations roughly every ½ mile (Figure 2). The project will not construct any dedicated busways.

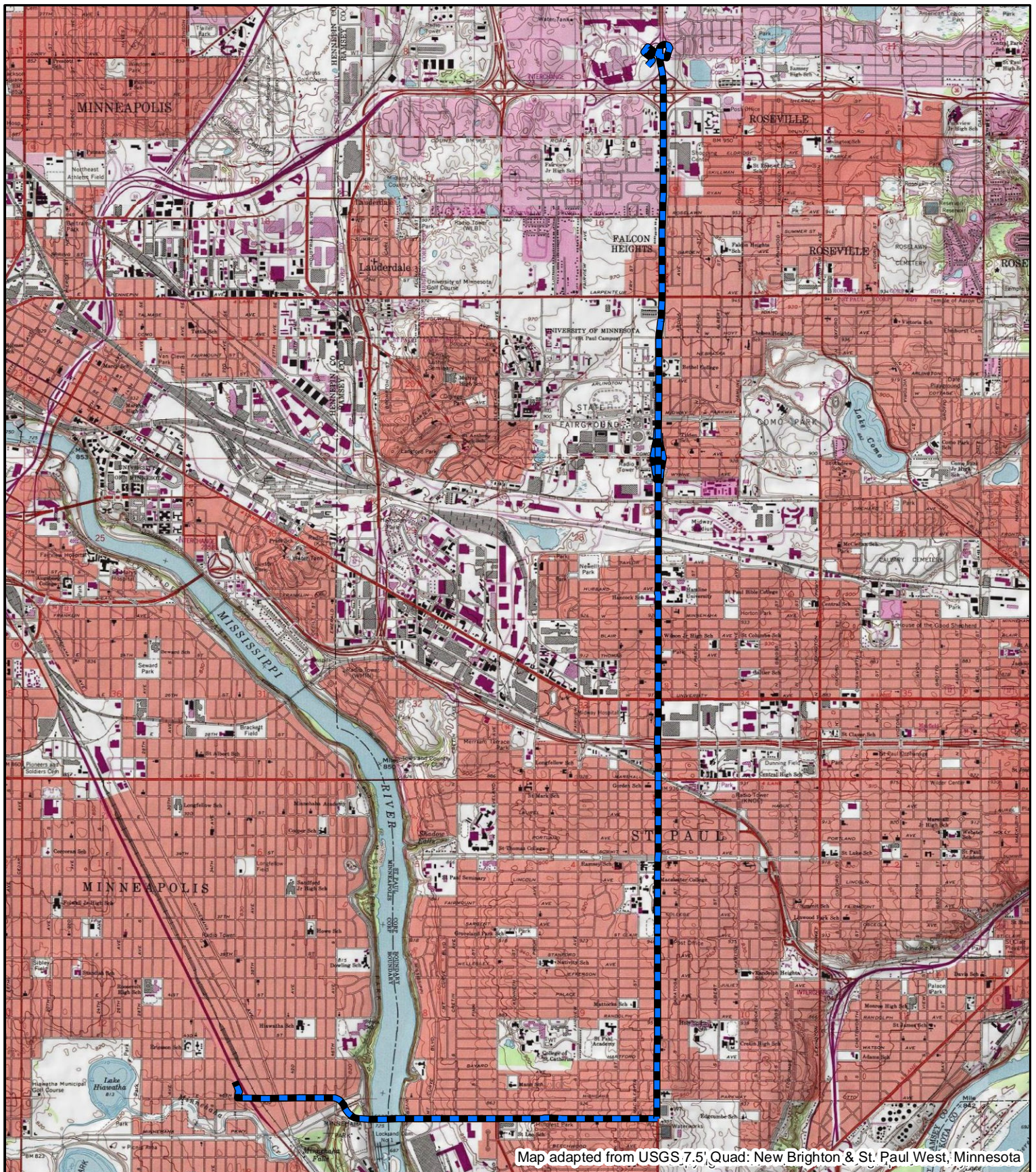
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Minneapolis	28N	23W	17	NE-NW; NW-NW
Minneapolis	28N	23W	18	NE-NE; NE-NW; NW-NE

The APE for architectural history accounts for possible changes in visual qualities, noise levels, and traffic patterns on surrounding properties resulting from the project. The APE comprises 146.5 acres (59 hectares). The UTM coordinates (NAD 83) for the APE are Zone 15, northwest corner: 486462E 4984520N; northeast corner: 487081E 4984533N; southwest corner: 482561E 4973678N; and southeast corner: 487129E 4973690N.



## Legend

 A Line Route

0 0.5 1 2 Miles

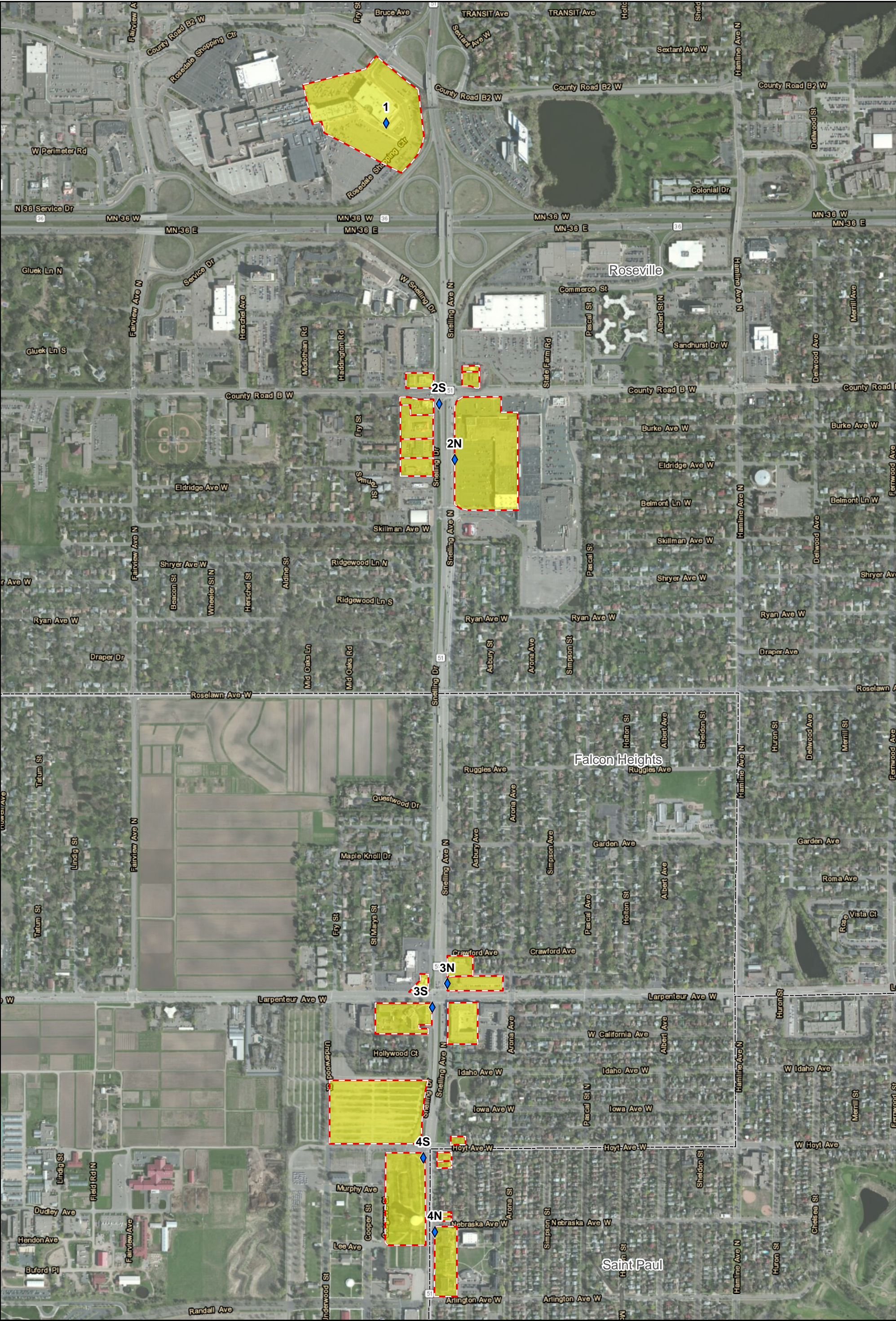
1 inch = 0.8 miles



## Metro Transit A Line Project Location



File: ALine.mxd  
Summit #: 2200-0002  
Plot Date: 12-22-2014  
Arc Operator: SJN  
Reviewed by: AJS



**Legend**

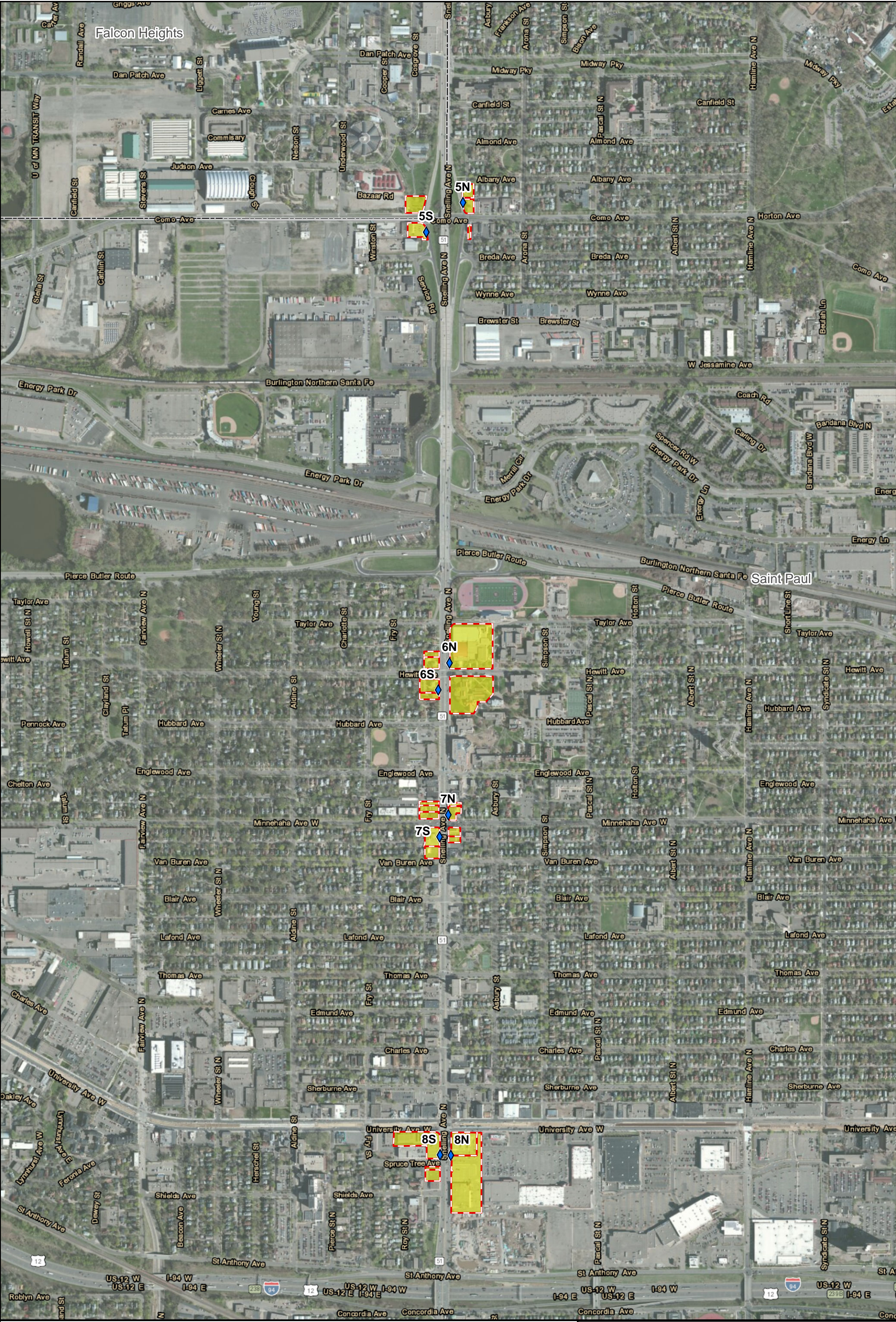
- Property Parcels in Area of Potential Effects (APE)
- A Line Stations



**Metro Transit A Line**  
Station Locations & Area of Potential Effects - A



File: ALine.mxd  
Summit #: 2200-0002  
Plot Date: 12-22-2014  
Arc Operator: SJN  
Reviewed by: AJS



**Legend**

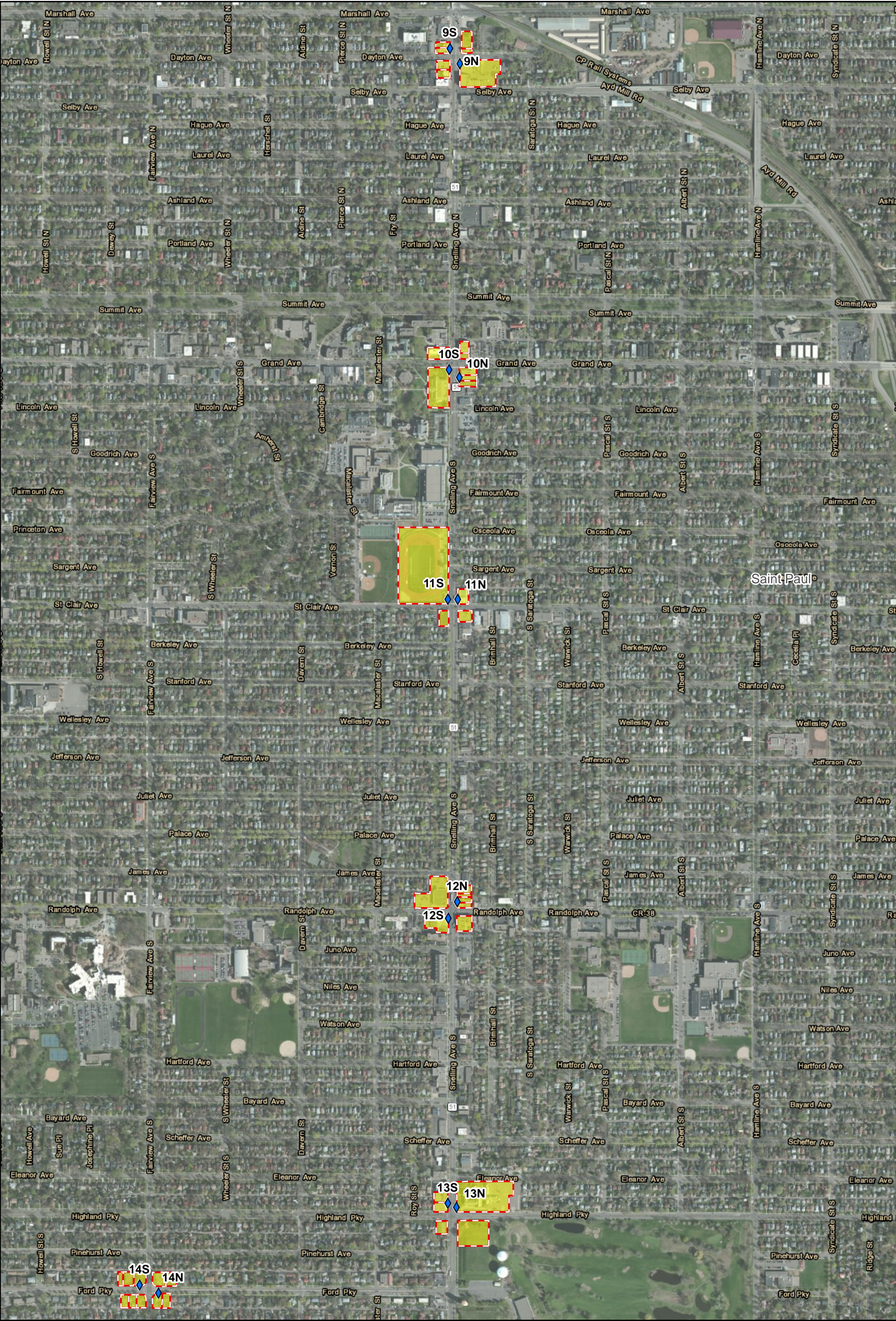
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**Metro Transit A Line**  
Station Locations & Area of Potential Effects - B



File: ALine.mxd  
Summit #: 2200-0002  
Plot Date: 12-22-2014  
Arc Operator: SJN  
Reviewed by: AJS



**Legend**

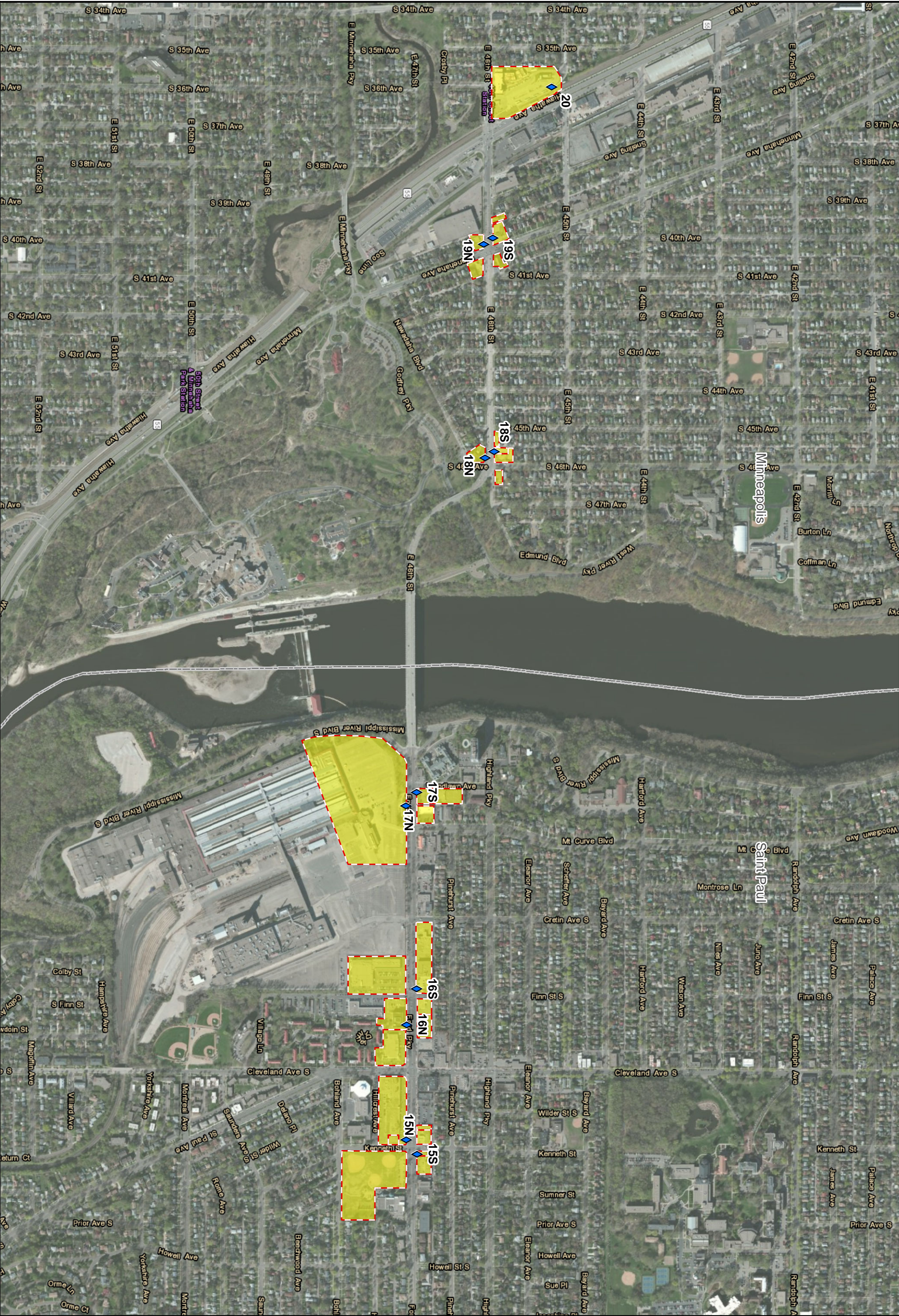
- Property Parcels in Area of Potential Effects (APE)
- A Line Stations



**Metro Transit A Line**  
Station Locations & Area of Potential Effects - C



File: ALine.mxd  
Summit #: 2200-0002  
Plot Date: 12-22-2014  
Arc Operator: SJN  
Reviewed by: AJS



**Legend**

- Property Parcels in Area of Potential Effects (APE)
- A Line Stations



**Metro Transit A Line**  
Station Locations & Area of Potential Effects - D



File: ALine.mxd  
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## **2.0 METHODS**

### **2.1 OBJECTIVES**

The principal objectives of the Phase I and II architecture-history survey were to identify all previously recorded historic properties within the APE that are listed in or are eligible for listing in the NRHP, and to identify other NRHP-eligible resources within the APE.

Summit's investigation was guided by the Secretary of the Interior's Standards and Guidelines for Historic Preservation (48 FR 44716). Fieldwork and preparation of the final report with recommendations were completed or directly supervised by an architectural historian meeting the standards set forth in 36 CFR 61. See Appendix A for a list of personnel.

### **2.2 AREA OF POTENTIAL EFFECTS**

The FTA initiated Section 106 consultation with the Minnesota State Historic Preservation Office (SHPO) on January 22, 2014, and submitted an APE delineation map to SHPO for comment on November 24, 2014 (see Figure 2 and Appendix B). The APE was delineated to assess direct and indirect effects to historic properties within the project area. The APE encompasses the area within the project construction limits, as well as the area around the construction limits to account for indirect effects. The APE consists of the proposed project construction limits, as well as a buffer around the construction limits to account for visual effects on nearby properties. Changes in noise levels, traffic patterns, and vibration would not be noticeable and, therefore, would not affect surrounding properties.

The currently proposed APE addresses potential visual effects by including properties that have direct views of the proposed stations, which include shelters, free-standing signs, and curb bump outs/boarding platforms. Because the northbound and southbound stations are generally grouped at single intersections, the APE includes properties in the four quadrants of intersections where stations are proposed or the equivalent where stations are not at intersections. The APE includes properties that would have direct views of the proposed stations, but it does not include properties that would have obscured views of the proposed stations because, in those cases, visual changes would be unnoticeable to most viewers.

### **2.3 LITERATURE SEARCH**

Summit staff completed background research at the SHPO, the Minnesota Historical Society (MHS) library, and the University of Minnesota. The purpose of research was to obtain historical information about the APE and to develop historic contexts for the project area. Research was completed at the SHPO in November 2014 to identify known historic resources and historic resource surveys in the vicinity of the project area. In addition, topographic maps, aerial photographs, and historical maps were consulted.

## 2.4 PHASE I SURVEY

The Phase I architectural history field investigation consisted of a survey of all buildings and structures within the APE. Buildings and structures 45 years in age or older were identified based on background research and professional judgment and were inventoried with field notes, digital photographs, and a GIS-mapped location. Buildings and structures less than 45 years old were not recorded. Upon completing the field survey, a Minnesota Architecture-History Form was prepared for each property within the APE that contained buildings or structures 45 years in age or older. Properties that had been inventoried previously were not recorded if the previous survey was completed within the past five years for the purposes of Section 106. If properties were inventoried more than five years ago or not for Section 106 compliance, they were reassessed and were recorded on updated inventory forms.

## 2.5 PHASE II EVALUATIONS

Summit identified six properties for Phase II architecture-history evaluation based on their potential to meet one or more criteria for listing in the NRHP.

- Farmers' Union Grain Terminal Association Headquarters is considered by SHPO to be eligible for its high quality architecture and its association with the grain cooperative; the current study assessed its current condition and historic integrity.
- The Hubert H. Humphrey Job Corps Center was previously recommended not eligible as a historic district; the current study evaluated three campus buildings within the APE for individual eligibility.
- Minnesota State Fairgrounds was evaluated as a potential historic district, and specific buildings within the APE were evaluated for individual eligibility.
- Gloria Dei Lutheran Church was evaluated for its high quality architecture.
- Fire Station located at 1578 Highland Parkway
- 2004 Ford Parkway was evaluated as an example of Modernist architecture.

Summit conducted additional field documentation of these properties as well as additional historical research at the Minnesota Historical Society Library, Ramsey County Historical Society, and the University of Minnesota Libraries. Summit then applied the NRHP criteria of significance to evaluate whether the properties are eligible for listing.

## 3.0 LITERATURE SEARCH RESULTS

### 3.1 PREVIOUS INVESTIGATIONS

Background research indicated that several architectural history surveys previously had been completed within the project area, and although numerous properties in the vicinity of the project were previously listed in or eligible for listing in the NRHP, only one previously eligible property is within the APE, the former Farmers Union Grain Terminal Association building.

Between 1981 and 1983, the Ramsey County Historical Society and the St. Paul Heritage Preservation Commission sponsored a historic sites survey of St. Paul and Ramsey County that included portions of the APE in Roseville, Falcon Heights, and St. Paul (Stations 1-17). The survey inventoried properties within each neighborhood of St. Paul and developed brief neighborhood histories (Murphy and Granger 1983). Because this survey was limited to reconnaissance level and was completed over 30 years ago, properties within the APE that were inventoried as part of this survey were re-evaluated.

Several local historic context studies sponsored by the City of St. Paul were relevant to the property types within the APE. Summit consulted “Neighborhood Commercial Centers, 1874-1960” (Zellie and Peterson 2001); “Residential Real Estate Development, 1880-1950” (Zellie and Peterson 2001); “Churches, Synagogues, and Religious Buildings, 1849-1950” (Zellie and Peterson 2001); and “Transportation Corridors, 1857-1950” (Zellie and Peterson 2001). Although these studies did not evaluate properties for NRHP eligibility, they identified several properties that may have local significance and may be eligible for local designation by the City of St. Paul.

Other historic resources surveys that encompassed portions of the APE include the following.

“Larpenteur Avenue Improvements Phase I” (Teigrob 1995). This architectural history study was completed along Larpenteur Avenue and included the intersection of Larpenteur and Snelling avenues. This study evaluated the Farmers’ Union Grain Terminal Association building (RA-FHC-085) and recommended the property as eligible for listing in the NRHP.

“Phases I and II Architectural History Survey of the Bethel Academy & Theological Seminary for the Hubert H. Humphrey Jobs Corps Center Project, St. Paul” (Van Erem and Kellerhals 2012). This study evaluated the former Bethel Academy & Theological Seminary campus (RA-SPC-8112) for NRHP eligibility and recommended that the campus was not eligible as a historic district due to loss of historic integrity. This study only evaluated the campus as a potential historic district but did not evaluate buildings for individual eligibility.

“Phase I Architectural History Survey for the Trunk Highway 51 (Snelling Avenue) Median Project” (Schmidt and Hutter 2010). This was a Phase I survey of properties adjacent to Snelling Avenue between Summit Avenue and St. Clair Avenue. It was

recommended that none of the properties within the survey area were individually eligible for the NRHP. In addition, the study evaluated the Macalester College campus and recommended that the campus is not eligible as a historic district. Although a number of buildings on campus are listed in the NRHP either individually or as part of the West Summit Avenue Historic District, none of the listed buildings is within the APE. The following properties within the A Line APE were inventoried and recommended not eligible:

- Commercial building (St. Clair Broiler) at 241-251 S. Snelling Avenue (RA-SPC-6508)
- Commercial building at 232-240 S. Snelling Avenue (RA-SPC-6509)
- Macalester College, including the Stadium at 221 S. Snelling Avenue (RA-SPC-1369 and 5578-5587)
- Commercial building at 1580 Grand Avenue (RA-SPC-6519)
- Commercial building at 1579 Grand Avenue (RA-SPC-6520)

“Historic Context Development and Cultural Resources Evaluation for the Minnehaha-Hiawatha Community Works Strategic Development Framework” (Zellie and Lucas 2009). This study developed historic contexts and evaluated potential historic properties within a linear area roughly bounded by Minnehaha and Hiawatha avenues, Lake Street, and 46th Street. No properties within the A Line APE were inventoried, and none was recommended eligible for the NRHP.

“Historic Resources Inventory: Seward, Longfellow, Cooper, Howe, and Hiawatha Neighborhoods” (Stark and Lauber 2009). This study developed historic contexts and identified NRHP eligible and potentially eligible properties in Minneapolis between Hiawatha Avenue and the Mississippi River from I-94 south to Minnehaha Park. No properties within the A Line APE were inventoried, and none was recommended eligible for the NRHP.

## **3.2 HISTORIC CONTEXTS**

### **3.2.1 Early Settlement**

Despite the establishment of Fort Snelling in the 1820s, settlement in the area around present-day St. Paul was not permitted by the U.S. Government until the Treaty of 1837, by which the United States acquired the land that includes Ramsey County. Land in the county was surveyed by the federal government in 1850, including Rose Township, which encompassed areas that are now Roseville, Falcon Heights, and St. Paul. Rose Township was primarily agrarian through the nineteenth century, with early settlers focusing on wheat production, later diversifying their crops and livestock, and by the turn of the twentieth century, turning to market gardening.

Taking advantage of the transportation afforded by the Mississippi River, St. Paul’s earliest settlers took up claims along the waterway. By the 1840s, settlement was concentrated in the area that would become downtown St. Paul, due to the level terraces which were excellent sites for steamboat landings. During the 1850s and 1860s, the

population of St. Paul grew quickly. The city's position at the head of the Mississippi River's navigable waters gave St. Paul an advantage in commerce. With the coming of the railroads, St. Paul's position as a commercial center was enhanced, and the city became a regional transportation hub (Dolence et al.1996:14-15).

Present-day Minneapolis, on the west side of the Mississippi River, was not subject to the Treaty of 1837 and was not open to settlement until 1850. Hennepin County formed in 1852, and Minneapolis was named the county seat. Early urban development focused on the St. Anthony Falls, which provided water power first for sawmilling, and then for flour milling. With railroad connections beginning in the 1860s, Minneapolis also developed as a major commercial and industrial center. Because the area that became the Hiawatha neighborhood was located about five miles from the falls, it remained rural until the late nineteenth century. An early railroad line that would become the Chicago, Milwaukee and St. Paul (CM&StP) was built through present-day south Minneapolis in 1865 and foreshadowed the industrial development to come. The area between E. 38th Street and E. 54th Street was annexed by the City of Minneapolis in 1887 (Zellie and Lucas 2009:7-8).

### **3.2.2 Roseville and Falcon Heights**

The southern portions of Rose Township were annexed by the City of St. Paul in the 1880s, but the northern portions (future Roseville) remained an agricultural area well into the twentieth century. Although optimistic speculators subdivided lands during the nineteenth century suburban development generally remained south of Larpenteur Avenue until after World War II. By the early twentieth century, farmers in the northern portion of Rose Township had generally divided their lands into smaller holdings for market gardening and nurseries. Although still largely rural, the population in unincorporated Rose Township grew steadily during the early twentieth century, from 1,076 in 1900 to 1,562 in 1920 and then to 4,777 in 1940 (Teigrob 1995:20).

The unincorporated Rose Township remained largely rural during the first half of the twentieth century, but the urban development also expanded beyond St. Paul during this time. Well-travelled roads, including Snelling Avenue and Larpenteur Avenue were paved during the early 1920s to accommodate the growing number of automobiles. In addition, the Curtis Airfield was constructed at the southeast corner of Snelling and Larpenteur avenues. Industrial operations, as well as retail shops also began appearing along Snelling Avenue (Teigrob 1995:18-19).

While population had grown steadily in Rose Township prior to 1945, in the decades following World War II, population in the area would grow rapidly. For example, the population of Roseville grew from about 6,400 in 1950 to nearly 24,000 in 1960 (Teigrob 1995:20). Minnesota shared in the national economic recovery spurred by massive government spending during World War II. The sustained economic growth that followed the war brought unprecedented prosperity to many Minnesotans, which when coupled with the postwar baby boom, led to a demand for new housing. Suburban tract houses supplied that demand. As the remaining open land in Minneapolis and St. Paul

was built on, housing developers turned to surrounding rural communities for land. Rose Township was a prime location for suburban expansion, due to its flat, open farmland and its proximity to both St. Paul and Minneapolis. Houses in the general study area include pre-World War II styles, such as Colonial Revival, Tudor, Prairie, and Craftsman, as well as postwar styles, such as Minimal Traditional and Ranch-inspired ramblers.

With populations growing, residents realized the township system would not provide adequate services. In 1948 and 1949, three areas from Rose Township incorporated as villages: Falcon Heights and Lauderdale, which had been platted as subdivisions in the 1930s, and Roseville, which encompassed the rest of the old township. All three villages grew primarily as residential communities with commercial centers and industry focused on the major thoroughfares. The first large retail center was built at the corner of Snelling and Larpenteur avenues in 1950, followed by HarMar Mall in 1961, and Rosedale Mall in 1969. Corporations also established operations in the area during the postwar era, including Farmers Union Grain Terminal Association, Control Data Corporation, Honeywell, Univac, 3M, and Conwed Corporation. During the 1950s and 1960s, Snelling Avenue emerged as the main commercial thoroughfare in Falcon Heights and Roseville. Although portions of Snelling remained residential, much of the adjacent land is developed for automobile-oriented retail commercial, including strip malls, stand alone “big box” stores, and the Rosedale regional mall.

### **3.2.3 St. Paul: Como, Hamline-Midway, Merriam Park-Lexington-Hamline, Macalester-Groveland, and Highland Park**

These St. Paul neighborhoods are located in the western portion of St. Paul and encompass Snelling Avenue. These neighborhoods generally developed later than neighborhoods closer to downtown. Urban development was scattered during the 1880s, and the neighborhoods generally filled in during the early twentieth century. Highland Park, however, was not completely built out until mid century. The neighborhoods developed primarily as residential with commercial nodes along former streetcar lines and industrial plants and warehouses along railroad corridors (see generally Murphy and Granger 1983).

By the 1880s, several events shaped development of the western St. Paul neighborhoods. Formation of the Minnesota Transfer railroad in 1883 created an industrial corridor that would eventually extend along University Avenue from Cleveland Avenue to Hamline Avenue. In addition to the industrial and warehouse buildings, this industrial corridor created thousands of jobs, which spurred residential development. The Short Line Railroad was laid through some of the neighborhoods in 1880 and served commuters to Saint Paul and Minneapolis until the streetcar system was established. The neighborhoods also were influenced by establishment of five post-secondary schools within an approximately one-mile radius: Hamline University (1880 in its current location), Macalester College (1885 in its current location), University of St. Thomas (1885), Concordia University (1893) and the University of St. Catherine (1905). In addition, the State Fairgrounds and the University of Minnesota St. Paul campus were established during the 1880s.

Streetcar lines were laid in the neighborhoods beginning with University Avenue in the 1890s and eventually encompassing a network that included Snelling, Minnehaha, Selby, Grand, St. Clair and Randolph avenues. At points along the streetcar lines, particularly where the east-west lines intersected with Snelling Avenue, commercial nodes were developed to provide retail services to commuters. On many of these corners mortgage and real estate companies built multi-block, mixed-use developments; this includes the popular first-floor commercial, upper-floor apartment buildings (Zellie and Peterson, 2001:11). Architecturally the commercial buildings of the early twentieth century had a functional exterior rather than period revival or artistic façades seen in previous decades. Following residential trends, plan books for commercial buildings were often used to illustrate designs to Saint Paul builders. The “Brick Front Store” commercial type was popular during this period. This type was a one-or two-story building defined by its rectangular lot, built as a single unit or a block-long row (Zellie and Peterson, 2001:12-13). Another commercial building type developing in the late 1910s and 1920s were gasoline service stations at busy street corners (Zellie and Peterson, 2001: 11). These types of commercial buildings can be seen throughout the Snelling Avenue corridor. Farther south on Snelling Avenue and along Ford Parkway, the neighborhoods developed later and were automobile oriented. Single-story commercial buildings and stand-alone apartment buildings replaced the mixed commercial-residential buildings.

Residential development within the neighborhoods in the vicinity of Snelling Avenue varied according to the distance from University Avenue – the farther north and south, the later the development.

**Hamline-Midway and Como.** These neighborhoods are located north of University Avenue. The area of the neighborhoods was prairie land used for farming into the late nineteenth century. Lake Como was the site of several hotels during the 1860s, and development of Como Park spurred residential subdivisions near the lake beginning in the 1870s. Urban development, however, did not reach the area along Snelling Avenue until the Minnesota Transfer Railway began to spur industrial development after 1883, and streetcar lines spurred residential and retail commercial development beginning in the 1890s (Murphy and Granger 1983:100-104 and 108-112).

In the area between University Avenue and Hamline University, the houses generally date from the 1890s to 1900s and are Queen Anne and Neo-Classical Revival inspired pattern-book houses. North of Hamline University to the State Fairgrounds, the residential areas developed during the 1910s through 1930s and the houses are generally smaller and inspired by Craftsman, Tudor, and Colonial Revival styles.

These neighborhoods were largely built out by World War II. Although some properties have been redeveloped in recent years, especially in the area of University and Snelling avenues and within Hamline University, relatively few properties date from the early postwar years through the 1960s.

**Merriam Park-Lexington-Hamline and Macalester-Groveland.** These neighborhoods are located south of University Avenue. The neighborhoods are primarily residential with commercial developments along former streetcar lines, such as Snelling, Selby, Grand, and St. Clair Avenues (Murphy and Granger 1983:128-138 and 143-149).

The Macalester-Groveland neighborhood was part of the old Reserve Township, which was one of six townships created in Ramsey County when Minnesota became a state in 1858. Beginning in 1848 and continuing through the 1850s, the prairie land was converted to farmland. With the coming of the Short Line railroad and streetcar lines, the farmland began giving way to residential subdivisions by the 1880s. Residential building continued throughout the 1880s and 1890s particularly in the area between University Avenue and Summit Avenue and in the area immediately south and west of Macalester College (Murphy and Granger 1986:145). Like in the neighborhoods north of University Avenue, many of the houses were Queen Anne and Neo-Classical Revival inspired pattern book houses. Along Summit Avenue and the blocks immediately north and south, however, many of the houses are architect designed.

The two neighborhoods continued to grow from 1900 through the 1920s. Residential development shifted to the south and west during this time, and many houses were built between 1915 and the late 1920s. The prevalent building styles include variations of Colonial Revival, Tudor Revival, Craftsman, and Prairie styles (Murphy and Granger 1989:147).

By World War II, these neighborhoods were largely built out. Although some properties have been redeveloped in recent years, especially in the area of University and Snelling avenues and within Macalester College, relatively few properties date from the early postwar years through the 1960s.

**Highland.** The Highland neighborhood is located in the southwest corner of St. Paul. The northern portion of the neighborhood in the area around the College of St. Catherine and Cretin-Durham Hall High School developed during the early twentieth century. To the south in the area west of Highland Park, urban development began in the 1920s, though portions were not built out until the 1950s (Murphy and Granger 1983:153-158).

The Highland area developed later than most of St. Paul due to its distance from downtown and due to natural barriers – the Mississippi River bounds the area on the west and south and a steep bluff is on the east. The area was farmland during the nineteenth century and was one of the last areas to be annexed by the City in 1887. Just after the turn of the century, several academic institutions, including St. Catherine, Durham Hall girls school, Cretin High School, and St. Paul Academy, were established within close proximity. Residential subdivisions continued expanding southward, and the street grid and housing styles are similar to Macalester-Groveland.

The pace of development increased in the Highland Park area during the 1920s. In 1923, streetcar tracks were laid on Cleveland Avenue and west on Ford Parkway to the river, and in 1926, Ford Motor Company opened its Highland assembly plant. Residential

development continued pushing southward during the 1920s but slowed during the depression of the 1930s. The Highland Shopping Center at Cleveland Avenue and Ford Parkway was established in the late 1930s, and following World War II, Highland Village became St. Paul's largest commercial center outside of downtown. Residential development quickly filled in the rest of the neighborhood with Minimal Traditional and Ranch style houses, as well as duplexes and two- and three-story apartment buildings.

### **3.2.4 Minneapolis: Hiawatha**

This Minneapolis neighborhood is located in the southwestern portion of Minneapolis and is bounded on the north by E. 40th Street, on the south by Minnehaha Park and Parkway, on the east by the Mississippi River, and the west by the Chicago, Milwaukee & St. Paul Railroad (CM&StP) corridor that runs parallel to Hiawatha Avenue. The land was first cultivated for agriculture. Industrial development began in the 1870s in response to the 1860s constriction of the railroad corridor. Residential development to house the industrial workers followed, extending southward from the area around Lake Street to the Hiawatha neighborhood by the early twentieth century.

The CM&StP railroad corridor was built as part of the Minnesota Central Railroad, and connected Fort Snelling to St. Anthony Falls. Currently, the corridor cuts diagonally across the grid-system of neighborhoods that have developed around it. Industry in the Hiawatha neighborhood developed in the 1870s, after the CM&StP railroad corridor was constructed; grain elevators and mills were built along the corridor that "was a key component of the city's development as a flour milling and industrial center" (Zellie and Lucas 2009: 12). Residential development beyond the industrial corridor did not begin in earnest until the 1910s.

Although real estate speculators began plotting the land in the Hiawatha neighborhood shortly after the Civil War ended and construction of the CM&StP railroad corridor began, nineteenth century investment was primarily confined to north of Lake Street and adjacent to the railroad corridor. The residential neighborhoods near the industrial spine were supported by commercial nodes, schools, and churches. Most residents of the typical single-family dwellings in the neighborhood were employed at nearby industrial plants (Stark and Lauber 2009: 19, 26).

The population of Minneapolis nearly doubled between 1890 and 1910 (Stark 2009: 19), and the need for housing for new residents spurred development of densely-built neighborhoods comprised of small houses. New neighborhoods stretched to the river and the "single-family bungalow was a very common house type along Minnehaha and Snelling Avenues. With its efficient plans and modest size, the bungalow was well suited to compact lots" (Zellie and Lucas 2009: 30). Larger houses on more spacious lots were typical near Minnehaha Parkway, but development farther south, away from the corridor on agricultural land, was stalled due to lack of infrastructure. Minnehaha Avenue was the only fully-opened street to the south until about 1900; River Parkway between Franklin Avenue and Minnehaha Park was not completed until 1906 (Stark and Lauber 2009: 22-23). The streetcar line was extended along Minnehaha beginning in 1895 and encouraged

more industrial, commercial, and residential development. In 1907, the neighborhood was provided with a city of Minneapolis fire station at Hiawatha Avenue and 45th Street. Neighborhoods closest to the river were last to be developed, beginning in the late 1930s; sewage systems needed to be implemented and the river's water and bank conditions improved before living in its proximity was practical (Stark and Lauber 2009: 24). After World War II, vacant lots in the neighborhood were infilled with modest one- and two-story Minimal Traditional and Ranch style houses. In the 1960s and 1970s, early residences were demolished and replaced with large apartment buildings.

## 4.0 FIELDWORK RESULTS

### 4.1 SUMMARY

Andrew Schmidt served as Principal Investigator, and Marjorie Pearson and Sara Nelson were Architectural Historians. Phase I fieldwork was conducted on November 12-13, 2014. During the survey, all buildings, structures, and objects 45 years in age or older within the APE were recorded. The survey population consisted of 78 properties: 43 commercial (banks, offices, retail, filling stations, shopping centers, and store and flats); 24 residences (single family, duplexes, apartments); two government buildings (fire station and post office); the state fairgrounds; one church; and seven residential, educational, and athletics facilities between the campuses of Hamline University and Bethel Academy & Theological Seminary (Table 1, Appendix B). Recorded buildings range in time-period from 1900 to the 1960s. Table 1 summarizes the results of the Phases I and II architectural history survey. No properties within the APE are currently listed in the NRHP.

**Table 1. Phase I and II Survey Results**

Property Name	Address	City	Date Built	SHPO No.	NRHP Eligibility and Criteria
Rosedale Shopping Center	1595 Hwy36 W	Roseville	1968	RA-RVC-0048	Not Eligible (Ph. I)
Office Building	2174 Snelling Ave N	Roseville	1954	RA-RVC-0049	Not Eligible (Ph. I)
Har Mar Mall	2100 Snelling Ave N	Roseville	1968	RA-RVC-0050	Not Eligible (Ph. I)
Farmers Union GTA Building	1667 Snelling Ave N	Falcon Heights	1949	RA-FHC-0085	Eligible (Ph. II) Criterion C
Oliver C. and Ethel E. Statham Residence	1570 Snelling Dr	Falcon Heights	1948	RA-FHC-0193	Not Eligible (Ph. I)
Minnesota State Fairgrounds	1265 Snelling Ave N	Falcon Heights	1907-2014	RA-FHC-0194	Eligible (Ph. II) Criterion A
Harry E. Orr Residence	1556 Snelling Ave N	Saint Paul	1925	RA-SPC-2975	Not Eligible (Ph. I)
Theo F. Maertz Residence	1552 Snelling Ave N	Saint Paul	1925	RA-SPC-2976	Not Eligible (Ph. I)
John and Lottie Rosacker Residence	1506 Snelling Ave N	Saint Paul	1930	RA-SPC-2977	Not Eligible (Ph. I)
Harry E. Foster Residence	1504 Snelling Ave N	Saint Paul	1931	RA-SPC-2978	Not Eligible (Ph. I)
BUILDING No. 1 (HHH Job Corps Center)	1480 Snelling Ave N	Saint Paul	1915	RA-SPC-3426	Not Eligible (Ph. II)

BUILDING No. 2 (HHH Job Corps Center)	N/A Snelling Ave N	Saint Paul	1948	RA-SPC-3434	Not Eligible (Ph. II)
BUILDING No. 3 (HHH Job Corps Center)	1492 Snelling Ave N	Saint Paul	1914	RA-SPC-3435	Not Eligible (Ph. II)
Thomas and Lois Carroll Residence	1562 Albany Ave	Saint Paul	1918	RA-SPC-2979	Not Eligible (Ph. I)
Midway Creamery Co. Building	1565 Como Ave	Saint Paul	1916	RA-SPC-0720	Not Eligible (Ph. I)
Como Crossings Commercial Building	1608 Como Ave	Saint Paul	1949	RA-SPC-2980	Not Eligible (Ph. I)
General Store (Nelson's Cheese & Deli)	1562 Como Ave	Saint Paul	1924	RA-SPC-1692	Not Eligible (Ph. I)
Morton Field House, Hamline University	1536 Hewitt Ave	Saint Paul	1934	RA-SPC-2981	Not Eligible (Ph. I)
Double House	845 Snelling Ave N	Saint Paul	1903	RA-SPC-2982	Not Eligible (Ph. I)
Kappa Gamma Chi Frat House, Hamline	833 Snelling Ave N	Saint Paul	1923	RA-SPC-3430	Not Eligible (Ph. I)
Beta Kappa Frat House, Hamline	823 Snelling Ave N	Saint Paul	1912	RA-SPC-2983	Not Eligible (Ph. I)
(Old) Hamline University Library	1536 Hewitt Ave	Saint Paul	1907	RA-SPC-1752	Not Eligible (Ph. I)
Store & Flats	735 Snelling Ave N	Saint Paul	1969	RA-SPC-2984	Not Eligible (Ph. I)
Store & Flats	736 Snelling Ave N	Saint Paul	1915	RA-SPC-2985	Not Eligible (Ph. I)
Store & Flats	731 Snelling Ave N	Saint Paul	1909	RA-SPC-2986	Not Eligible (Ph. I)
Hamline Apartments	722 Snelling Ave N	Saint Paul	1929	RA-SPC-3429	Not Eligible (Ph. I)
Store & Flats (Ginkgo Coffeehouse)	721 Snelling Ave N	Saint Paul	1908	RA-SPC-3428	Not Eligible (Ph. I)
Store & Flats (Lloyd's Pharmacy)	720 Snelling Ave N	Saint Paul	1900	RA-SPC-2987	Not Eligible (Ph. I)
Store & Flats	712 Snelling Ave N	Saint Paul	1909	RA-SPC-2988	Not Eligible (Ph. I)
Auto Repair Shop (Valvoline)	699 Snelling Ave N	Saint Paul	1967	RA-SPC-2989	Not Eligible (Ph. I)
Midway National Bank	1578 University Ave W	Saint Paul	1960	RA-SPC-2990	Not Eligible (Ph. I)
General Store	455 Snelling Ave N	Saint Paul	1900	RA-SPC-2991	Not Eligible (Ph. I)
Post Office Substation (Furniture Barn)	453 Snelling Ave N	Saint Paul	1925	RA-SPC-2992	Not Eligible (Ph. I)

Midway Shopping Center - West Bldg	1460 University Ave W	Saint Paul	1958	RA-SPC-2993	Not Eligible (Ph. I)
Office Building	209 Snelling Ave N	Saint Paul	1961	RA-SPC-2994	Not Eligible (Ph. I)
Auto Sales	201 Snelling Ave N	Saint Paul	1966	RA-SPC-2995	Not Eligible (Ph. I)
Mayfair Flats	195 Snelling Ave N	Saint Paul	1916	RA-SPC-2996	Not Eligible (Ph. I)
Store & Flats	187 Snelling Ave N	Saint Paul	1922	RA-SPC-3418	Not Eligible (Ph. I)
Store & Flats	232-240 Snelling Ave S	Saint Paul	1921	RA-SPC-6509	Not Eligible (Ph. I)
General Store (Breadsmith)	1573-1579 Grand Ave	Saint Paul	1912	RA-SPC-6520	Not Eligible (Ph. I)
Stoltz Cleaners	1580 Grand Ave	Saint Paul	1926	RA-SPC-6519	Not Eligible (Ph. I)
Store & Flats	241-251 Snelling Ave S	Saint Paul	1924	RA-SPC-6508	Not Eligible (Ph. I)
Watson Appliances & TV Store	464 Snelling Ave S	Saint Paul	1954	RA-SPC-2997	Not Eligible (Ph. I)
General Store	472 Snelling Ave S	Saint Paul	1923	RA-SPC-2998	Not Eligible (Ph. I)
General Store	476 Snelling Ave S	Saint Paul	1921	RA-SPC-2999	Not Eligible (Ph. I)
Store & Flats	480 Snelling Ave S	Saint Paul	1915	RA-SPC-6164	Not Eligible (Ph. I)
Filling Station	485 Snelling Ave S	Saint Paul	1964	RA-SPC-6165	Not Eligible (Ph. I)
Highland Park Apartments	482-496 Snelling Ave S / 1569-1574 Randolph	Saint Paul	1925	RA-SPC-3440	Not Eligible (Ph. I)
Gloria Dei Lutheran Church	700 Snelling Ave S	Saint Paul	1950	RA-SPC-1662	Not Eligible (Ph. II)
Apartments	705 Snelling Ave S	Saint Paul	1949	RA-SPC-6167	Not Eligible (Ph. I)
Apartments	1585 Highland Parkway	Saint Paul	1959	RA-SPC-6168	Not Eligible (Ph. I)
City of St. Paul Fire Station #19	750 Snelling Ave S	Saint Paul	1930	RA-SPC-6169	Eligible (Ph. II) Criterion A
Suburban Properties, Inc. Office	721 Snelling Ave S	Saint Paul	1957	RA-SPC-6170	Not Eligible (Ph. I)
Ford View Apartments (II)	1835 Ford Parkway	Saint Paul	1941	RA-SPC-6171	Not Eligible (Ph. I)
Ford View Apartments (I)	1825 Ford Parkway	Saint Paul	1941	RA-SPC-6172	Not Eligible (Ph. I)

Ford Parkway Apartments (I)	1817 Ford Parkway	Saint Paul	1941	RA-SPC-6173	Not Eligible (Ph. I)
Ford Parkway Apartments (II)	1807 Ford Parkway	Saint Paul	1941	RA-SPC-6174	Not Eligible (Ph. I)
Duplex	1836 Ford Parkway	Saint Paul	1950	RA-SPC-6175	Not Eligible (Ph. I)
Duplex	1830 Ford Parkway	Saint Paul	1950	RA-SPC-6176	Not Eligible (Ph. I)
Duplex	1826 Ford Parkway	Saint Paul	1950	RA-SPC-6177	Not Eligible (Ph. I)
Duplex	1818 Ford Parkway	Saint Paul	1950	RA-SPC-6178	Not Eligible (Ph. I)
Duplex	1812 Ford Parkway	Saint Paul	1951	RA-SPC-6179	Not Eligible (Ph. I)
Red Robin Cleaners	2015 Ford Parkway	Saint Paul	1951	RA-SPC-6180	Not Eligible (Ph. I)
Filling Station (BP)	2005 Ford Parkway	Saint Paul	1967	RA-SPC-6181	Not Eligible (Ph. I)
Office Building	1999 Ford Parkway	Saint Paul	1950	RA-SPC-6182	Not Eligible (Ph. I)
Highland Park State Bank	2004 Ford Parkway	Saint Paul	1968	RA-SPC-6183	Not Eligible (Ph. II)
Highland Shopping Center	2012 Ford Parkway	Saint Paul	1948	RA-SPC-7514	Not Eligible (Ph. I)
General Store	2145 Ford Parkway	Saint Paul	1952	RA-SPC-6184	Not Eligible (Ph. I)
Apartment Building	4600 46th St E	Minneapolis	1958	HE-MPC-0789	Not Eligible (Ph. I)
Residence	4500 46th St E	Minneapolis	1950	HE-MPC-0790	Not Eligible (Ph. I)
Ross J. Richardson Residence	4514 Nawadaha Blvd	Minneapolis	1950	HE-MPC-0791	Not Eligible (Ph. I)
Phillips 66 Filling Station	4554 Minnehaha Ave	Minneapolis	1964	HE-MPC-0792	Not Eligible (Ph. I)
Double House	4561 Minnehaha Ave	Minneapolis	1912	HE-MPC-0793	Not Eligible (Ph. I)
Residence	3910 46th St E	Minneapolis	1884	HE-MPC-0794	Not Eligible (Ph. I)
Lil General Store Grocery Store	4604 Minnehaha Ave	Minneapolis	1965	HE-MPC-0795	Not Eligible (Ph. I)
Filling Station	4601 Minnehaha Ave	Minneapolis	1953	HE-MPC-0796	Not Eligible (Ph. I)

## 4.2 INVENTORIED PROPERTIES

### 4.2.1 Station #1 – Rosedale

#### 1595 Highway 36 W., Rosedale Shopping Center

Rosedale Shopping Center was constructed in 1968-69 as the “first comprehensive regional shopping center in the northern part of the St. Paul-Minneapolis metropolitan area” (*Commercial West* 1969). It was designed by Victor Gruen & Associates, who also designed Southdale Shopping Center in the early 1960s. Gebhard and Martinson commented that the “enclosed mall shopping center [...] does not seem to come off as well as the earlier Southdale Shopping Center in Edina, or the later Ridgedale Shopping Center in Minnetonka” (Gebhard and Martinson 1977:131). The shopping center has undergone several interior and exterior remodeling and alterations. Georgia architecture firm Dougherty Schroder & Associates, Inc. designed the “Lifestyle expansions” to Rosedale in 2006. The “\$50 million project included a two-story addition on a site once occupied by a department store. [...] The project included a 14-screen AMC Theatre” (Feyder 2007). Currently, the shopping center is 1.2 million-square-feet.

Because there have been extensive alterations to Rosedale, the property does not retain historic integrity from the late 1960s and, therefore, cannot convey any possible historic significance. Rosedale Shopping Center is recommended as not eligible for listing in the NRHP.



#### 4.2.2 Station #2 – Snelling & County Road B

##### 2100 Snelling Avenue N., Har Mar Mall

Although Ramsey County assessor's records indicate this shopping center was constructed in 1968, it was built in 1961. The mall was named for its developer and his wife, Harold J. and Marie Slawik and it was designed by local architect Willard Thorson. Har Mar Mall has undergone several alterations, including a 1971 expansion, renovations after a 1981 tornado, and added anchor stores in 1988 and 1995. The mall was most recently redeveloped in 2007, when the façade was replaced.

Because there have been extensive alterations to Har Mar, the property does not retain historic integrity from the 1960s and, therefore, cannot convey any possible historic significance. Har Mar Mall is recommended as not eligible for listing in the NRHP.



##### 2174 Snelling Avenue N.

This one-story and raised basement commercial building has a concrete foundation and walls clad in cream brick. The flat roof has a projecting metal cornice. There is a projecting flat roofed entry bay with glass block wall sections and overhanging eaves. The windows have fixed sashes. There is a frame addition at the rear of the east elevation. It has diagonal lap wood siding.

This building was constructed in 1954. In 1959, the building was occupied by Russell E. Risbrudt's dentist office. This property is generally associated with the postwar commercial development on Snelling Avenue in Roseville. It is not associated in a significant way with this historical pattern, however, and it is not known to be associated with persons significant in history. As a modestly Modernist small commercial building, it is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



#### **4.2.3 Station #3 – Snelling & Larpenteur**

**1667 Snelling Avenue & 1664 Larpenteur Avenue, Farmers Union Grain Terminal Association Building (TIES School). See Phase II evaluation in Chapter 5.**

#### 4.2.4 Station #4 – Snelling & Hoyt-Nebraska

**Minnesota State Fairgrounds, including 1528 Cosgrove Avenue.** See Phase II evaluation in Chapter 5.

##### **1504 Snelling Avenue N.**

This single-family house is one-and-one-half stories and has a front-gabled roof. The frame structure has a cast-stone foundation and walls clad in synthetic siding. Windows throughout the house are replacement. The front door stands in a gabled entry bay. There is a gabled wall dormer on the south elevation, in which a secondary entrance stands. A detached gabled garage clad in stucco stands at the rear of the property.

The first resident at this house upon its construction in 1931 was Harry E. Foster, a real estate agent. The historic integrity of this house has been compromised due to alterations, and it would not convey any potential historic significance. Therefore, the house is recommended not eligible for listing in the NRHP.

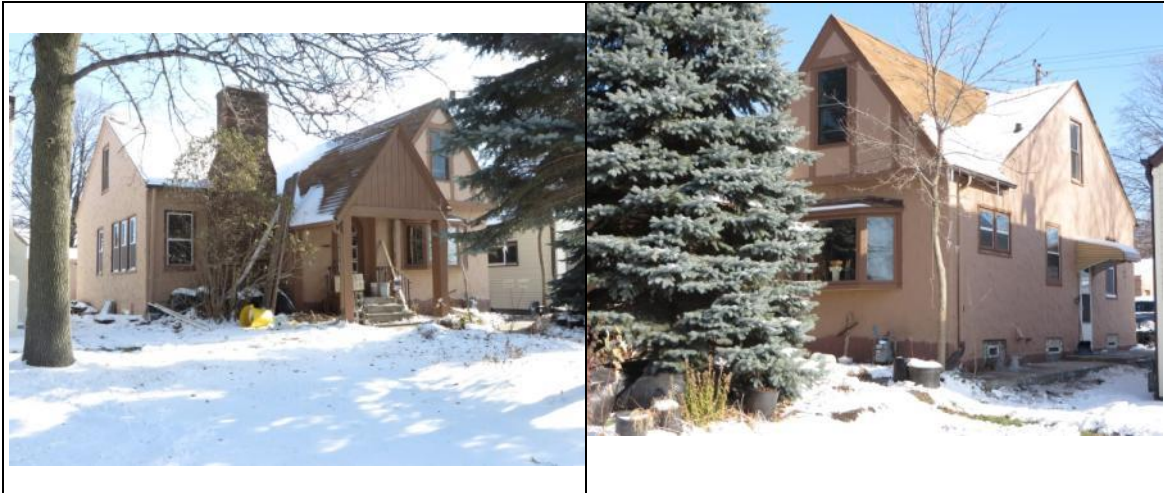


##### **1506 Snelling Avenue N.**

This single-family house is one-and-one-half stories and has a cross-gabled roof. The frame structure has a cast-stone base and walls clad in stucco. The front gable-end projects slightly beyond the rest of the façade; it contains a single window and half-timbering. Windows throughout the house are replacement. A gabled roof with board and batten siding in its gable-end stands over the entrance and is supported by wood posts. A brick end-wall chimney stands along the primary façade, adjacent to the entry bay. The south elevation has a secondary entrance and the basement windows are filled with glass block. A detached gabled garage clad in stucco stands at the rear of the property.

The house was constructed in 1930. John F. and Lottie S. Rosacker were the original residents. Mr. Rosacker was a display advertisement manager for the Dispatch-Pioneer Press Co. This property is generally associated with residential development in the Como neighborhood of St. Paul. It is not associated in a significant way with this historical

pattern, however, and it is not known to be associated with persons significant in history. As a modestly Tudor Revival house, it is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



### **1552 Snelling Avenue N.**

This two-story house has walls clad in stucco, with the first floor on the primary façade clad in synthetic stone. The roof is side-gable and has wide eaves. The façade is divided into two bays; the front door stands on the north end and a band of three sash windows on the south end. An open-gable roof projects over the doorway; it is supported by a pair of wood brackets and extends into a hipped-roof overhang above the windows. The two bays on the second floor are identical and symmetrical, each comprised of a pair of sash windows. A brick end-wall chimney rises along the south elevation. A secondary entrance with gable-roof projection overhead stands on the north elevation. A one-story sun porch projects from the southern end of the rear elevation. Windows throughout the house are replacement synthetic sash, but the wide wood frames have been retained.

The house was constructed in 1925. The first resident at this house was Theo F. Maertz, a coremaker at the St. Paul Foundry. The historic integrity of this house has been compromised due to alterations, and it would not convey any potential historic significance it may have. Therefore, the house is recommended not eligible for listing in the NRHP.



### **1556 Snelling Avenue N.**

This one-and-one-half story house has a side-gable roof with a projecting gabled bay on its primary (west) façade. The house has replacement siding and window sash, as well as modified doorways and fenestration. A brick end-wall chimney stands along the north elevation. A newer wrap-around deck has been added along the west, north, and east elevations.

The first residents at this house were Harry E. and Helen Orr. Mr. Orr was a chief engineer at the College of Agriculture. The historic integrity of this house has been compromised due to alterations, and it would not convey any potential historic significance it may have. Therefore, the house is recommended not eligible for listing in the NRHP.



### 1570 Snelling Drive

This single-family house is one-and-one-half stories and has a front gabled roof. The frame structure has a stone base and stucco veneer. There is a Chicago style window set in the primary façade; other windows have replacement sash. The front door has stone surrounds and stands in a gabled entry bay. A side-gabled bay projects to the south and contains an end-wall chimney. A breezeway on the east (rear) elevation connects to a two-car gabled garage, original to the property.

The house was constructed in 1948. Its first residents were Oliver C. and Ethel E. Statham. He was a monotype operator for the Minneapolis Star Tribune. The house was originally addressed as 1570 Snelling Avenue. This property is generally associated with residential development in the Como neighborhood of St. Paul. It is not associated in a significant way with this historical pattern, however, and it is not known to be associated with persons significant in history. As a Minimal Traditional house, it is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



#### 4.2.5 Station #5 – Snelling & Como

##### 1562 Albany Avenue

This one-and-one-half story bungalow has a side-gable roof with wide overhanging eaves. The foundation is concrete and the walls are clad in synthetic lap siding. The front of the house has two pairs of sliding-sash windows. A dominant gabled dormer rises from the front and rear of the roof. Each contains two sash windows. The front door stands on the east elevation. An inset sunporch stands at the southwest corner of the house. A central secondary door has a wood deck. While some of the windows have been replaced with synthetic frames, several 3/1 wood sash windows have been retained. The house has an interior brick chimney and features wood brackets beneath the eaves. The 1926 Sanborn map indicates the house originally had full-width open porches across the front and back of the house.

The first residents of this house were Thomas and Lois Carroll. Mr. Carroll was an installer, and Mrs. Carroll was a telephone operator. The historic integrity of this house has been compromised due to alterations, and it would not convey any potential historic significance it may have. Therefore, the house is recommended not eligible for listing in the NRHP.



##### 1562 Como Avenue

This is a one-story commercial building. It has a flat roof and painted brick walls with partial stucco veneer. The northwest corner is cutaway and contains a pair of modern commercial doors. The storefront windows are anodized aluminum framed. A slightly projecting shed-roofed overhang clad in corrugated metal wraps around the street-facing elevations of the building.

The building was constructed in 1924. In 1925, Ernest MacLean operated an ice dealership from the storefront. In 1926 and 1927, J.E. Frisby operated a restaurant from here. Beginning in 1928, Godfrey Johnson's grocery store was located here for at least a decade. Today the building is occupied by Nelson's Cheese & Deli. The historic

integrity of this building has been compromised due to alterations, and it would not convey any potential historic significance it may have. Therefore, the house is recommended not eligible for listing in the NRHP.



### **1563-1565 Como Avenue**

This two-story commercial building has retail storefronts along the first floor and offices in the second floor. The building has a concrete foundation and is clad in red brick on its primary (south) façade, and painted brick along its other elevations. A portion of the first floor of the west elevation is clad in lap siding. The façade is symmetrical and divided into three bays. Two steel and glass doors stand in the central bay and are surmounted by a projecting hip-roofed overhang. Two sash windows are on the second floor. The storefront windows on the flanking bays are anodized aluminum framed with transoms overhead, surmounted by vinyl canopies. Three sash windows are in each of the outer bays on the second floor. While the window sash are replacement, the fenestration retains the brick sills. The bays are divided with slightly projecting brick pilasters that have soldier course brick bases and rise slightly above the roofline. A brick belt course spans the length of the façade above the second floor windows. The parapet is stepped and has steel coping, which continues to wrap the perimeter of the building.

This building was constructed in 1916 at a cost of \$9,000. Midway Creamery Company was the original occupant of the first floor, addressed at 1565 Como Avenue. The company produced wholesale and retail milk, cream, and butter. The second floor was originally apartments and addressed at 1563 Como Avenue; Midway Creamery president Hans Gammel resided upstairs, as did various boarders. The 1926 Sanborn map indicates the creamery was still located here.

Given its location, the Midway Creamery Company likely procured milk from nearby market farmers in Rose Township, which it processed and sold to retailers in St. Paul. This was a common pattern during the early twentieth century, prior to national marketing and distribution of dairy and other food products. A well-known example was Minnesota Milk Company, later Old Home Foods, which made the transition from local

to regional producer. Midway Creamery is not associated in a significant way with this historical pattern, however, and it is not known to be associated with persons significant in history. As a smaller commercial building with modest architectural details, it is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

Note: this building is in the “St. Paul Historic Resources Database” and is associated with the local historic context, “Neighborhood Commercial Centers, 1874-1960” (Zellie and Peterson 2001). Although it is not eligible for listing in the NRHP, the property may have local significance and may be eligible for local designation by the City of St. Paul.



### 1608-1612 Como Avenue

This commercial building is comprised of a two-story main building connected via breezeway to a one-story building. The walls are clad with a stucco veneer. Along the east elevation, fronting the Snelling Avenue entrance ramp, there are four storefront entrances, three of which have a pair of doors, and one with a single door and adjacent pair of storefront windows. The second floor windows are aluminum sliders. The first floor windows on the main building's north elevation are set in an inset angled bay surmounted by a projecting metal canopy. The one-story building has a recessed entry way on the north elevation. Its windows are aluminum frame fixed sash. The roofline on both buildings has steel coping.

Upon the building's construction in 1949, Newman Heating & Plumbing Co. was located at 1608 Como Avenue. The second floor was used as apartments. The building is generally associated with postwar commercial development in the Como neighborhood. The building is not associated in a significant way with this historical pattern, however, and it is not known to be associated with persons significant in history. As a utilitarian commercial building, it is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield

significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



#### 4.2.6 Station #6 – Snelling & Hewitt

##### Hamline University

**Old (Carnegie) Library.** The Hamline University Old (Carnegie) Library is two stories on a raised basement. It has gabled and hipped crossing roofs clad in red tile. The walls are clad in reddish brown brick with stone details. The hip-roofed portion, rectangular plan on an east-west axis, is the original (1909) building. The gabled-roof rectangular plan portion that extends south from the main mass was added in 1934. The west elevation, facing Snelling Avenue, has a one-story entry lobby with a flat roof, topped by a stone balustrade. Windows are multi-light with diamond patterns and replacement sash. Three-stacked window sets have stone surrounds. Gabled bays project from the hipped-roof section, and there are gabled dormers over the entry lobby. There are stacked window sets with stone surrounds on the south elevation. Similar to the west elevation, on the east there is a one-story flat-roof bay and projecting gabled bays. The original façade and main entrance to the library was on the north elevation. When the Paul Giddens/Alumni Learning Center was constructed in 1972 immediately north of the library, it was connected via a breezeway to the façade of the library.

The library was built in 1909 and was primarily financed by Andrew Carnegie; he made a \$30,000 endowment that was matched by friends of the university. Clarence H. Johnston was the architect of the building. Johnson, Jackson & Corning supplied the red tile roof and the building was “fireproofed with the Johnson System of Hollow Tile Reinforced Floors” (*Improvement Bulletin* 1909). Although the library may have historic significance, its historic integrity has been compromised. The 1972 addition to the primary façade completed altered the design, setting, and feeling of the building, and resulted in a loss of historic materials and workmanship. Due to the loss of integrity, the library is recommended as not eligible for listing in the NRHP.



**Hutton Arena.** The oldest part of this building stands in the southwest corner. It is flat roofed with barrel-arch-roofed sections. The south elevation, facing Hewitt Avenue, has variegated brick walls and contains the main entrance in the central bay. The central entry

bay has three round-arched entries, flanked by corner piers with concrete coping. Flanking bays each have six windows with concrete sills and steel sash casements. Bands of projecting brick run beneath the windows. The west elevation, along Snelling Avenue, is dominated by an arched arena section. The large window banks have replacement sashes and concrete sills. The northwest block of the building, Walker Fieldhouse, has similar brick and banks of windows separated by brick pilasters. The upper level is clad in concrete panels. Bush Student Center is attached to the east wall of Hutton Arena. The original portion of the building has concrete floors and reinforced concrete steel joist construction. The walls are concrete block with brick facing. Steel trusses support the barrel arch roof.

Hutton Arena was constructed in 1937 and housed basketball courts and other sports facilities. It was originally called Morton Field House, but changed to Joe W. Hutton Arena in 1986 to honor his basketball playing and coaching career at Hamline. This building has been extensively altered due to major additions that have more than doubled its size, as well as replacement of materials, such as window sash.



### **823 Snelling Avenue N.**

This two-and-one-half story house has a concrete foundation and stucco-clad walls. The house has a side-gable roof with wide overhanging eaves. A shed-roofed dormer projects from the east elevation and contains four sash windows. Although the main form of the house has been retained, it has also undergone alterations. Currently, a shed-roofed open porch with a gabled dormer over a central staircase spans the width of the façade. The roof of the porch is supported by wood posts with wood balusters and rails. Originally, the porch was much more dominant: it was open and nearly full width, but its supports were wide square piers clad in stucco. Additional battered piers ran between the pony wall and porch ceiling. While the porch roof was flat, it had a sloped parapet that peaked over the central stairs. An exterior staircase with access to the attic has been constructed on the south elevation. Windows throughout the house have been replaced with 1/1 double hung windows. The eaves originally had exposed rafter tails, but they have been boxed in.

This house was constructed in 1912 for the Hamline University Kappa Gamma Chi fraternity. The owner listed on the original building permit was A.R. Anderson and the contractor was Joseph S. Sweitzer. The house cost \$5,000 to construct. “The fraternity, being nearly the only social outlet on for young men at Hamline, rapidly grew in both numbers and prestige. So strong was its growth that by 1911, when the first rival fraternity appeared, Beta Kappa was firmly entrenched in the Hamline landscape.” The fraternity house is the oldest student housing affiliated with Hamline (Beta Kappa Chapter of Theta Chi Fraternity n.d.). Currently, the house continues to serve the Beta Kappa Chapter of Theta Chi Fraternity at Hamline University. Although the fraternity house has potential significance for its role in the development of Hamline University, its historic integrity has been compromised due to alterations. The building, therefore, is recommended not eligible for listing in the NRHP.



### **833 Snelling Avenue N.**

This two-and-one-half story house was designed in the Tudor Revival style. The bellcast hipped roof has several intersecting dormers of varying roof types. The roof has exposed rafter tails beneath its eaves. The walls are clad in stucco, with brick facing along the base of the building and the first floor façade's outer bays, as well as in a belt course above the first floor windows. The primary façade, along Snelling Avenue, is asymmetrical and divided into three bays. The northern bay contains the primary entrance. The front door is surmounted by an open-gable overhang with wood bracket supports and timber stickwork in the gable-end. Two sash windows with brick flat-arch lintels are above the entrance. A steeply-pitched gabled wall dormer projects above the roofline. The original pointed-arch window opening has been retrofitted for a standard sash window, but its brick arched lintel has been retained. The central bay is slightly inset from its flanking bays. Two bands of three windows are set in the first floor's central bay, and two window bays are on the second floor. A shed-roofed dormer stands above the bay and has two sets of sliding-sash windows. Half-timbering detail has been retained on the dormer. The southern bay contains one band of three windows on the first floor, two sash windows on the second floor, and a small gabled dormer projecting

from the roof overhead. A single sash window has half-timber surrounds. Windows throughout the building have brick sills and replacement sash. Along the house's north elevation, a gabled wall dormer's pointed arch window has been retrofitted. In the rear, the elevation is similarly divided into three asymmetrical bays. The central bay is inset and has a shed-roofed dormer. Each of the outer bays has a gable-roofed dormer.

This fraternity house was built in 1923 at a cost of \$20,000. Fellows Fraternity was listed as the owner on the original building permit, while Mrs. M. Lundgren was the contractor. It initially housed the Fellows Fraternity, which became Kappa Gamma Chi Fraternity in 1923 (The Teke 1960). The house was later occupied by Tau Kappa Epsilon Fraternity until it closed in 1978 and the building housed Hamline University's Admissions Office. The building permit index card noted repairs due to fire damage in 1975. Although the fraternity house is generally associated with Hamline University, it was not instrumental in the development of the school, nor was it the first fraternity house affiliated with the campus. The building is not associated in a significant way with historic events or trends, and it is not known to be associated with persons significant in history. Furthermore, it is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



### **845 Snelling Avenue N.**

This double house is two-and-one-half stories with a steeply-pitched hipped roof with wide eaves. The roof is intersected by gabled dormers on three of its elevations. The building has a cast stone foundation, stucco-clad walls, and replacement window sash. The primary façade faces Snelling Avenue and is asymmetrical. A one-story entry bay projects from the southeast corner of the house. Its shed roof extends over the three-sided bay window on the façade. This entrance leads to the first floor apartment. The second floor apartment's entrance stands in a small entry bay on the northeast corner of the house. It connects to a two-story stairway bay to its west. A rear entrance stands in a one-story bay on the west elevation. The doorway is surmounted by an open-gable

canopy with wood brackets. The 1926 Sanborn map indicates that an open porch spanned the east façade between the two main entrances.

This house was constructed in 1903. It was noted as Flats on the 1926 Sanborn map, and as a rental property, it had many short-term tenants over the years. Today it is owned by Hamline University and used as the graduate school's admissions building. The historic integrity of this building has been compromised due to alterations, and it would not convey any potential historic significance it may have. Therefore, the house is recommended not eligible for listing in the NRHP.



#### 4.2.7 Station #7 – Snelling & Minnehaha

##### 699 Snelling Avenue N.

The one-story commercial building is a rectangular plan building set at the northwest corner of the property and surrounded by a parking lot. The building is comprised of a storefront on the south end and two garage bays on the north end. The storefront has full height modern steel frame commercial windows. The steel frame glass door has a covered transom overhead. The two garage doors are steel and glass. The roof is flat, but a shingled false Mansard roof surrounds the front and sides of the building. The building is clad in cement-board panels and vertical wood lap siding. A cylindrical sign for the resident business runs the width of the façade in front of the Mansard roof.

The building was constructed in 1967 for an auto repair shop. The historic integrity of this building has been compromised due to alterations, and it would not convey any potential historic significance it may have. Therefore, the building is recommended not eligible for listing in the NRHP.



##### 710-712 Snelling Avenue N.

This building is comprised of two sections: a one-story section on the southern half and a two-story section on the northern half. The roof is flat in both sections. The façade is clad in ashlar stone veneer at street-level and wood shingles on the second floor. The side walls are clad in aluminum siding. The storefront entrances are inset and stand next to anodized aluminum storefront windows. The two-story section has a vinyl awning over its storefront. Its second-floor windows stand in two bays; one contains a pair of sash windows and one is Chicago style with a central fixed window flanked on either side by narrow sash. These windows are surmounted by awnings. A central door leads upstairs. There is a one-story concrete-block addition on the east (rear) elevation.

This building was constructed in 1908. Oscar Lofrath operated the Hamline Home Bakery from the storefront at 710 N. Snelling. A bakery was still located here at the time the 1926 Sanborn fire insurance map was published. The apartments upstairs at 712 N.

Snelling Avenue had many tenants; few boarded here more than one or two years. Among early residents include William Fish and Louis Drake, both machinists; Leon Drake, a travel agent; and Clinton D. Fuller, a conductor for the Twin Cities Rapid Transit Co. At the 712 Snelling storefront, F.M. Petschl ran a meat market. The historic integrity of this building has been compromised due to alterations, and it would not convey any potential historic significance it may have. Therefore, the building is recommended not eligible for listing in the NRHP.



### **720 Snelling Avenue N.**

This two-story, flat-roofed commercial building has a storefront at street level and apartments above. The storefront entrance is at the cutaway corner facing the intersection of Snelling Avenue and Minnehaha Avenue. The walls surrounding the anodized aluminum storefront windows are clad in glazed tile above wood bulkheads. The first floor walls on secondary elevations are clad in a stucco veneer while the second floor walls, including the primary façade, are clad in aluminum lap siding. There is a projecting window bay on the second floor north and west elevations at the corner above the storefront entrance. The parapet above the second floor apartments is raised with brackets beneath the slightly-projecting cornice. A two-story wing extending from the east elevation has small fixed-sash windows, and no raised parapet.

Although the Ramsey County assessor records indicate this building was constructed in 1900, it does not appear in the 1903 Sanborn fire insurance map. The first listing in city directories for this address was in 1905, when Mrs. N.A. Hall operated a millinery from the store until at least 1909. E.W. Swanson's dry goods retail store located here in 1912, and two years later, W.E. Wallace operated a restaurant. The 1926 Sanborn fire insurance map shows a drugstore was located here. Upstairs, boarders did not typically live here more than a year. The historic integrity of this building has been compromised due to alterations, and it would not convey any potential historic significance it may have. Therefore, the building is recommended not eligible for listing in the NRHP.



### **721-725 Snelling Avenue N.**

This two-story store-and-flats building stands on the northwest corner of Snelling Avenue N. and Minnehaha Avenue. The building has a concrete foundation, brick-clad walls, and a flat roof. The Snelling Avenue façade is asymmetrical; storefronts on the north and south ends are divided by a doorway that leads to the second floor apartments. The modern storefront windows stand above brick bulkheads and are surrounded on the sides and overhead by porcelain enamel tiles. The southern storefront is accessed at a corner entrance, which is cutaway on the first floor and supported at the building's outer corner by a brick-clad pier. Its windows along Snelling Avenue are surmounted by a vinyl awning and modern backlit sign. A second sign projects from the corner of the second floor. The storefront on the north end of the building has a street-level façade that gradually recesses as it approaches the doorway. A backlit sign surmounts the doorway. The first and second floors are divided by a projecting wood cornice that wraps around to the front third of the Minnehaha Avenue façade. Five window bays span the second floor Snelling Avenue façade. Four window openings are comprised of tripartite modern frames and have flat-arch brick lintels; one window – the last original in the building – has a round-arch transom and round-arch brick lintel. The second floor windows and all Minnehaha Avenue windows have stone sills. The Minnehaha Avenue windows have flat-arch lintels. A secondary entrance on the west end of this elevation is replacement steel; its transom window has been boarded over. A raised brick parapet is capped with a large projecting wood cornice that runs along the two primary elevations.

This building was constructed in 1908. R.F. Boyer owned the building and operated a grocery store from the storefront at 721 Snelling. The building cost \$5,500 to construct, and no contractor or architect was listed on the permit. In 1915, Adolph Freimuth's wholesale ladies' furnishing goods business was located at 725 Snelling while L.P. Ganfield's dentist office and G.E. Routh's homeopathic medical office were at 721 Snelling. Typically, residents upstairs did not live there more than a year. For example, in 1912, a superintendent named Vernon C. Beasecker resided upstairs; in 1914, residents included Jonathan Fenwick, a music teacher, and Charlotte Swan; and the Smolka family, comprised of Augusta, Frank, Julia, and Adolph, resided here in 1915.

Although this building is generally associated with the development of the Hamline-Midway neighborhood, it does not have significant associations with that historic context. It was one of many commercial buildings constructed on Snelling Avenue after the streetcar line was laid, and the intersection remained a small commercial node. The building is not known to be associated with persons significant in history. Furthermore, it is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



### **722-734 Snelling Avenue N.**

This two-story commercial building stands at the northeast corner of Snelling Avenue and Minnehaha Avenue. The first floor is comprised of storefronts while the second floor is apartments. The flat-roof building has walls clad in cream brick. The primary façade is the west elevation, facing Snelling Avenue. There is a central entrance that leads to a stairwell. The entrance is inset, with sidelights and wood pilasters, and is surmounted by a stone plate that is etched with “Hamline Apartments.” A window in the second floor above the central entrance is comprised of a multi-light sash with sidelights and round-arch transom overhead. The opening is framed by stone. Slightly projecting pilasters of glazed brick stand at the three corners and divide the central entry from the two storefronts along Snelling. The southwest corner pilaster forms a pier as the storefront entrance is set in the cutaway corner. Each pilaster is surmounted by a stone finial. At street level, the storefront windows are steel frames, bands of vinyl awnings surmount them. The second floor windows are replacement fixed sash. Corbelled brick belt courses run above the first floor storefronts and second floor windows. The second floor windows have brick header surrounds, lintels, and sills. The parapet has stone and steel coping.

This building was constructed in 1929. The original owner of this building, which was built for \$25,000, was Lampert Investment Company, Arthur J. Lampert, proprietor. No

architect was listed on the original building permit. Numerous small businesses occupied the retail spaces over the years. Although this building is generally associated with the development of the Hamline-Midway neighborhood, it does not have significant associations with that historic context. Its construction date of 1929 is not early for the neighborhood, and the intersection remained a small commercial node. The building is not known to be associated with persons significant in history. Furthermore, it is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

Note: this building is in the “St. Paul Historic Resources Database” and is associated with the local historic context, “Neighborhood Commercial Centers, 1874-1960” (Zellie and Peterson 2001). The building was recommended for further study for potential local designation. Although it is not eligible for listing in the NRHP, the property may have local significance and may be eligible for local designation by the City of St. Paul.



### **729-731 Snelling Avenue N.**

This two-story store-and-flats building stands on Snelling Avenue N. north of Minnehaha Avenue. The building has a concrete foundation, frame structure, brick-clad walls, and a flat roof. The façade is clad in glazed brick. There is a one-story concrete block addition at the rear of the building. The façade is slightly asymmetrical; at street level, the façade is divided into three bays: two replacement storefront windows, a recessed entry bay with replacement storefront windows and doors, and three replacement storefront windows. The recessed entry way has a central post supporting the building overhead. The storefronts are surmounted by a fabric awning. A backlit sign stands over each set of storefront windows. The second floor is divided symmetrically into two bays. Replacement tripartite windows with stone sills are in each bay. A belt course of header bricks is surmounted by a raised parapet clad in corrugated steel. A portion of the north

elevation's second floor wall along the alley has been damaged; brick is missing and the wood framing is visible.

This building was constructed in 1908. D.A.W. Pfaff operated a grocery store out of the store at 729 Snelling from at least 1911 to 1922. Amanda Symons ran a notions store from 731 Snelling from at least 1917 to 1920. Residents in the apartments rarely lived here for longer than a year. For example, an early resident was Samuel Olson, a car operator for the Twin Cities Rapid Transit Company, and by 1914, a widow named Maudie Jensen and members of the Moletor family, Agnes, Dena, and Esther, lived here. Although this building is generally associated with the development of the Hamline-Midway neighborhood, it does not have significant associations with that historic context. It was one of many commercial buildings constructed on Snelling Avenue after the streetcar line was laid, and the intersection remained a small commercial node. The building is not known to be associated with persons significant in history. Furthermore, it is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



### **735 Snelling Avenue N.**

This two-story store-and-flats building stands on Snelling Avenue N. north of Minnehaha Avenue. The building has a concrete foundation and concrete block walls. The primary façade has brick facing, is asymmetrical, and is three bays across. The southern bay has a recessed entryway. Both doors are modern steel and glass; one leads upstairs to the apartments and one leads to the storefront. The storefront encompasses the second and third bays, along which spans modern steel-frame storefront windows. A fabric awning runs the length of the façade and has a back-lit sign overhead. On the second floor, the bay above the entry way has no windows. Two backlit signs project from the wall. The second and third bays are identical. Modern tripartite frames are surmounted by three-sided awnings. The parapet is capped with steel.

By the 1920s, this property was the site of a one-story commercial building, which was re-built to its current configuration in 1969. At that time, John Hagan owned the property. Ken Reinhardt Construction was the project's contractor. The building is not associated with significant themes in the Hamline-Midway neighborhood, and it is not known to be associated with persons significant in history. Furthermore, it is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



### **736 Snelling Avenue N.**

This is a two-story commercial building with storefronts on the first floor and apartments on the second floor. The flat-roofed building has a variety of cladding: the façade is clad in wood paneling; the north elevation has stucco veneer on the west half and exposed concrete block and wood siding on the east half. The storefront windows are aluminum frame and flank the inset entry. The bulkheads beneath the windows are clad with cream brick. A fabric awning stands over the storefront. The second floor façade likely originally had windows that have been obscured by the wood paneling.

This building was constructed in 1915. Charles E. Juleen resided upstairs while operating a shoe store from the storefront from at least 1916 to 1922. Other members of the Juleen family who lived upstairs included Clancie, a clerk for the Great Northern Railway, and Lawrence, a student. The historic integrity of this building has been compromised due to alterations, and it would not convey any potential historic significance it may have. Therefore, the building is recommended not eligible for listing in the NRHP.



#### 4.2.8 Station #8 – Snelling & University

##### 451-453 Snelling Avenue N.

This commercial building is one story and has a flat roof. The walls are clad in variegated brick. The primary façade has a slightly projecting water table surmounted by a stone beltcourse. The main entrance stands on the north end of the façade and has a stone surround. Four sets of three fixed-frame windows and one single window span the remainder of the façade. They have stone sills. It appears that the entrance may not be original; wood-covered openings are over the doors and were likely originally window openings. Two doorways on each end of the main façade have also been boarded over. The parapet is slightly raised, divided from the lower wall by a stone belt course, and surmounted by a stone cornice. A newer building with concrete and stucco-veneered walls has been added onto the south elevation.

This building was constructed in 1925 and housed the city's Industrial US post office substation until at least 1944. Currently, it is occupied by a furniture store. As a post office built when the neighborhood was developing, this property had some potential for historic significance. However, alterations to windows and doors, the large addition on the south elevation, and removal of all post office features have compromised its historic integrity, and it would not convey any potential historic significance it may have. Therefore, the building is recommended not eligible for listing in the NRHP.



##### 455-457 Snelling Avenue N.

This commercial building is one-story and has a flat roof. Its walls are clad in a red-orange brick veneer on its primary façade and stucco on its north and west elevations. The building's south wall is not exposed. The façade is comprised of an inset entrance flanked by two pairs of anodized aluminum storefront windows above a concrete block bulkhead. The entryway is round arched; the modern steel and glass door has a transom overhead. The storefront windows are surmounted by awnings. A brick belt course runs along the façade above the storefront windows and beneath the parapet. The parapet has slightly corbelled brick and stone details and a steel coping. The building's storefront has undergone alterations since construction. The building originally had two storefronts and

stood midblock among several one- and two-story commercial buildings. Currently, the single-storefront building stands on the southwest corner of Snelling Avenue and Spruce Tree Drive. Spruce Tree Drive was formed in 1986 during the construction of Spruce Tree Centre at the southwest corner of Snelling and University.

County assessor records state the building was constructed in 1900, but it was not listed in city directories until 1912. Sanborn fire insurance maps did not cover this block in the 1903 publication; an exact date of construction has not been verified. In 1912, J.P. Hanson operated a tailor shop from this storefront. By 1914, Snelling Home Bakery, owned by Jonathan S. Swanson & Algot S. Carlson, was located here. The historic integrity of this building has been compromised due to alterations, and it would not convey any potential historic significance it may have. Therefore, the building is recommended not eligible for listing in the NRHP.



### **1578 University Avenue W.**

This two-story Modernist commercial building stands at the southeast corner of the Snelling Avenue and University Avenue intersection. Its primary elevation faces University Avenue. This façade and the south elevation walls are glass and aluminum curtainwalls. A flat-roofed overhang projects over the main entrance at the northwest corner of the Snelling Avenue façade and the southeast corner of the rear facade. The east and west elevations are clad in granite panels. The roofline has a metal cap around its perimeter. A penthouse housing elevator equipment stands on the roof near the northwest corner. The building has undergone exterior alterations since construction. Originally, the windows along University Avenue were sash windows separated by spandrel panels between the floors and slightly projecting pilasters between sash. Four drive-up bank windows ran along the east elevation. They have since been removed, but the granite panel cladding is the same. A recent banking drive-through has been installed on the east elevation; a flat roof canopy stands overhead and is supported by granite panel-clad piers.

This building opened in 1960 and housed Midway National Bank. The building was designed by the St. Paul architectural firm Bergstedt, Hirsch, Wahlberg & Wold. Local contracting firm J.S. Sweitzer & Son constructed the building. According to its permit, the concrete and masonry building, drive-in, and parking lot cost an estimated \$525,000 to construct. Midway National Bank moved to this location from 1583-87 University Avenue and operated from this building until the bank was acquired by Dakota Bank in 2002. By 2005, American Bank was located here and the building's façade was remodeled (Bailey and Bailey n.d.). The historic integrity of this building has been compromised due to alterations, and it would not convey any potential historic significance it may have. Therefore, the building is recommended not eligible for listing in the NRHP.



#### **4.2.9 Station #9 – Snelling & Dayton**

##### **187-193 Snelling Avenue N. (Shamrock Apartments)**

This is a two-story commercial building with a flat roof and brown brick-clad walls. The first floor is comprised of three storefronts and the second floor is apartments. Each storefront entrance is inset with flanking steel-framed storefront windows above steel bulkheads. Two of the transom windows over the storefronts have been covered over with business signs; the southernmost storefront has a glass-block transom, surmounted by a fabric awning. The second floor windows are replacement sash, but their stone sills have been retained. The brick parapet is slightly stepped and has rows of soldier-brick courses. The roofline has steel coping. There is a shed-roofed, concrete block addition on the rear (west) elevation.

This building was constructed in 1922, and J.D. Mitchell was listed as owner on the original building permit. The building cost \$20,000 and was constructed by Steenberg Construction Co. When built, the upstairs apartments were addressed to 187 Snelling Avenue and called Shamrock Apartments; the storefronts were addressed as 189, 191, and 193 Snelling Avenue. Very few occupants resided in the apartments longer than a year. Early boarders included Marcella Simpson and Mary E. Stevens, both widows, James E. Trask Jr., a machinist, and Edward Mitchell. Clarence E. Spires resided here in 1923, as did his family members Marion and Maude. The 189 storefront was first occupied by Peter Nicholas' retail fruits store, which was later operated by G.S. Warner. While residing upstairs, Maude Spires operated a café from the 191 Snelling storefront until 1929; it was succeeded in 1930 by a restaurant owned by James Ktsanes. By 1939, a National Tea Co. grocery & meat store was located here. Mrs. A.E. Wettergren ran a notions retail store from the 193 Snelling Avenue storefront in 1923; in the early 1930s George H. Dahl operated a retail bakery here.

Although this building is generally associated with the development of the Hamline-Midway neighborhood, it does not have significant associations with that historic context. Its construction date is not early for commercial buildings in the neighborhood, and it housed a variety of small retail stores. The building is not known to be associated with persons significant in history. Furthermore, it is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

Note: this building is in the “St. Paul Historic Resources Database” and is associated with the local historic context, “Neighborhood Commercial Centers, 1874-1960” (Zellie and Peterson 2001). Although it is not eligible for listing in the NRHP, the property may have local significance and may be eligible for local designation by the City of St. Paul.



### **195 Snelling Avenue N., 1580, 1586-1588 Dayton Avenue (Mayfair Flats)**

This two-story brick-clad apartment building stands at the southwest corner of the Snelling Avenue N. and Dayton Avenue intersection. The building rises from a raised basement, which is clad in a darker brick and divided from the upper floors by a brick soldier belt course. The building has a flat roof with wide overhanging eaves. The Snelling Avenue façade is five bays wide and divided in half by a central stair hall. This central bay projects slightly from the flanking bays of the façade. The entry is modern steel and glass doors with side lights. A shallow-pitched hip-roofed overhang projects over the entryway and is supported by steel brackets. A tripartite band of windows stand over the entrance between the first and second floors. There are two flanking bays on either side of the entry bay; the bays immediately next to the entry bay have a tripartite band of windows on each floor and the outer bays have a pair of windows. Windows throughout the building have brick sills. Windows are original wood sash and vary between 8/1, 4/1, and 6/1. Along Dayton Avenue, there are nine bays. There are two entrances toward the rear of the building, in the sixth and ninth bays. One is similar to the primary entrance; it stands in a slightly-projecting entry bay with a hip-roofed overhang. The third entrance has a hip-roofed overhang but the entry stands in line with the façade and has no window overhead. Along the alley and rear of the building, the walls are clad in asphalt shingle.

Upon completion in 1916, the portion of the building fronting Snelling Avenue was known as Mayfair Flats while those addressed to 1586-1588 Dayton Avenue were called Mayfair Apartments. The building was owned by William McKay and designed by architect Henry E. Erickson. McKay was listed on the original building permit as the owner and contractor of this \$16,000 building. Its construction was announced in the summer of 1916: the building measured 54x95 feet and had ten apartments (*American Contractor* 1916). Although this building is generally associated with the development of the Hamline-Midway neighborhood, it does not have significant associations with that historic context. When this building was constructed, it was part of a surge of apartment construction in the western portion of St. Paul, particularly along Snelling Avenue and Grand Avenue. These apartments It was one of many commercial buildings constructed

on Snelling Avenue after the streetcar line was laid, and the intersection remained a small commercial node. The building is not known to be associated with persons significant in history. Furthermore, it is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



### **201 Snelling Avenue N.**

This building is set back in the northwest corner of the property and surrounded by a parking lot. The building is one-story and small, approximately 15'x25' and set at an angle. It houses the sales office for an auto sales business. The building has walls of concrete block, storefront windows on its southeast elevation with a central entrance, and a projecting sign panel along the roofline.

The Antler Corporation built this structure as a service station in 1966 for Clark Oil Refining Co. It was built at a time when older properties were being redeveloped in the urban core. This property, however, is not associated with a larger, planned urban renewal effort, and it is not associated with persons significant in history. Furthermore, it is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



### 209 Snelling Avenue N.

This commercial building is one story with a raised basement. The primary elevation is clad in brick veneer and vinyl siding while the secondary elevations are concrete block. The roof is flat and has a shed-roof canopy projecting over the primary elevation; it has dentil details and is supported by square posts. The windows are replacement casement.

This building was constructed in 1961 for use as an office building by AI's Car Cleaning Service Co. The building was designed by local architect Vernon K. Huso and constructed by Tuminelly Inc. It was built at a time when older properties were being redeveloped in the urban core. This property, however, is not associated with a larger, planned urban renewal effort, and it is not associated with persons significant in history. Furthermore, it is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



#### 4.2.10 Station #10 – Snelling & Grand

All properties in this area were inventoried and evaluated in 2011 (see 3.1 Previous Investigations), or they are less than 45 years old. Therefore, no additional properties were inventoried.

#### 4.2.11 Station #11 – Snelling & St. Clair

All properties in this area were inventoried and evaluated in 2011 (see 3.1 Previous Investigations), or they are less than 45 years old. Therefore, no additional properties were inventoried.

#### 4.2.12 Station #12 – Snelling & Randolph

##### 464 Snelling Avenue S.

This one-story modern commercial building has a concrete foundation and flat roof. The sides and rear walls are concrete block and the façade is comprised of commercial windows with steel frames above a granite cladding at the base. The main entrance is in the center of the front wall; it is comprised of a pair of steel and glass commercial doors with a transom window overhead. A sign that reads “RITA AMBOURN HAIR DAY SPA” spans the length of the façade, it is raised above the roofline. The north wall is exposed while the south wall is shared with the building at 472 Snelling Avenue S.

This building was constructed in 1954 and was vacant in the 1955 city directory listings. In 1959, a store called Watson Appliance and TV Co. was located here. This building is generally associated with commercial development along south Snelling Avenue in the Highland neighborhood following World War II. However, it is not associated with this context in a significant way, nor is it associated with persons significant in history. It was built at a time when older properties were being redeveloped in the urban core. Furthermore, it is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



#### **472 Snelling Avenue S.**

This one-story commercial building shares its north elevation with the building to its north. Its south wall is exposed and clad in stucco. A one-story concrete block addition stands at the rear of the building. The façade is primarily clad in wood lap siding and framed in wood, including the raised parapet. The storefront windows have been partially in-filled with a brick-clad bulkhead, and a band of three replacement fixed-frame windows span the façade above the bulkhead. The main entrance is recessed in the south end of the main façade. The door and windows are surmounted by a fabric awning that spans the length of the façade. The roofline has steel coping.

This building was constructed in 1921. J.A. Peterson owned and constructed this building for a cost of \$5,000. A dry goods retail store operated by N.N. Feider was located here in 1924. A variety of small retail stores operated out of this building over the years. The historic integrity of this building has been compromised due to alterations, and it would not convey any potential historic significance it may have. Therefore, the building is recommended not eligible for listing in the NRHP.



#### **476 Snelling Avenue S.**

This one-story commercial building has concrete block walls, painted on the sides and rear, and clad in stucco along the façade base, sides, and parapet. The façade at street level is comprised of three modern storefront windows and a modern steel and glass door. The windows have brick-facing below and along their side. A fabric awning spans the façade and is surmounted by the raised parapet, which is capped in metal coping. The roofline steps down towards the rear of the building. A garage bay door stands at the rear of the side wall exposed to the alley. The building's south wall is shared with 480 Snelling Avenue.

This building was constructed in 1921. Jacob Rybach was the original owner of this building, which cost \$3,400 to construct and was built by F.A. Fritz. A dentist office operated by William C. Whitney was located here in 1929. The historic integrity of this

building has been compromised due to alterations, and it would not convey any potential historic significance it may have. Therefore, the building is recommended not eligible for listing in the NRHP.



#### **480 Snelling Avenue S.**

This is a three-story commercial building with retail storefronts on the first floor and apartments above. The brick walls have been covered in a stucco veneer on the first floor and are painted on the second. The roof has a corbelled flared cornice. Windows throughout the building are replacement sash; first floor fenestrations have been partially in-filled. The entrance is set at the cutaway corner. Second floor windows have a brick band above them and brick sills. There is a one-story flat-roofed wing off the east elevation.

This building was constructed in 1915. One of the earliest storefront occupants was Nicholas J. Sattler's grocery store. He was also owner of the building; it cost \$2,700 and was constructed by J.J. Greuter. The historic integrity of this building has been compromised due to alterations, and it would not convey any potential historic significance it may have. Therefore, the building is recommended not eligible for listing in the NRHP.



#### **485 Snelling Avenue S.**

This is a one-story flat-roofed gas station. The building has a triangular plan; its walls are clad in a stone veneer, with aluminum-framed storefront windows and an entrance at the northeast corner and glass-block windows on the east elevation. Service bays flank the storefront bay. A one-story flat-roofed addition with metal-clad walls extends from the northeast corner of the building. A metal canopy supported by concrete posts shelters the pump islands.

This gas station was constructed in 1964. It was built at a time when older properties were being redeveloped in the urban core. This property, however, is not associated with a larger, planned urban renewal effort, and it is not associated with persons significant in history. Furthermore, it is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



### **1572 Randolph Avenue**

This three-story commercial block has retail storefronts along the first floor and apartments above. The building has red-brown brick walls with cream brick details that include: a band above the first floor, lintels over second floor windows, a band over the third floor windows, and a corbelled cornice. The west elevation has multiple storefronts, generally comprised of aluminum-frame windows over brick bulkheads and inset entries. Business signs or vinyl canopies stand above the windows. There is a corner entry with a round projecting sign panel. The stairwell entry on the west elevation has stone surrounds. The north elevation is similar to the west. There are no storefronts on the south elevation, but multiple windows on the upper floors.

This building was constructed in 1925 at a cost of \$100,000 for the Lampert Investment Company. Initial tenants included a variety of retail operations: C.J. Rummel, barbershop; Vasile Grama, shoe repair; N.N. Feider, dry goods; L.E. Thomas, a bakery; William F. Anderson, a drug store; and Mrs. Hilfred Wilson, a milliner. In the late 1920s into the 1930s, Four Square Gospel Mission was located at 484 S. Snelling; it was succeeded in 1933 by the Bethel Temple Pentecostal church. In 1927, the building was referred to as Highland Park Apartments.

Although this building is generally associated with the development of the Macalester-Groveland/Highland neighborhoods, it does not have significant associations with that historic context. It was one of many commercial buildings constructed on Snelling Avenue after the streetcar line was laid, and the intersection remained a small commercial node. The building is not known to be associated with persons significant in history. Furthermore, although it has some Neo-Classical Revival architectural details, the building is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

Note: this building is in the “St. Paul Historic Resources Database” and is associated with the local historic context, “Neighborhood Commercial Centers, 1874-1960” (Zellie and Peterson 2001). Although it is not eligible for listing in the NRHP, the property may have local significance and may be eligible for local designation by the City of St. Paul.



#### 4.2.13 Station #13 – Snelling & Highland

##### 700 Snelling Avenue S., Gloria Dei Lutheran Church

See Phase II evaluation in Chapter 5.

##### 750 Snelling Avenue S. / 1578 Highland Parkway – Fire Station #19

See Phase II evaluation in Chapter 5.

##### 705 Snelling Avenue S.

This modernist two-story and raised basement apartment building has brick-clad walls that rise to a flat roof. The primary façade is divided into three bays, separated by wide bands of cream brick pilasters that flare out as they rise and project above the roofline. The central bay contains the main entrance and stair hall. The front door is replacement steel and glass and is flanked by sidelight windows. A pair of sash windows is above the entry way between the first and second floors. The flanking bays are identical; the garden-level, first, and second floors each contain a tripartite window band with a fixed central window and a one-over-one sash window on either side. The building is eight bays deep, with varying widths and single or paired sash windows. Windows throughout the building are replacement sash, but retain stone sills and brick soldier-course lintels. A one-story, six-bay garage was added onto the rear end of the south elevation.

This building was constructed in 1949 and is identical to its neighbor at 699 Snelling Avenue. The building was constructed by H.P. Droher & Sons and owned by Frederick Eichinger and Herman Pastor. According to the building permit, the frame structure cost \$50,000 to construct. This building is generally associated with post-World War II development of the Highland neighborhood. In the early postwar years, a housing shortage spurred construction of apartment buildings to house returning veterans and their growing families. This building is not among the earliest or largest; for example, the five-story apartment building at 499 Snelling Avenue S. was built in 1946. The building is not known to be associated with persons significant in history. Furthermore, although it has modest Modernist architectural details, the building is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



### **721 Snelling Avenue S.**

This one-story commercial office building has a rectangular plan with a side-gable roof. The building's position on a hill at the southwest corner of Snelling Avenue and Highland Parkway exposes the basement walls at its north end. The building has a concrete foundation, and the walls are clad in synthetic lap siding with brick facing at the corners. The central entry has a gabled portico with four wood post supports. The original wood front door is framed by transom windows and sidelights. Two window bays with a pair of wood-sash windows in each flank the entrance. The north wall has a tall central window four panes tall and three wide that rises into the gable-end. The base of the window has paneled wood and bracket details. A single sash window stands on either side of the central window. In the rear of the building, a wood deck leads to the first floor and surmounts a basement door.

The building was constructed in 1957. In the 1960 city directory, the “real estate and suburban and city property” company, Suburban Properties Inc. was located at this building. The company's president was James R. Wyatt. The building permit index card was not on file at the Ramsey County Historical Society archives. This building is generally associated with post-World War II development of the Highland neighborhood. However, it is not an early or significant example of a commercial building within this context. The building is not known to be associated with persons significant in history. Furthermore, although it has modest Colonial Revival architectural details, the building is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.

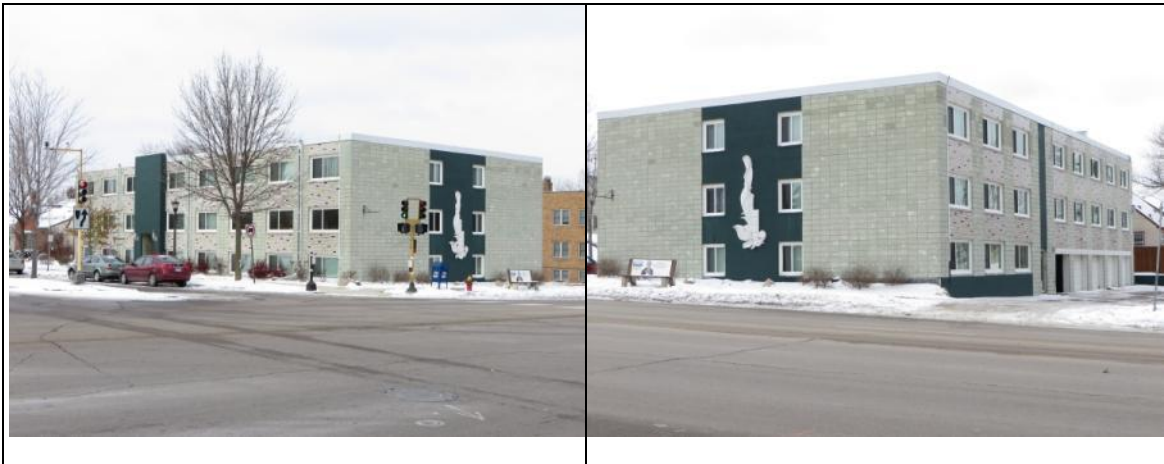


### **1585 Highland Parkway**

This three-story, 14-unit apartment building stands at the northwest corner of Snelling Avenue and Highland Parkway. The building has a concrete foundation and scored concrete walls that divide window bays clad in brick. Its primary façade along Highland Parkway is nine bays wide, with the primary entrance in the sixth bay. The entry bay

slightly projects from the façade and its painted brick wall is not fenestrated above the entrance, which is comprised of a replacement steel and glass door with sidelight and transom window. The brick in the window bays on the three western and five northern bays are glazed brick, with multi-colored brick spandrel panels. The Snelling Avenue elevation has three bays; two without windows and a central painted-brick bay with two windows on each floor. A plaster sculpture is attached to the wall between the windows. In the rear, the nine bays are divided into three window bays, an entry bay, and five window bays on the upper floors with five garage bays on the ground floor.

The building was constructed in 1959 and owned by F. H. Eichinger. The building was designed by Minneapolis architectural firm Svensson – White and constructed by Sheehy Construction Company. According to the permit, the frame and masonry-veneer building cost \$100,000 to construct. This building is generally associated with post-World War II development of the Highland neighborhood. However, it is not an early or significant example of an apartment building within this context. The building is not known to be associated with persons significant in history. Furthermore, although it has some Modernist architectural details, the building is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



#### 4.2.14 Station #14 – Ford & Fairview

##### 1807 Ford Parkway

This apartment building is two-stories on a raised basement and has an I-Plan footprint. The walls are clad in cream brick and rise to a flat roof with a shaped parapet and aluminum coping. The central entry bay is flanked by two-and-two bays. Projecting pilasters with stone bases separate the bays, which contain two-over-two double-hung windows with brick sills and vertical brick spandrels. There is a stone cornice with “1807” etched into it. The entrance has glass block sidelights and a transom. The two-over-two double hung windows also fenestrate the secondary elevations.

Ben Fine was the owner of this building; employed as a general contractor, he built the building at a cost of \$30,000. This building stands in a row of four nearly identical apartment buildings (1807, 1817, 1825, 1835 Ford Parkway). They were all constructed in 1941 at a cost of \$30,000 each. Members of the Fine family, including Benjamin, a general contractor, Adolph, a wholesale clothing manufacturer, and Jacob, a real estate man, were variously involved with the construction of them. No member of the Fine family resided at the apartments upon completion.

This group of four apartment buildings is generally associated with development of the Highland neighborhood. Specifically, they were built at a time when the economy was pulling out of the depression of the 1930s, and the United States was gearing up for World War II. A review of St. Paul city directories indicates that residents were generally employed in white collar positions: clerks, school teachers, salesmen, and so forth. Despite the proximity to the Ford assembly plant, none of the residents was listed as an employee at the plant. The apartment building is not associated in a significant way with development of the neighborhood. The building is not known to be associated with persons significant in history. Furthermore, although it has modest Moderne architectural details, the building is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



### **1817 Ford Parkway**

This apartment building is two-stories on a raised basement and has an I-Plan footprint. The walls are clad in cream brick and rise to a flat roof with a shaped parapet and aluminum coping. The central entry bay is flanked by two-and-two bays. Broad pilasters with stone bases separate the bays, which contain two-over-two double-hung windows with brick sills separated between the floors by vertical inset bands. There is a stone surround around the entrance, which has glass block sidelights and a transom. The two-over-two double-hung windows also fenestrate the secondary elevations.

Ben Fine was the owner of this building; employed as a general contractor, he also built it at a cost of \$30,000. This building stands in a row of four nearly identical apartment buildings (1807, 1817, 1825, 1835 Ford Parkway). They were all constructed in 1941 at a cost of \$30,000 each. Members of the Fine family, including Benjamin, a general contractor, Adolph, a wholesale clothing manufacturer, and Jacob, a real estate man, were variously involved with the construction of them. No member of the Fine family resided at the apartments upon completion.

This group of four apartment buildings is generally associated with development of the Highland neighborhood. Specifically, they were built at a time when the economy was pulling out of the depression of the 1930s, and the United States was gearing up for World War II. A review of St. Paul city directories indicates that residents were generally employed in white collar positions: clerks, school teachers, salesmen, and so forth. Despite the proximity to the Ford assembly plant, none of the residents was listed as an employee at the plant. The apartment building is not associated in a significant way with development of the neighborhood. The building is not known to be associated with persons significant in history. Furthermore, although it has modest Moderne architectural details, the building is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



### 1825 Ford Parkway

This apartment building is two-stories on a raised basement and has an I-Plan footprint. The walls are clad in cream brick and rise to a flat roof with a shaped parapet and aluminum coping. The central entry bay is flanked by two-and-two bays. Broad pilasters with stone bases separate the outer bays while narrower pilasters flank the entry. Two-over-two double-hung windows with brick sills are separated between the floors by vertical inset bands. There is a stone surround around the entrance with a small projecting sign that reads “1825” and a panel above it that reads “Ford View.” The entrance has glass block sidelights and a transom. The two-over-two double-hung windows also fenestrate the secondary elevations.

Adolph S. Fine was the owner of this building, which cost \$30,000 to construct. Jacob Fine, employed in real estate, was listed on the original permit as the general contractor for the building. This building stands in a row of four nearly identical apartment buildings (1807, 1817, 1825, 1835 Ford Parkway). They were all constructed in 1941 at a cost of \$30,000 each. Members of the Fine family, including Benjamin, a general contractor, Adolph, a wholesale clothing manufacturer, and Jacob, a real estate man, were variously involved with the construction of them. No member of the Fine family resided at the apartments upon completion.

This group of four apartment buildings is generally associated with development of the Highland neighborhood. Specifically, they were built at a time when the economy was pulling out of the depression of the 1930s, and the United States was gearing up for World War II. A review of St. Paul city directories indicates that residents were generally employed in white collar positions: clerks, school teachers, salesmen, and so forth. Despite the proximity to the Ford assembly plant, none of the residents was listed as an employee at the plant. The apartment building is not associated in a significant way with development of the neighborhood. The building is not known to be associated with persons significant in history. Furthermore, although it has modest Moderne architectural details, the building is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



### **1835 Ford Parkway**

This apartment building is two-stories on a raised basement and has an I-Plan footprint. The walls are clad in cream brick and rise to a flat roof with a shaped parapet and aluminum coping. The central entry bay is flanked by two-and-two bays. Broad pilasters with stone bases flank the entry bay. Two-over-two double-hung windows with brick sills are separated between the floors by vertical inset bands. There is a stone surround around the entrance and stone spandrels in the entry bay. The stone over the doorway is etched with “1835” with a “Ford View” panel above it. Two small projecting signs flank the entrance and read “1835.” The entrance has glass block sidelights and a transom. The two-over-two double-hung windows also fenestrate the secondary elevations.

Adolph S. Fine was the owner of this building, which cost \$30,000 to construct. Jacob Fine, employed in real estate, was listed on the original permit as the general contractor for the building. Benjamin Fine co-signed the original permit; he was a general contractor by trade. This building stands in a row of four nearly identical apartment buildings (1807, 1817, 1825, 1835 Ford Parkway). They were all constructed in 1941 at a cost of \$30,000 each. Members of the Fine family, including Benjamin, a general contractor, Adolph, a wholesale clothing manufacturer, and Jacob, a real estate man, were variously involved with the construction of them. No member of the Fine family resided at the apartments upon completion.

This group of four apartment buildings is generally associated with development of the Highland neighborhood. Specifically, they were built at a time when the economy was pulling out of the depression of the 1930s, and the United States was gearing up for World War II. A review of St. Paul city directories indicates that residents were generally employed in white collar positions: clerks, school teachers, salesmen, and so forth. Despite the proximity to the Ford assembly plant, none of the residents was listed as an employee at the plant. The apartment building is not associated in a significant way with development of the neighborhood. The building is not known to be associated with persons significant in history. Furthermore, although it has modest Moderne architectural details, the building is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



### 1810-1812 Ford Parkway

This one-story frame Ranch style duplex has a side-gable roof with a central projecting shed roof and flanking hip-roofed extensions. The walls are clad in brick. The front of the house is symmetrical; two pairs of sash windows in the central bay surrounded by vertical wood cladding, a single-entry door on each side of the central bay, and a single sash window in the outer bays. The front doors are original wood with glass, while the one-over-one sash windows are obscured by synthetic storm windows. The projecting shed roof provides protection above the doors. An interior brick chimney rises from each of the hip-roofed extensions.

This duplex was built in 1951. The original building permit was not available, but the building permit ledger lists P. Steenberg as the builder. Paul Steenberg was listed in the 1950 St. Paul city directory as the secretary-treasurer of the Steenberg Construction Company. This building is generally associated with post-World War II development of the Highland neighborhood. However, it is not an early or significant example of a residential building within this context. The building is not known to be associated with persons significant in history. Furthermore, although it has modest Ranch style influence, the building is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



### **1816-1818 Ford Parkway**

This one-story frame Ranch style duplex has a side-gable roof with a central projecting gable-roofed wall dormer with vertical wood paneling. The walls are clad in brick. The front of the house is symmetrical; two pairs of sash windows in the central bay, a single entry door on each side of the central bay, and a single sash window in the outer bays. The front doors are original wood with glass, while the one-over-one sash windows and storms are also original. The projecting gable provides protection above the entrances. The doorways are flanked by full-height wood supports that flare out as they reach the gable-roofed dormer. There is a three-season porch addition at the rear of the house.

The duplex was built in 1950. The original building permit was not available, but the building permit ledger lists P. Steenberg as the builder. Paul Steenberg was listed in the 1950 St. Paul city directory as the secretary-treasurer of the Steenberg Construction Company. This building is generally associated with post-World War II development of the Highland neighborhood. However, it is not an early or significant example of a residential building within this context. The building is not known to be associated with persons significant in history. Furthermore, although it has modest Ranch style influence, the building is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



### **1824-1826 Ford Parkway**

This one-story frame Ranch style duplex has a side-gable roof with a central projecting shed roof and flanking hip-roofed extensions. The walls are clad in brick. The front of the house is symmetrical; two pairs of sash windows in the central bay surrounded by wood cladding, a single entry door on each side of the central bay, and a single sash window in the outer bays. The front doors are original wood with glass, while the two-over-two sash windows and storms are also original. The projecting shed roof provides protection above the doors. An interior brick chimney rises from each of the hip-roofed extensions.

The duplex was built in 1950. The building was not listed in the city of St. Paul permit ledgers from 1949 to 1951; therefore its original building permit could not be located at the Ramsey County Historical Society archives. This building is generally associated with post-World War II development of the Highland neighborhood. However, it is not an early or significant example of a residential building within this context. The building is not known to be associated with persons significant in history. Furthermore, although it has modest Ranch style influence, the building is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



### **1830-1832 Ford Parkway**

This one-story frame Ranch style duplex has a side-gable roof with a central projecting shed roof and flanking side-gable roof extensions. The walls are clad in synthetic lap siding, but the central bay and base of the outer first floor bays have brick cladding. The front of the house is symmetrical; two pairs of sash windows in the central bay, a single entry door on each side of the central bay, and a single sash window in the outer bays. The front doors are original wood with glass, while the sash windows and storms are synthetic replacement. The projecting shed roof provides protection above the doors. An interior brick chimney rises from each of the gable-roof extensions.

The duplex was built in 1950 as an income property for Highland Homes, Inc. It was constructed by the Gilbert Hamm Construction Company. Both businesses were located at 1518 Randolph Avenue in St. Paul. According to the original permit, the “double bungalow and garage” cost \$16,200 to construct. This building is generally associated with post-World War II development of the Highland neighborhood. However, it is not an early or significant example of a residential building within this context. The building is not known to be associated with persons significant in history. Furthermore, although it has modest Ranch style influence, the building is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not

likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



### **1836-1838 Ford Parkway**

This one-story frame Ranch style duplex has a side-gable roof. The walls are clad in synthetic lap siding on the secondary elevations and brick-cladding on the primary facade. The front of the house is symmetrical; two pairs of sash windows in the central bay, a single entry door on each side of the central bay, and a single sash window in the outer bays. The front doors are original wood with glass and are each surmounted by a flat-roof overhang with iron supports. The sash windows and storms are synthetic replacement. The projecting shed roof provides protection above the doors. The house has two interior brick chimneys.

The duplex was built in 1950 as an income property for Highland Homes, Inc. It was constructed by the Gilbert Hamm Construction Company. Both businesses were located at 1518 Randolph Avenue in St. Paul. According to the original permit, the “double bungalow and garage” cost \$16,200 to construct. This building is generally associated with post-World War II development of the Highland neighborhood. However, it is not an early or significant example of a residential building within this context. The building is not known to be associated with persons significant in history. Furthermore, although it has modest Ranch style influence, the building is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



#### 4.2.15 Station #15 – Ford & Kenneth

##### 2004 Ford Parkway

See Phase II evaluation in Chapter 5.

##### 1999 Ford Parkway

This one-story modern office building has a concrete-block foundation and walls clad in synthetic lap siding. It is rectangular in plan and has a flat roof with wide overhanging eaves. The eave along the Kenneth Street façade projects over the entryway and is supported by steel posts and stone-clad pony walls. A modern steel and glass door stands next to a fixed picture window, while a second window has been obscured with shutters. The windows throughout the building have been replaced with synthetic frames, most of which are sliding in form. Three window bays span the Ford Parkway elevation. A flower box spans the width of the elevation; it flares out as it rises from the base to just beneath the windows. The basement windows are in-filled with glass block. A metal sign frame stands at the west end of the south wall's roof.

The building was constructed in 1950 as a clinic for Dr. Aaron Moses. The building was designed by local architect Norman Johnson and constructed by J.A. Nelson. According to its permit, the frame building cost \$10,000 to construct. In 1955, several businesses operated from here: Aaron M. Moses's dentist clinic; Village Beauty Salon; and physicians Edward F. Walsh, John C. O'Brien, and J.J. Galligan's clinic. This building is generally associated with post-World War II development of the Highland neighborhood. However, it is not an early or significant example of a commercial building within this context. The building is not known to be associated with persons significant in history. Furthermore, the building is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



### 2005 Ford Parkway

This is a one-story hip-roofed service station. Its walls have been refaced with rough-face concrete block and its storefront windows are newer anodized aluminum frames. Service bays project from the main mass at the west end of the north façade. There is a flat-roof canopy with concrete posts above the pump islands.

This building was constructed in 1967 for the Pure Oil Company. The builder was the Antler Corporation. The historic integrity of this building has been compromised due to alterations, and it would not convey any potential historic significance it may have. Therefore, the building is recommended not eligible for listing in the NRHP.



### 2015 Ford Parkway

This is a one-story flat-roof commercial building. The façade has walls of concrete block and ashlar stone veneer, as well as aluminum, fixed-frame storefront windows that flank a recessed entryway. The entryway is surmounted by a slightly projecting shed-roofed canopy with ashlar stone-faced pylons. A sign that projects above the roofline has a lighted arrow and appears original to the building.

This building was constructed in 1951. In 1955, Highland Cleaners Inc. was located here. Red Robin Cleaners has been occupied the building for over 40 years. This building is generally associated with post-World War II development of the Highland neighborhood. However, it is not an early or significant example of a commercial building within this context. The building is not known to be associated with persons significant in history. Furthermore, although it has modest Modernist influence, the building is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



#### 4.2.16 Station #16 – Ford & Finn

##### 2145 Ford Parkway

This building has a construction date of 1952, and by 1957, a Snyder Drug was located there. The building has undergone multiple additions and has been altered beyond recognition. The historic integrity of this building has been compromised due to alterations, and it would not convey any potential historic significance it may have. Therefore, the building is recommended not eligible for listing in the NRHP.



#### 4.2.17 Station #17 – Ford & Woodlawn

All properties in this area are less than 45 years old, and therefore, no properties were inventoried.

#### 4.2.18 Station #18 – 46<sup>th</sup> Street & 46<sup>th</sup> Avenue

##### 4500 E. 46<sup>th</sup> Street

This Ranch style, one-story house stands at the northeast intersection of 46<sup>th</sup> Avenue S. and E. 45<sup>th</sup> Street. Its brick-clad walls rise to a hipped roof. Along 46<sup>th</sup> Avenue, its asymmetrical façade contains three bays. A band of four windows are covered by a vinyl awning. The off-center front door has wood frame surrounds; the steel door is not original. The sash windows throughout the house are replacement. A small sash window stands in the third bay. It is flanked by shutters. Along 45<sup>th</sup> Street, there are three single windows, each with a vinyl awning overhead. A wide brick end-wall chimney projects above the roofline. An original two-car garage stands at the east end of the lot, along the alley. It has the same roof form and cladding as the house.

The house was constructed in 1950. Hayward D. Ruona was listed as the builder on the permit index card. This building is generally associated with post-World War II development of the Hiawatha neighborhood. However, it is not an early or significant example of a residential building within this context. The building is not known to be associated with persons significant in history. Furthermore, although it has modest Ranch style influence, the building is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



##### 4514 Nawadaha Boulevard

This is a one-story house with a hipped roof and variegated brick walls and ashlar stone on its façade. The house's lower level is attached to the two-car flat roof garage off the east elevation. The main entrance stands at the southeast corner of the house. Windows are Chicago style with central fixed sash and four-light casement windows.

This house was constructed in 1950. Ross J. Richardson was listed on the original building permit as the owner and builder. The house cost \$15,000 and the garage, built at the same time as the house, cost \$800. This building is generally associated with post-

World War II development of the Hiawatha neighborhood. However, it is not an early or significant example of a residential building within this context. The building is not known to be associated with persons significant in history. Furthermore, although it has modest Ranch style influence, the building is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



#### **4600 E. 46<sup>th</sup> Street**

This apartment building is two stories on a raised basement. It has cream brick walls that rise to a flat roof. A central entry bay on its south façade is flanked by three bays. The outer bays contain two-over-two double-hung sash windows with concrete sills. The main entrance has a hipped canopy with wrought-iron style posts. Secondary elevations also have fenestration of two-over-two double-hung sash windows.

This building was constructed in 1958. Martin Nelson owned the property, and the building was constructed by Knute Lien. This apartment building is generally associated with post-World War II development of the Hiawatha neighborhood. However, it is not an early or significant example of a residential building within this context. The building is not known to be associated with persons significant in history. Furthermore, although it has modest Modernist influence, the building is not a distinctive example of a period, type, or method of construction or of the work of a master architect. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



#### **4.2.19 Station #19 – 46<sup>th</sup> Street & Minnehaha**

##### **3910 E. 46<sup>th</sup> Street**

This is a one-and-one-half story house with a front gable roof and gable returns. It has a concrete foundation and walls clad in wide wood-lap siding. An enclosed hip-roofed porch spans nearly the width of the façade. A pair of replacement casement windows stands in the gable-end. Casement and double-hung windows on the first floor are also replacement.

According to Minneapolis assessor's records, this house was constructed in 1884. No permit is on file for this building until 1927, when plumbing was installed. In 1952, an addition was added to the rear of the house. The historic integrity of this building has been compromised due to alterations, and it would not convey any potential historic significance it may have. Therefore, the building is recommended not eligible for listing in the NRHP.



##### **4561 Minnehaha Avenue**

This two-and-one-half story double house stands on a concrete foundation, and its walls are clad in synthetic lap siding. The roof is front-gable with an enclosed gable-end. A non-fenestrated shed roof dormer projects from the rear of the south elevation. The front of the house is symmetrical and divided into three bays. The central bay contains the front door on the first floor. Replacement wood decking and steps cover the original concrete stairs. The front door is replacement steel and glass and the entry is flanked on each side by a narrow sash window. On the second floor, the central bay contains two small fixed-sash windows. The outer bays on each floor contain a pair of sliding-sash windows. Window sash throughout the house are replacement. A shallow shed-roof overhang spans the width of the primary façade between the first and second floors, and wraps around the corner several feet along the 46<sup>th</sup> Avenue (south) elevation. A secondary entrance on the south elevation is surmounted by a gable-roofed projection with wood supports. A projecting one-story bay has a flat roof.

The house was built in 1912. Ole A. Olson owned the property. According to the original building permit, the “frame duplex” cost \$3,000 and was constructed by day labor. Mr. Olson, a carpenter, resided here and rented out the second unit. An early boarder was Alfred Weeks, a conductor. The historic integrity of this building has been compromised due to alterations, and it would not convey any potential historic significance it may have. Therefore, the building is recommended not eligible for listing in the NRHP.



#### **4601 Minnehaha Avenue**

This is a one-story brick gas station. It has a recent brick veneer over concrete block walls. Aluminum panels wrap the cornice line. The storefront windows in the northwest corner have been partially in-filled with brick and modern fixed-sash windows. The main entrance and three service bays span the north façade. Two pumping islands stand beneath canopies supported by concrete posts.

This building was constructed in 1953. Frank H. Keys and his wife Evelyn operated this gas station. They resided at 4736 37<sup>th</sup> Avenue S. The building replaced an earlier filling station and was constructed by A.G. Erickson Co. In 1963, owner Socony Vacuum Oil Co. added a \$19,000 addition. The historic integrity of this building has been compromised due to alterations, and it would not convey any potential historic significance it may have. Therefore, the building is recommended not eligible for listing in the NRHP.



#### **4604 Minnehaha Avenue**

This is a one-story commercial building with a gabled roof. The concrete block structure has yellow brick veneer on its façade. Aluminum fixed-sash windows surround the central entrance and rise to the gable-end.

This building opened in 1965 as the Lil General Store grocery store. Local architectural firm Gingold-Pink designed the building. It cost \$18,000 and was constructed by Kraus Anderson Co. This building was constructed at a time when properties were being redeveloped within the urban core. Built as a small grocery store, this property is not associated with a larger urban renewal effort, and it is not associated with persons significant in history. Although designed by the noted mid-century architectural firm Gingold-Pink, the building is not a distinctive example of their work or of a period, type, or method of construction. The building is not likely to yield significant new information in history. For these reasons, the building is recommended as not eligible for listing in the NRHP.



#### **4554 Minnehaha Avenue**

This one-story commercial building is a former gas station. The concrete block walls have stucco veneer, and the roof is flat. The southeast corner of the building is comprised of storefront windows of aluminum fixed-sash. The south elevation is comprised of two former garage bays that have been in-filled with storefront windows and paneling. The primary feature of the building is a Googie-inspired triangular, or “bat wing,” canopy that projects from the south elevation and is supported by wide concrete pillars, which appear to have been modified.

This building was constructed in 1964 and served as a Phillips 66 gas station. The building was constructed by Antler Corporation for \$46,000. Although the distinctive bat wing canopy remains visible, the historic integrity of this building has been compromised due to alterations, and it would not convey any potential historic significance it may have. Therefore, the building is recommended not eligible for listing in the NRHP.



#### **4.2.20 Station #20 – 46<sup>th</sup> Street Station**

All properties in this area are less than 45 years old, and therefore, no properties were inventoried.

## 5.0 PHASE II EVALUATIONS

### 5.1 1667 SNELLING AVENUE & 1664 LARPEN TEUR AVENUE, FARMERS UNION GRAIN TERMINAL ASSOCIATION BUILDING (TIES SCHOOL)

This property was previously evaluated and found to be eligible for listing in the NRHP through consensus in 1995. Because 20 years have passed since the previous evaluation, the current study provides an update to the description and assessment of the historic integrity.

The large office building complex was constructed in 1946 for the Farmers Union Grain Terminal Association (GTA). The building is a V-shape plan complex with a four-story central mass from which two three-story wings radiate. It is of fireproof construction, with concrete frame and floors, and reinforced 8" tile and stone faced curtain walls (Sanborn Fire Insurance Map, 1950). The stone on the exterior walls is limestone panel cladding, with marble panels along the base. The windows consist of bands of aluminum-frame fixed sash, some of which are angled around curved corners.

The main, central mass of the building contains the entrance. The entry is comprised of double doors flanked by single doors, separated by projecting pilasters. Overhead transoms have aluminum grills with geometric patterns. Pilasters extend full height, and bands of windows on each floor have metal spandrels with bas relief corn and wheat motifs. There is a stone bas relief panel above the fourth floor windows, depicting a farmer and a businessman dressed in a suit, each with a hand outstretched toward the other, and between them a stylized bushel of grains. A narrow three-and-one-half story section connects to the wings; each has two vertical glass-block bands. The interior entrance lobby is wood-paneled and has a symbolic design of ripening grain worked into a terrazzo floor.

The wings have curved corners and banks of windows. The window bands are slightly inset and divided by projecting pilasters. The window and pilaster pattern is similar along the southwest elevation wing and main mass. There is a secondary entrance on the northwest wing; it is inset with curved corners. The door has sidelights separated by pilasters and is surmounted by a wheat motif bas relief panel. The wing along the north elevation was extended, in a complementary style, sometime between 1953 and 1957.

The property contains a secondary building to the west, connected to the northern wing via a skyway, which was installed in the 1970s. The building was constructed at the time of the original main building and served as a parking garage. The two-story building is granite-clad with glass-block windows. The entrance is on the north elevation within an aluminum-framed entry bay with projecting rounded canopy. Glass and aluminum entries flank the project bay. A garage door bay is inset on the east and west corners of the north elevation. The east and west elevations have multiple bays separated by projecting pilasters; the southern half of these walls are clad in stucco, the result of a 1960s addition.

This building was designed in the Art Deco style, in the ZigZag and Moderne phases, by architects Ray Gauger & Co. with Harry Firminger. Construction was completed in 1947. From the AIA Guide to the Twin Cities: “This superb late art deco building was constructed in 1947 as headquarters of the Farmers Union Grain Terminal Association (GTA), a large cooperative... Clad in Indiana Limestone, the building mixes the Zigzag and Moderne phases of art deco, and it’s one of the last great examples of these styles in the Twin Cities. Although Ray Gauger & Co. is the architect of record, some sources attribute the design to Harry Firminger, an itinerant St. Paul architect known for his command of the art deco style. The GTA, founded in 1938, merged with another cooperative to become Harvest States (now Harvest States Cenex) in the 1980s” (Millett 2010). TIES, a consortium established by 38 Minnesota school districts to provide technology and information services, has occupied the building since 2000.

This property was evaluated for NRHP eligibility in 1995 (Teigrob 1995). It was recommended that the property meets Criterion C, and SHPO staff concurred. Although the original building was altered by a mid 1950s addition to the west wing, the addition matches the original in materials and design and is architecturally indistinguishable from the original. The 1970s skyway extends from the second floor of the west wing. Its installation converted a window opening to an entry. The interior of the building has been altered, but the lobby is intact and its current office use is compatible with its historic office use. The garage has been altered in ways less sympathetic to the original. The 1960s addition converted the one-story southern section of the building to two stories. In addition, in 2013, the auto service area was converted to an entrance and lobby for an event center, located above the parking level. Overall, the property retains good historic integrity: the overall design is intact as are most of the historic materials and the original workmanship. The buildings are in their original location and retain the historic feeling and association. The setting has been compromised to a degree by recent redevelopment of surrounding properties. It is recommended that the property meets NRHP Criterion C and retains historic integrity and, therefore, remains eligible for listing in the NRHP.



**Farmers Union building, facing southwest**



**Farmers Union building, facing west**



**Farmers Union building, entry detail**



**Farmers Union building, facing southwest**



**Farmers Union building, facing northeast**



**Farmers Union building, facing east**



**Farmers Union garage, facing southeast**



**Farmers Union garage, facing southwest**

## 5.2 HUBERT H. HUMPHREY JOB CORPS CENTER (BETHEL ACADEMY AND THEOLOGICAL SEMINARY)

This property was evaluated and recommended as not eligible for listing in the NRHP in 2012 (Van Erem and Kellerhals 2012). The previous evaluation, however, only addressed the eligibility of the whole property as a potential historic district and not the individual eligibility of buildings on campus. Because there are three campus buildings within the APE, the current evaluation addresses whether or not any of these buildings is individually eligible.

The 2012 evaluation recommended that the campus as a whole is significant under Criterion A in the areas of Education and Ethnic Heritage and would have a period of significance of 1914 to 1952. The historic integrity of materials, design and workmanship of individual buildings, however, was evaluated as having been compromised by the replacement of historic-period window sash and doors and by the construction of additions to the buildings. In addition, the historic feeling of the overall campus has been compromised by construction of the Cafeteria building in 2005, as well as changes in the orientation of buildings and circulation patterns. For these reasons, though significant, the property was recommended not eligible for listing in the NRHP (Van Erem and Kellerhals 2012).

Three buildings on the former Bethel Academy and Seminary campus are within the project APE.

**Bethel Theological Seminary (Building 3).** This Neo-Classical Revival academic building is two stories with a raised basement and has brick-clad walls and a flat roof behind brick parapet walls. The primary façade faces west and is laid out symmetrically, with a central entry bay flanked by window bays, which are flanked by projecting window bays. All window openings have stone sills and replacement anodized-aluminum framed sashes. The main entrance has a replacement door of glass and anodized aluminum and classical-motif stone surrounds: flanking pilasters and a projecting cornice with dentils, which is topped by a stone panel inscribed: “Bethel Theological Seminary.” Above the entrance, a window opening extends to the building’s cornice. The entry bay is flanked by paired brick pilasters with stone caps. Slightly recessed bays, each with three window openings, flank the entry bay. The end bays each have a large window opening with cream brick keystones on the first floor, two windows and patterned cream brick on the second floor, and cream brick quoins. A projecting stone cornice extends across the façade, and the parapet wall has stone coping. The north and south elevations have similar window treatments as the west, and cornices and parapet walls extend along both elevations. The east elevation is dominated by a later addition.



**Building 3, facing southeast**



**Building 3, facing northeast**

**Bethel Academy (Building 1).** This Neo-Classical Revival academic building is three stories with a raised basement and has brick-clad walls and a flat roof behind shaped brick parapet walls. The primary façade faces west and is laid out symmetrically, with a central entry bay flanked by window bays, which are flanked by projecting window bays. All window openings have stone sills and replacement six-over-one sashes. The main entrance has a replacement door of glass and steel and classical-motif stone surrounds: flanking pilasters and a projecting cornice with brackets. Above the entrance, a window opening has heavy stone surrounds, including pilasters and projecting cornice with a rounded pediment. Bays flanking the entry bay each have three window openings on the first and second floor, and on the third floor, eight windows extend across the center section. The end bays each have a large window opening with three window sashes on the first and second floors, a pair of windows on the third floor, and brick pilasters with stone caps at the corners. A projecting stone cornice extends across the façade, and the parapet wall has stone coping. The north and south elevations have similar window treatments as the west, and cornices and parapet walls extend along both elevations. The east elevation is dominated by a later addition.



**Building 1, facing southeast**



**Building 1, facing northeast**

**Library (Building 2).** This two-story building has brick-clad walls and a flat roof behind a brick parapet wall. The large window openings have been infilled with replacement anodized-aluminum sash but retain their concrete sills. The primary elevation faces east, away from Snelling Avenue. A band of concrete runs along the tops of the windows around the entire building, as does a concrete coping atop the parapet wall.



**Building 2, facing southeast**



**Building 2, facing northeast**

The Bethel Academy and Theological Seminary began as two institutions. The Swedish Baptist Theological Seminary was established in Chicago in 1871 and moved to several locations before relocating to St. Paul in 1914 to merge with the Bethel Academy. Founded as the Swedish Baptist Academy (high school) in Minneapolis in 1905, Bethel Academy was growing during the 1910s before the merger. The first building (Building 3) was constructed in 1914 and housed both the seminary and academy until Building 1 was completed in 1915. The academy and seminary buildings then operated as a combined secondary and post-secondary school for theological training from 1914 to 1945, when the school became a four-year college and was renamed Bethel College and Seminary. According to the 2012 study, Bethel was the first combined campus for an academy and seminary for Swedish Baptists in the Midwest and is associated with “a purposeful attempt to spread the Swedish Baptist faith across the Midwest” (Van Erem and Kellerhals 2012:27). For these reasons, it was recommended in 2012 that the former Bethel Academy and Theological Seminary meets NRHP Criterion A.

Of all the buildings on campus, Buildings 1 and 3, the original academy and seminary buildings respectively, have the most direct association with the recommended significance and, therefore, have potential to be eligible for listing in the NRHP. Because the two buildings operated in tandem and their significance is derived from their operating together, they would not be eligible individually but may be eligible together and separate from the later buildings on campus. Just as the campus as a whole lacks historic integrity, however, Buildings 1 and 3 lack the integrity needed for NRHP listing. Both buildings have replacement windows and doors that have compromised the original materials and workmanship. Although the original design of the individual buildings is apparent, the design of the combined campus, as well as the setting and feeling, have

been compromised by post-1945 construction, most notably the Library building between them. For this reason, Buildings 1 and 3 are not eligible for listing in the NRHP. The Library, constructed in 1952, is only significant for its association with the Bethel campus. Because the campus as a whole is not eligible for listing in the NRHP, the Library is not eligible.

## 5.3 MINNESOTA STATE FAIR HISTORIC DISTRICT

### 5.3.1 Description

The Minnesota State Fair is located on a 320-acre site in the city of Falcon Heights, immediately to the north and west of the boundary of the City of St. Paul. Established in 1885 on the 210 acre site of the Ramsey County Poor Farm, the fair eventually expanded to its current size. The proposed historic district is bounded by Snelling Avenue on the east, Como Avenue on the south, Hoyt Avenue on the north, and the eastern boundary of the University of Minnesota St. Paul Campus, the curvilinear line of Randall Avenue, and the University of Minnesota Transitway on the west. The permanent buildings of the fair are largely grouped along the southern and eastern sections of the grounds, facing named streets that largely assumed their present configuration in the late 1930s. The state fair grandstand which faces the area of the race track is placed near the center of the grounds. Parking lots are located along the western and northern sections of the grounds. A large campgrounds site is located at the northeast section of the fairgrounds.

The permanent buildings and structures range in date from 1907 to 2014. They were designed in a variety of architectural styles, including Beaux-Arts classicism, Rustic, Art Moderne, and Modernist. Because the interiors are open and flexible exhibition spaces, many of them have changed uses over time. Those built through 1965 are considered to be contributing to the historic district.

The Minnesota State Fair buildings and structures that follow are listed in chronological order. All were built and are owned by the State Fair organization.

**Table 2. State Fair Buildings Built Prior to 1965**

Building Name	Year	Original Name
Progress Center (Eco Exp)	1907	Poultry Building
Fine Arts Center	1907	Dairy Building
Grandstand	1909	
JV Bailey House	1911	Officers Quarters
Ye Old Mill	1913	
Model Farm House	1915	
Greenhouse	1916	
Cattle Barn	1921	Livestock Pavillion
Administration Too bldg	1929	Warehouse & Service Building
DNR Building	1934	Conservation Bldg

Swine Barn	1936	
Horse Barn	1937	
Sheep & Poultry Barn	1937	
4-H Building	1938	
Arcade & Commissary Building	1938	
Territorial Pioneer Log Cabin	1938	Tourist Camp Office
Agriculture-Horticulture Building	1947	
Food Building	1949	Concession-Exhibits Building
Warner Coliseum	1951	Hippodrome
Ramberg Senior Center	1958	Pioneer Portrait Hall
Cattle Barn Annex	1959	
FAN Central	1963	Modern Living Building
Skyride	1964	Swiss Sky Ride
Space Tower	1965	
Education Building	1965	
Administration Building	1965	

The **Poultry Building**, now the **Progress Center**, and the **Dairy Building**, now the **Fine Arts Center**, are located west of Snelling Avenue, east of Cosgrove Street, and north and south of Randall Avenue respectively. Both date from 1907 and are the oldest extant buildings on the grounds. They are faced in red brick and display characteristics of the Beaux-Arts style. The interiors are large open spaces designed for exhibition purposes.

The **Grandstand** is located to the north of Dan Patch Avenue with the area of the historic race track, originally used for horse racing and later for auto racing, immediately to the north. It was built in 1909, replacing the original 1885 structure. The steel and reinforced concrete structure with brick facing was designed by Toltz, King and Day. Additional work was carried out on the structure by Clarence H. Johnston Architects in 1917, 1919, and 1922. Large bleacher structures were added to the east and west of the grandstand in 1938 as a WPA project. The reinforced-concrete entrance ramp that leads to the grandstand from Carnes Avenue was also added in 1938 as a WPA project. In 2002, work began on a two-year, \$35 million renovation project under the direction of KKE Architects. The east and west bleachers were removed, and new stairways, restrooms, elevators, and seats were added. The race track has been converted to a staging area for grandstand performances. The enclosed area underneath the grandstand contains two floors of exhibit space (Larson 1996: 193; Millett 2007: 578).

The **Officers' Quarters**, now the **J. V. Bailey House**, is located near the south end of the grounds, east of Cooper Avenue. Built in 1911, it is a Foursquare style house that was used as a residence by members of the State Agricultural Society during the fair from 1911 to 1969 and as a year-round residence by the superintendents of the fair greenhouse and groundskeepers from 1916 to 2004. After the house was restored in 2006, it was renamed in honor of J. V. Bailey, head of Bailey Nurseries and the superintendent of

horticulture for the State Agricultural Society from 1912 to 1932 and a board member from 1916 to 2004. It is now the home of the Minnesota State Fair Foundation. The state fair greenhouse, built in 1916, is to the east of the house.

**Ye Old Mill** is located at the southwest corner of Underwood Street and Carnes Avenue. Built in 1913 by John H. Keenan to the designs of the Philadelphia Toboggan Company, it began operation in 1915 under a long-term lease. The exterior structure was rebuilt three times before 1956. It is the oldest surviving amusement ride at the fair (Speer and Frost 1964: 68; Millett 2007: 578).

The **Model Farm House** is located east of Cosgrove Street in the middle of the campgrounds, near the northern end of the fairgrounds. Built in 1915, it was patterned after a model farm house plan by Hewitt and Brown that won first prize in a competition sponsored by the State Art Commission in 1914. Intended to be a permanent exhibit, it was built under the sponsorship of the Farm Women's Congress which raised the funds entirely by subscription. While in use as an exhibit until 1928, it was visited by thousands of farm women who saw the amenities that were possible in a modern farm house design. It has also been used as a residence for the fair groundskeeper and the assistant superintendent. Currently, it is the police dispatch office (Speer 1915; Marling 1990: 99).

The **Cattle Barn**, or Livestock Pavilion, is located near the southeast section of the fairgrounds on the block bounded by Como and Judson Avenues and Liggett and Stevens Streets. Built in 1920-1921, it was designed by Clarence H. Johnston Architects. The board of the State Agriculture Society requested funds from the state legislature as early as 1913 for a new livestock barn, but the onset of World War I delayed the appropriation until 1919. The brick structure is 470 feet by 235 feet, covers 117,450 square feet, and can house 1,000 cattle. It has been described as a monumental gabled volume flanked by two rectangular wings with arcades (Larson 1996: 152). The exterior is adorned with bovine motifs. During World War II, it housed the A. O. Smith Corporation which manufactured propellers for military aircraft. A 21,000 square foot corrugated steel structure was added on the south side of the building in 1959-1960 as a Cattle Barn Annex.

The **Warehouse and Services Building**, now the **Administration Too Building**, is located south of Dan Patch Avenue between Snelling Avenue and Cosgrove Street. Built in 1929, it was remodeled in 1951 to provide office space and dormitories for fair staff.

The **Conservation Building**, now the **Department of Natural Resources Building**, is located south of Carnes Avenue between Judson and Clough Streets. Built in 1934 as an Emergency Relief Administration (ERA) project for the Forestry Division of the Minnesota Conservation Department, it has been described as "the most important development on the Fairgrounds in 25 years" (Speer and Frost 1964: 214). Designed in a Rustic style with a log exterior, the original building is 186 feet by 66 feet. A wing that extends to the south from the west end was added in 1966. The name was changed in 1971.

The **Swine and Sheep Barn**, now the **Swine Barn**, is located to the west of the Cattle Barn, between Como Avenue and Judson Avenue on the west side of Stevens Street. Built in 1935-1936, the brick-clad structure was begun as an ERA project and completed as a WPA project. During World War II, the A. O. Smith Corporation used it for the grinding and shipping operations of its propeller plant.

The **Poultry Barn**, now the **Sheep and Poultry Barn**, is located on the north side of Judson Avenue between Clough and Liggett Streets. Built in 1937, the Moderne concrete structure was constructed as a WPA project. It was used by the A. O. Smith Corporation for airplane propeller manufacturing.

The **Horse Barn** is located on the north side of Judson Avenue between Liggett Street and Stevens Street, opposite the Cattle Barn. Built in 1937, the Moderne concrete and steel structure was constructed as a WPA project to replace earlier wood horse barns that were considered to be fire hazards. Relief sculptures in the friezes above the windows depict horses. During World War II, the building was used by the A. O. Smith Corporation as a machine shop.

The **Territorial Pioneers' Log Cabin**, originally a logging museum for the Forestry Division and then the Tourist Camp Headquarters, is located on the west side of Underwood Street between Judson Avenue and Carnes Avenue. Built in 1938, the Rustic structure was located in the campgrounds. It was moved from the campgrounds to its current location in 1958, the year of Minnesota's state centennial, and refurbished for use as the Minnesota Territorial Pioneers' headquarters. The members of the organization are "descendents of persons who became citizens of the state of Minnesota on May 11, 1858" (Minnesota State Fair).

The **Arcade and Commissary Building** is located on the south side of Carnes Avenue between Clough and Liggett Streets. Built in 1938, the concrete structure was a WPA project, designed to provide a central location for concession services and supplies. During World War II it housed the cafeteria and plant protection section of the A.O. Smith propeller plant. After a fire in 1946, the west half of structure was replaced by the present concrete block, steel and wood structure (Minnesota State Fair n.d.).

The **4-H Building** is located on the east side of Cosgrove Street on the long block bounded by Randall Avenue on the north and Dan Patch Avenue on the south. The main entrance is opposite Wright Avenue. Built in 1938-1939, the three-story concrete building with a central tower was designed by architect Kindy C. Wright (Millett 2007: 578). The four-leaf clover relief over the entrance signifies the four keys of the 4-H pledge: head, heart, hands, and health. The building is 357 feet long and 162 feet wide. Upon its completion, it "was pronounced the most modern and usable building of its kind in the world" (Speer and Frost 1964: 209).

The **Agriculture-Horticulture Building** is located on the irregularly shaped block bounded by Cooper and Underwood Streets and Judson and Carnes Avenues. Built in 1947 on an elevated site, it replaced the original Agriculture (Main) Building which stood

on this block; the 1885 structure burnt down in 1944. The new building was designed by state fair architect Kindy C. Wright's firm, K.C. Wright & Associates (formerly Wright & MacGregor) (Koutsky and Koutsky 2007: 45). Plans for the new building were presented to the State Fair board in 1944 as a "postwar" job. The building's details were described in 1945: "It is to be an architectural concrete octagon 300 feet in diameter, consisting of a central 100-foot-high tower, an 88-foot-wide rotunda, and eight halls, each 32 x 100 feet, seven of which will have outside entrances. The west hall will be an auditorium seating 450 persons... The several halls will be adaptable as general exhibit spaces" (Minnesota State Agricultural Society 1945). The central tower of the Moderne style concrete building has full-height glass block windows, lit by multi-color lights at night.

The **Concession-Exhibits Building**, now the **Food Building**, is located on the block bounded by Carnes and Dan Patch Avenues and Cooper and Judson Streets. The concrete structure was built in 1948-1949 by the McManis Construction Company. The structure housed the beer garden, food show, two large modern dining halls, and four corner refreshment concessions. The building was extensively renovated in 2002 and today houses dozens of food concessions.

The **Hippodrome**, now the **Lee & Rose Warner Coliseum**, is located on the block bounded by Como and Judson Avenues and Clough and Liggett Streets. Built in 1951, the reinforced-concrete structure with arched-rib roof was designed by Kindy C. Wright with William Wells (Millett 1996: 578; Lathrop 2010: 231). The building is 410 feet long, 240 feet wide, and 94 feet high. The central arena is 270 feet by 120 feet without posts. It is used for horse shows throughout the year and livestock judging during the fair. The building was known as the Hippodrome until 1975 when a new ice rink was installed and the name was changed to Coliseum; it was renamed in honor of Lee and Rose Warner in 2006. The building replaced the original Hippodrome, built in 1906 and demolished after losing structural integrity while used during World War II by the A. O. Smith Corporation as a propeller plant. Cost of construction and incidentals for the Coliseum was over \$1.25 million.

The **Pioneer Portrait Hall**, now the **Ramberg Senior Center**, is located on the west side of Underwood Street, north of Judson Avenue. Built in 1958, the year Minnesota celebrated its statehood centennial, the building was originally called the Pioneer Portrait Hall. It was constructed to house the Minnesota Territorial Pioneers' portrait collection. In 1971, the building was reassigned as the senior center. It stands adjacent to the Territorial Pioneers' Log Cabin, which was built in 1938 and moved to this location in 1958. The 36-foot high statue of the **Minnesota Pioneer Woman**, erected for the 1958 Minnesota statehood centennial, originally stood at the Administration gate, and in 1959 was placed permanently on the lawn of the Minnesota Territorial Pioneer Buildings.

The **Cattle Barn Annex** was built in 1959-1960 just south of the Cattle Barn, immediately to the north of Como Avenue; see above.

**Electri-City**, later the **Modern Living Building**, now **FAN Central**, is located at the southwest corner of Dan Patch Avenue and Nelson Street. It was built in 1963 by the North Central Electric League as an “exhibit of electrical appliances and equipment” and called Electri-City (Koutsky and Koutsky 2007: 37). In 1973, it was renamed the Modern Living Building. In 2009 it became the home of Minnesota sports team exhibits.

The **Skyride**, which was built in 1964, extends from Liggett Street and West Dan Patch Avenue (near the Midway) east to the terminus of Cooper Street south of Dan Patch Avenue (near the Agriculture-Horticulture building). The “Swiss Sky Ride” was a “mammoth new ride manufactured in Switzerland, 70 feet high across the Fairgrounds.” It was erected by a local corporation and operated on a concession basis (Speer and Frost 1964: 352). The **Skyglider** was constructed in 2001 and runs north from Dan Patch Avenue and Underwood Street to Cooper Street and Murphy Avenue.

The **Space Tower** is located just north of the intersection of Cooper and Cosgrove Streets opposite the Agriculture-Horticulture Building. Constructed in 1965, it was modeled after the Space Needle in Seattle, Washington. The structure rises 33 stories above the fairgrounds. An enclosed steel and glass observation deck encircles the steel tower and moves up and down its shaft. The top of the tower is surmounted by a spire.

The **Education Building** is located on the east side of Cosgrove Street to the south of the 4-H Building. Built in 1964-1965 on the site of a previous, deteriorated Education Building, it is a concrete structure faced with concrete and steel panels (Koutsky and Koutsky 2007: 36). The building collapsed during the winter of 1966-1967 and was rebuilt.

The **Administration Building** is located on the east side of Cooper Street, just south of the Administration Too Building. Constructed in 1965, the building is faced with concrete and steel panels and was occupied in 1966 (Koutsky and Koutsky 2007: 37). Plans for a new building were proposed in 1951 after the fair’s first Administration Building (a house dating back to 1870 when the land was a part of the Ramsey County Poor Farm) was demolished. At that time, in lieu of new construction, office space was created in the 1929 Warehouse and Service Building (now called Administration Too Building). The State Fair Board called for an “all inclusive administration building” in 1957; at the time, executive personnel were housed in “makeshift quarters in five widely scattered buildings on the fairgrounds” (Minnesota State Agricultural Society 1957).

The following Minnesota State Fair buildings and structures postdate the period of significance.

The **Dairy Building**, originally Empire Commons, is located at the southwest corner of Judson Avenue and Underwood Street. It was built in 1967 and faced with concrete panels (Koutsky and Koutsky 2007: 36).

The **Creative Activities & Annex** building is located at the northeast corner of Dan Patch Avenue and Cosgrove Street. Built in 1971, it replaced the Manufacturers

Building, later the Women's Building, which was designed by Clarence H. Johnston Architects and stood on this site from 1904 until 1970 (Koutsky and Koutsky 2007: 37) .

The **Bandshell** is located in Administration Park between Cooper Street and Cosgrove Street north of the Space Tower. It was constructed in 1971.

The **Home Improvement Building** is located on the block between Cooper Street and Cosgrove Street north of Dan Patch Avenue. It was built in 1973 and faced with concrete and metal panels.

The **Merchandise Mart** is located on the south side of Dan Patch Avenue between Cooper Street and Cosgrove Street. It was built in 1973 and faced with concrete and metal panels (Koutsky and Koutsky 2007: 37).

The **Haunted House** is located at the southeast corner of Judson Avenue and Underwood Street. It was originally called Cannon Manor and has been a permanent attraction at the State Fair since 1976.

The **International Bazaar** is located on the south side of Judson Avenue, east of the Haunted House, and bounded by service roads on the east and south. It first opened in 1984 and was renovated and updated in 2008.

The distinctive concrete **arches** at the entrance along Snelling Avenue at Dan Patch Avenue (then Commonwealth Avenue) were constructed in 1971.

The **Visitors Plaza** is located at the northeast corner of Dan Patch Avenue and Underwood Street. It was built in 1991.

The **Pet Center** is located at the northeast corner of Underwood Street and Murphy Avenue. It was built in 1991.

The **Miracle of Birth Center** is located at the southeast corner of Judson Avenue and Clough Street. It was built in 2006 on the site of the Children's Barnyard, which had been created in 1956.

The **AgStar Arena and West Barn** are located on the north side of Judson Avenue, west of the Horse Barn. They were built in 2011-2012 on the site of the 1964 judging annex (Jossi 2011).

The **West End Market** is located on the north side of West Dan Patch Avenue, west of Liggett Street. It was built in 2013-2014 on the site of Heritage Square which had been created in 1976.

### **Parking lots**

Parking lots are located along the west and north sections of the fairgrounds. Efforts to increase parking space began in earnest in 1951. The fair board negotiated with the

University of Minnesota for space west of the grounds. Lots south of Como Avenue were purchased in 1954. Another 10.96 acre plot south of Como Avenue was purchased in 1955 to establish a large parking lot and an overhead bridge over Como Avenue. The area was completed after the 1960 fair, providing space for 6,000 cars. Land north of Hoyt Avenue north of the fairgrounds was purchased from the University in 1956, but its development was delayed during planning stages for a proposed freeway along North Snelling Avenue. The parking lots south of Como Avenue and north of Hoyt Avenue are not included in the boundaries of the proposed historic district.

Parking during the fair days, on the fairgrounds streets, was not restricted until 1961. A no-parking zone was established on the center of the grounds between Cooper and Liggett Streets and Judson and Commonwealth (Dan Patch) Avenues.

The parking lot area between West Dan Patch Avenue, Liggett Street, Canfield Street, and north of the horse barns is the site of the **Midway** while the fair is in operation.

### **Campgrounds**

The campgrounds have been located along the west side of Snelling Avenue in the northeast corner of the fairgrounds since the Minnesota State Fair located here in 1885. While the specific boundaries have varied, the general boundaries run north from behind the buildings facing Randall Avenue to Hoyt Avenue, and west from Snelling Avenue to Cosgrove Street. The **Model Farm House** stands on the campgrounds (see above). A hydro-pillar style **water tower** was constructed on the campgrounds behind the Model Farm House in 1986. The water tower was proposed by the St. Paul Water Utility to the State Fair Agricultural Society in 1984 in order to increase water pressure in the Como neighborhood and on the Fairgrounds. In addition, the tower base houses the campgrounds' restrooms, showers, and laundry room.

The campgrounds had operated as a Tourist Camp until 1961. That year, the fair took over management, provided watchmen, charged a fee for space and utilities, and improved operational efficiencies (Speer and Frost 1964: 334).

### **Streets and Landscaping**

**Machinery Park**, now Baldwin Park, in front of the 4-H Building north of Wright Avenue, was established in 1940. It was among the many ERA and WPA improvements on the fairgrounds, in addition to the several buildings constructed. Among other improvements were a new front gate, park and lighted pool, new sidewalks, curbs and gutters, and the extension of Judson Street to provide a new east-west artery for traffic through the fairgrounds. Other streets and parks improvements included: Randall Street was graded in 1935, Commonwealth Avenue was widened and straightened in 1937 and paved, graded and landscaped in 1938. Machinery Hill was improved and modernized in 1940, with paved streets, sidewalks, curbs and gutters, and drainage system.

The WPA workers "planted more than 400 trees in the newly-developed areas, and many other minor changes and improvements" (Speer and Frost 1964: 210). Park areas were graded and landscaped on either side of the Grandstand ramp.

In 1963, a new rock garden, a small pond, and old mill setting near the Administration building were added. A patio display was added south of the Agriculture-Horticulture Building, and a rose garden was established by the Minnesota Rose Society.

Many other buildings and structures on the fairgrounds are owned and operated by businesses and organizations that lease the land and pay an annual license fee to the Minnesota State Fair. While some have been in place for many years, others are replaced every few years.



**Grandstand, facing north**



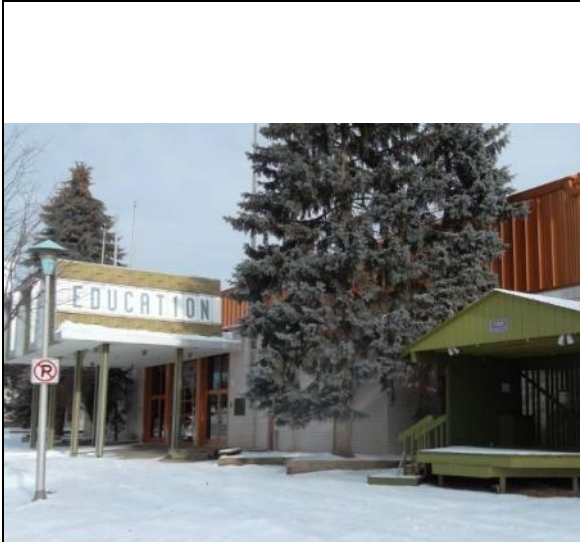
**Agriculture-Horticulture Building, facing NE**



**Poultry Building, facing east-northeast**



**Horse Barn, facing north-northeast**



**Education Building, facing northeast**



**Aerial view of fairgrounds including Agr-Hort Building on left, Space Tower on right, & Grandstand in rear. 1975 (MHS)**

### 5.3.2 Historical Background

The Minnesota State Fair grew out of traditional agricultural fairs that served as gathering places to share, educate, and celebrate with “amusement and festival food” (Koutsky and Koutsky 2007: x). The first annual Minnesota Territorial Fair opened in 1854. The exposition moved from year to year to sites in Minneapolis and St. Paul, and other cities including Rochester and Red Wing. The fair served a dual purpose: to “convince skeptical newcomers that the state’s soil was productive and the weather wasn’t so bad” and to present “early settlers with agricultural information and a rare chance to enjoy a little culture and entertainment” (Koutsky and Koutsky 2007: 2). The first Minnesota State Fair was held in 1859; since 1860 it has been governed by the Minnesota State Agricultural Society (MSAS). The MSAS, a quasi-state agency, is defined by law as a public corporation. The Society defines its purposes as:

- 1) To educate visitors and exhibitors alike in the field of agriculture, livestock raising and the arts;
- 2) To provide manufacturers and merchants with a unique and highly effective medium of direct-to-customer advertising of their products; and
- 3) To furnish wholesome entertainment for everyone at reasonable prices (Speer and Frost 1964: 370).

The fair continued without a permanent location until 1885 when the Ramsey County Poor Farm donated its site in Rose Township, midway between St. Paul and Minneapolis. Within the first five years, livestock barns, a grandstand, main building, art building, racetrack club house, agriculture building, and drivers club building had been constructed on the grounds (Koutsky and Koutsky 2007: x).

Most of the nineteenth-century buildings were frame and wood-clad structures and did not survive more than a few decades. The most impressive of these was the domed Main Building with four exhibition wings on the site of today’s Agriculture-Horticulture Building (Koutsky and Koutsky 2007: 14-15).

Other notable buildings that do not survive were Machinery Hall (1902), the livestock amphitheater, later called the Hippodrome (1906), and the Manufacturers’ Building, later the Women’s Building (1904, Clarence H. Johnston). The Poultry building, later the Progress Center, and the Dairy building, now the Fine Arts Center, were built in 1907 and are the oldest extant buildings on the fairgrounds. The tiered wooden Grandstand (1885) was replaced in 1909 with the existing steel and concrete structure clad in brick.

Clarence H. Johnston (1859-1936) was appointed as the Minnesota State Fair architect in 1912. In 1901, he had been named the architect for the Minnesota State Board of Control, an executive body that oversaw the construction and operation of all state-funded institutions. He also maintained his private architectural practice (Larson 1996: 110). Following Johnston’s appointment, the board of the Agricultural Society “gave considerable attention to preparing a complete plan of the grounds for future development, with special emphasis on the location of contemplated new buildings” (Speer and Frost 1964: 54). The Cattle Barn (1920-1921) is the major surviving building designed by the Johnston architectural firm.

Another wave of improvements and new construction began under the auspices of federal relief projects, initially the Emergency Relief Administration (ERA), beginning in 1934, and later the Works Progress Administration (WPA), through 1943. A *Pioneer Press* columnist reported in 1934 that “the Fair is 75 years old, it looks younger.” This was due to the “new front gate, park and lighted pool, new log Conservation building, much painting and new sidewalks, curbing and gutters, and the extension of Judson Street to provide a new east-west artery for traffic through the Grounds” (Speer and Frost 1964: 184). The first ERA project in 1934 was the Conservation Building log cabin, which was surrounded by a park with a sunken garden and fountain.

The State Fair board and WPA agents developed a master plan for “future location of streets, buildings, parks, and parking lots” (Speer and Frost 1964: 214). The plan was used through at least 1963. Kindy C. Wright (1873-1976) served as the State Fair architect from the mid-1930s to 1967. Wright’s earliest mention in the State Fair annual reports was in 1937, where he was described as a metropolitan engineer with the WPA. In 1940, Wright was noted as the Director of Operations of WPA activities on the fairgrounds. Wright, who at the time was engaged with the firm of Wright and MacGregor, became the official architect to the State Fair in 1943. Wright was identified by the State Fair board as the “man who was responsible more than anybody else for [the] design and completion” of the WPA-sponsored building and infrastructure projects completed during the decade between 1933 and 1943 (Minnesota State Agricultural Society 1943). Wright Avenue, extending west from the 4-H Building on Cosgrove Street, was named after Kindy Wright.

Most buildings constructed in the 1930s, primarily under the WPA, were designed in the Moderne style. WPA projects included the swine barn (1936), horse barn (1937), poultry and sheep barn (1938), 4-H building (1939), ramp and bleacher wing additions to the Grandstand (1938), restrooms, landscaping and grading, and sites for parking (Koutsky and Koutsky 2007: 34). In the 1937 annual report, State Fair board members described the Horse Barn and other WPA projects: “Experts, who have inspected the ramp and bridge, Horse Barn and the Poultry Building, all of modernistic architectural style, have expressed their opinion that these units are the finest example of their type of construction in the country, and exhibitors and the general public were unanimous in their declarations that the Minnesota State Fair facilities are unsurpassed.”

The WPA also had a major impact on the landscaping of the fairgrounds. Several projects included widening, grading, and paving streets. Curbs and gutters were added, as were retaining walls and parking lots. In 1937 alone, 24 old wooden barns were demolished. Between 200 and 500 “needy men were employed during this critical period. The net result was that the State Fair plant was made into the most modern in the country” (Speer and Frost 1964: 215). The bulk of WPA projects on the fairgrounds were completed by 1940, but the presence of WPA workers was continued through 1943 (Speer and Frost 1964: 224). The work of the WPA architects, engineers, and planners largely established the basic overall plan of the fairgrounds that we know today.

The Main Building, constructed in 1885 and “known over the country as the largest wooden-dome building in the world,” burned to the ground in November 1944 (Speer and Frost 1964: 232). World War II delayed construction of its \$500,000 replacement until 1946. Although constructed after the WPA program ended, the 1947 Agriculture-Horticulture Building, designed by Wright in collaboration with William Wells (Lathrop 2010: 231), and 1948 Food Building were designed in a similar Moderne style to the fair buildings constructed in the 1930s. The Agriculture-Horticulture building replaced the Main Building, while the Food Building replaced smaller dining halls and a beer garden.

Several buildings, primarily the livestock barns and the Hippodrome, were used by the A. O. Smith Corporation during World War II as plants to produce airplane propellers. The Hippodrome was “so badly impaired structurally that any attempt to restore it would have been too costly and the building might have been found unsafe for use. Therefore, it was decided to raze the structure and erect a new Hippodrome as soon as possible” (Speer and Frost 1964: 237).

By the 1950s concession and exhibit space was at a premium, and the fairgrounds required more buildings to house them. In his capacity as the Fair architect, Wright was responsible for overseeing the construction of these buildings in the 1950s and 1960s, as described above. He is credited with the design of the new Hippodrome, now the Coliseum (1951), in collaboration with William Wells (Lathrop 2010: 231). Wright tendered his resignation as Fair architect in October 1967, as the result of being named in a lawsuit over the collapse of the Education Building the previous winter, only a year after it had been completed (Winona Daily News 1967).

In 1961, the Minnesota Highway Department proposed a diamond approach to the contemplated freeway overpass at Como and Snelling Avenue. Plans were completed in 1964. About 350 feet of State Fair frontage along Como Avenue west from Snelling Avenue was forfeited. Several small buildings, fences, and gates were removed from the property, and the entrance at that corner was modified and moved to the west.

For 130 years, the Minnesota State Fair and the fairgrounds have provided the quintessential end-of-summer experience for hundreds of thousands of Minnesotans and other visitors. Since 1885, the fair has been held every year except three: in 1893 when the state participated in the World’s Columbian Exposition in Chicago; in 1945 to conserve fuel during World War II; and in 1946 because of a polio epidemic. In 1955, attendance reached over one million people for the first time. Attendance has continued to grow, and in 2014 it was over 1.8 million.

While the focus of the fair was largely devoted to agriculture in the early years, it quickly became much more, as the population, businesses, and industries of the state grew and diversified. It has been and continues to be a venue for a wide variety of exhibits and programs related to the state’s commerce and industries, in addition to agriculture. Art, education, creative enterprises, news, and politics—all are on display during the fair. Entertainment of many forms has also been an important aspect of the fair: from horse racing and auto racing to amusement rides, carnival attractions, concerts, and other

shows. In addition, while the Minnesota State Fairgrounds see their most intensive use during the twelve-day run of the fair, the fairgrounds are open year round for a wide variety of events, trade shows, and exhibits that take place in the fair's buildings.

In 2001 the Minnesota State Fair Foundation was established to preserve and improve the historic state fairgrounds and support the Minnesota State Fair agricultural, scientific, and educational experiences.

### 5.3.3 Evaluation

Portions of the Minnesota State Fairgrounds are within the APE, including one individual building older than 45 years: the Model Farm House (see above). This building operated as an exhibit within the State Fairgrounds and is associated with the Fairgrounds. It never operated separately from the State Fair operations, and with regard to Criterion A, it would only be eligible as a contributing element to a historic district. The Model Farm House is not known to be associated with persons significant in history and does not meet Criterion B. The house is architecturally undistinguished, and because its design was patterned after another model farm house, it is not a distinctive example of a period, type, or method of construction. Finally, the house is not likely to yield significant new information in our history.

The potential Minnesota State Fair Historic District was evaluated for NRHP eligibility using the Criteria of Significance.

**Criterion A.** The Minnesota State Fair was established in 1885 on the 210-acre site of the Ramsey County Poor Fair and has remained in this location to the present day. Initially focused on agricultural exhibitions, products, and related events, the fair quickly expanded to showcase the diversity of the state's businesses, commerce, and industries, as well as educational and cultural pursuits. The fairgrounds, now encompassing 320 acres, contain a wide variety of permanent buildings and structures ranging in date from 1907 to 2014 that serve the diverse needs of state fair exhibits and events, as well as other events throughout the year. The fairgrounds themselves are largely organized in accordance with a master plan that was developed in the late 1930s as a WPA project and has proved to be highly adaptable to the changing needs of the fair. For 130 years, the Minnesota State Fair Historic District has been the setting for an end-of-summer experience shared by millions of Minnesotans and other visitors. The Minnesota State Fair Historic District meets Criterion A.

**Criterion B.** The Minnesota State Fair Historic District has hosted many persons of local, state, national, and international significance through its 130 year history. However, the fair and its buildings and structures are not known to be directly associated with the productive life of such persons significant in history. Consequently, it does not meet Criterion B.

**Criterion C.** The Minnesota State Fair Historic District contains a number of buildings and structures that display the distinctive characteristics of type, period, and method of

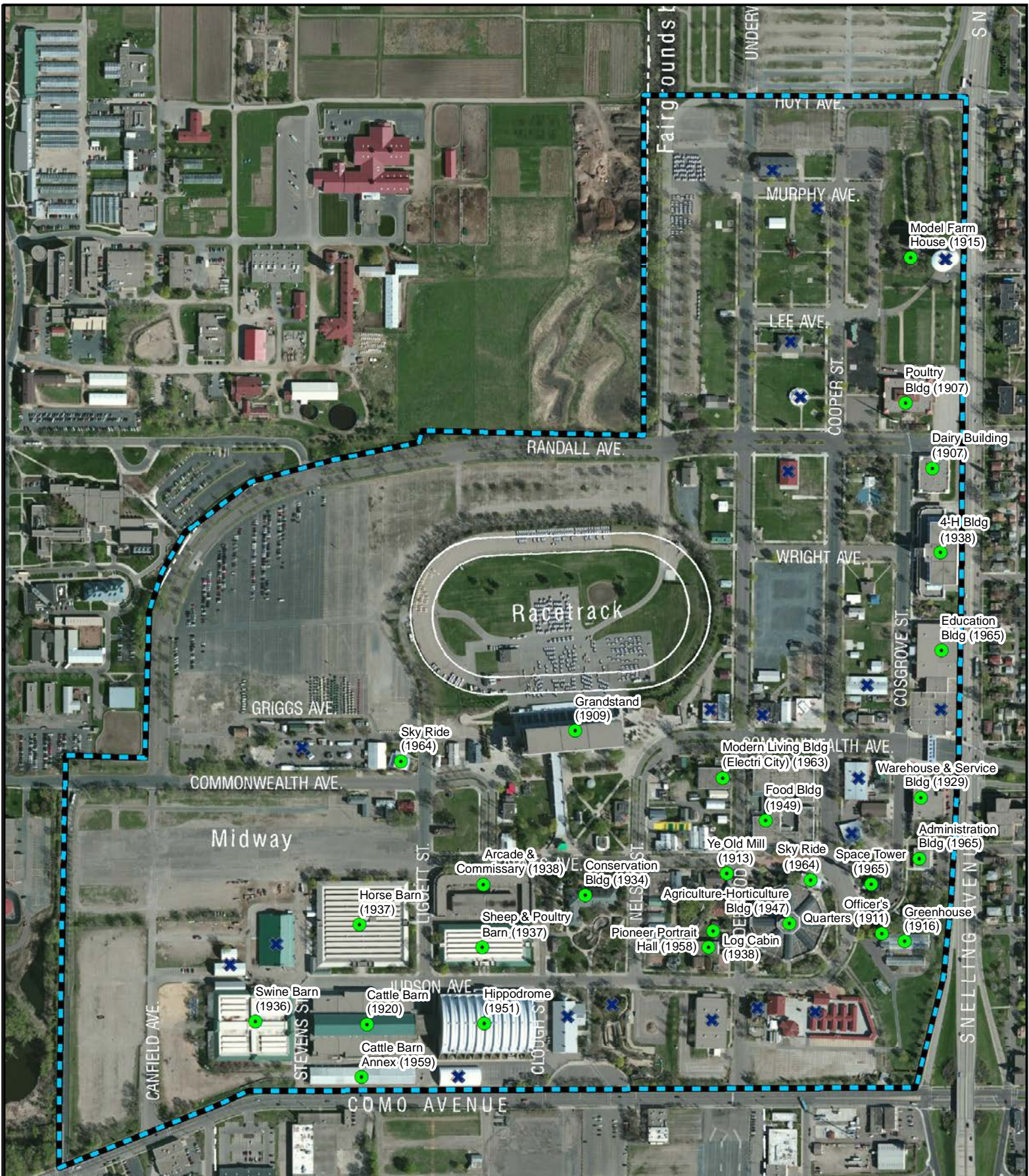
construction, set within an overall master plan that was largely developed in the late 1930s. The fairgrounds as a whole, however, developed as a series of individual buildings over a long period of time and do not represent a unified or cohesive entity. While some of the individual buildings and structures may be eligible for National Register listing, the historic district as a whole does not meet Criterion C.

**Criterion D.** The Minnesota State Fair Historic District has not yielded, nor is likely to yield, significant new information in history and, therefore, does not meet Criterion D.

The proposed period of significance for the proposed Minnesota State Fair Historic District begins in 1885, when the fair was established on this site, and ends in 1965, which is the 50 year cut-off date for National Register listing.

The proposed Minnesota State Fair Historic District has a high degree of integrity. It retains integrity of location as it has been on its historic site since 1885. It retains integrity of design: the buildings and structures are largely on their original sites and relate to each other spatially and visually as they are set in the overall master plan established in the late 1930s. Because the topographic features, landscaping, street layout, and overall plan are largely intact from the historic period, the fairgrounds retains integrity of setting. It retains integrity of materials and workmanship in the buildings and structures appropriate to their period of construction. It retains its integrity of feeling and association because, although the Minnesota State Fairgrounds have been adapted to new experiences and exhibits over the years, it has been the home of the fair since 1885.

Buildings and structures within the proposed Minnesota State Fair Historic District that are built after 1965 are non-contributing to the district. For example, the southeast corner of the fairgrounds would not contribute to the proposed historic district because International Bazaar buildings and the parking lot are recent developments. In addition, the corner was once an entrance to the fairgrounds but has been closed off and re-landscaped. Similarly, the water tower, which was built in 1985, would not contribute to the proposed historic district. Conversely, the campgrounds, which were established during the period of significance, would contribute to the historic district.



## Legend

- State Fair Buildings & Permanent Attractions (1907-1965)
- State Fair Buildings & Permanent Attractions (1966-2014)
- Proposed District Boundary



0 400 800 1,600 Feet

## Minnesota State Fair Proposed Historic District



File: ALine-Fairgrounds.mxd  
Summit #: 2200-0002  
Plot Date: 12-22-2014  
Arc Operator: SJN  
Reviewed by: AJS

## 5.4 GLORIA DEI LUTHERAN CHURCH

### 5.4.1 Description

The Gloria Dei Lutheran Church complex is located on a sloping site at the northeast corner of Snelling Avenue South and Highland Parkway. Originally constructed in 1949-1951, the Georgian Revival style church has two major additions, dating from 1964 and 2001-2002, that reflect the style of the original building. All sections of the building are clad in red-orange brick and the gabled roofs are clad in slate shingles. The main gabled mass, which contains the sanctuary with narthex, nave, and chancel, faces west onto Snelling Avenue and is approached by two runs of steps. Wings project to the north, east, and south. The west-facing primary façade has a two-story projecting portico with massive Ionic stone columns supporting a wide frieze with modillions and a pediment with an inset lunette. The main entrance has a classical surround with fluted side pilasters, wide frieze, and dentilled projecting cornice. The entry contains a pair of solid paneled wood doors, surmounted by a multi-pane transom window. Narrow windows with stone sills and brick soldier-course lintels flank the entrance bay. Above the entry is a round-arched multi-light window with stone sills and a keystone. The cornerstone is placed at the south edge of the gabled front.

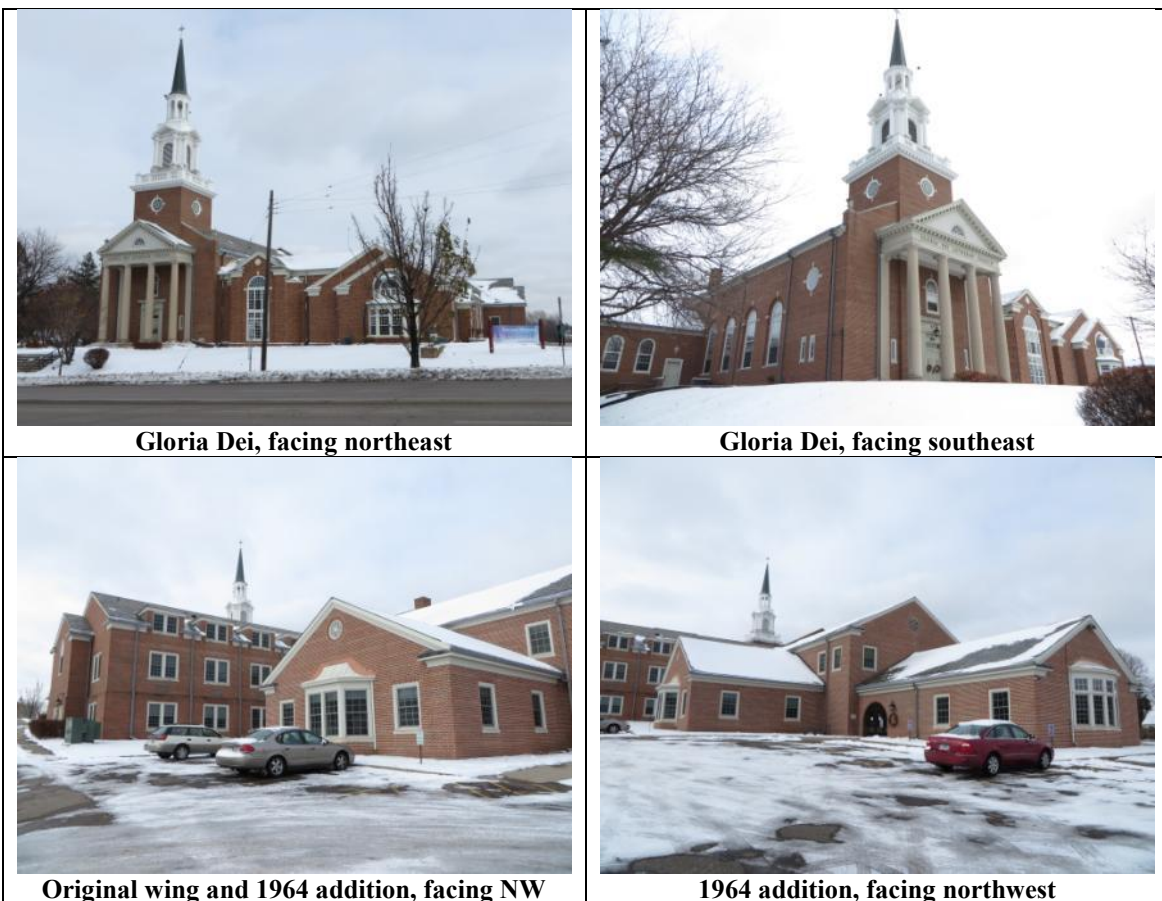
A square brick-clad bell tower rises above the portico. It has round multi-light windows with keystones, a projecting wood cornice with dentils, a wood cupola with columns that support pediments on each face, and a smaller octagonal cupola with arched openings and spire.

The gabled sanctuary section extends to the east of the bell tower. The eaves of the roof are adorned with modillions. The north wall has four tall round-arched window openings with multi-light sash and stone sills and keystones and a round window opening with stone keystones. The chapel is housed in a one-story gable-roofed wing on the north side with returns in the gable, a raised basement, and round-arched window openings. The south wall of the sanctuary section was originally exposed. A 2001-2002 addition to the church covered the original secondary entrance near the bell tower; the remaining round-arched window openings now face an inner courtyard.

Near the east end of the sanctuary section, a two-and-one-half story gabled parish hall wing projects to the south. This wing has pairs of nine-over-nine sash windows on the first and second stories and six-over-six sash windows in shed-roof wall dormers. The window openings have stone sills and brick soldier-course lintels. The west wall of this wing has been partially covered by the 2001-2002 addition, while an adjacent doorway has been replaced by a bay window and now faces the inner courtyard.

In 1964, a cross-plan extension for educational and recreational facilities was added to the east end of the building. A two-story gabled wing runs east-west and is intersected by one-story gabled wings, two bays wide on the south, five bays wide on the north, and three bays wide on the east. Bay windows in the gable ends have sloped metal hoods and stone sills. Round-arched entrances with steel and glass doors are placed in the north and south walls of the east wing.

The 2001-2002 addition is located at the southwest corner of the property. The L-plan extension connects the sanctuary and parish hall sections of the 1949-1951 building and creates an inner courtyard. Slightly projecting gabled bays are placed along the west façade. The bay closest to the sanctuary contains a multi-pane full-height round-arched window with keystones. It is flanked by slightly projecting brick pilasters that rise to gable returns, surmounted by a stone medallion in the gable end. The second, wider bay has overlapping gabled roofs with gabled returns. A multi-pane bay window is surmounted by a round-arched window that rises into the gable end. A gabled entry bay with a pair of steel and glass doors is placed on the west end of the south elevation. A cornerstone with the date 2002 is placed by the entrance. A series of five multi-pane sash windows light the first and second stories; stone panels are placed in the window bays between the floors and the second-story windows rise to shed-roof wall dormers.



## 5.4.2 Historical Background

### History of Gloria Dei Lutheran Church

The church building was originally constructed in 1949-1951 on a sloping site at the northeast corner of Snelling Avenue South and Highland Parkway. The architects were the C.H. Johnston firm, which had been formed by Clarence H. Johnston, Sr. At the time of the building's construction, the firm was led by his son Clarence H. Johnston, Jr. who

also served as the firm's chief designer (Larson 1996: 196). The church was "designed in the Georgian Colonial style and patterned after the chapel at Gettysburg Seminary in Gettysburg, Pennsylvania." (Gloria Dei Lutheran Church 2013). The cost of construction was \$625,000, and the church was built by the Steenberg Construction Company.

The Gloria Dei Lutheran congregation was formed in 1908 as a mission of First Scandinavian Lutheran Church of St. Paul (Gloria Dei Lutheran Church 1983: 9). Swedes had come to St. Paul "as early as 1853, and as soon as they had established their homes they felt the necessity of a congregation." (Strand 1910). The first Swedish Lutheran congregation was established in the Minnesota territory in 1854; by 1891 First Lutheran had organized the Gustavus Adolphus and North Emanuel churches in St. Paul. When the Gloria Dei mission church was organized in 1906, it had 42 members, 29 of whom came from First Lutheran. It was located at the corner of Hague and Victoria Streets in a residential section of the Summit-University neighborhood west of downtown St. Paul; construction of the first church building, which is extant, began in 1909 and was finished in 1912. Atypically, the Gloria Dei "congregation made the decision to hold the services in English rather than the native tongue of Swedish," and was "one of only 16 churches in the Augustana Synod," and the only Lutheran church in the city, "that used English for all purposes. This likely opened the possibility of worship and membership to a broader spectrum of the community particularly at a time when transportation – or a lack thereof – necessitated the ability to walk to church" (Gloria Dei Lutheran Church 2008: 6). In 1910, there were seven Swedish Evangelical Lutheran churches (part of the Augustana Synod) in the city of St. Paul, made up of 3,000 communicant members.

By 1922, the congregation had grown to 500; in 1921 the church building was expanded by Clarence H. Johnston Architects to increase seating to 678 (Gloria Dei Lutheran Church 1983: 11; 2008: 11). By 1928 the Rev. Dr. E. Edwin Ryden, who led the church from 1920 to 1934, "proposed serious consideration of preparations to expand church facilities including the possibility of a new location, preferably on a main thoroughfare" (Gloria Dei Lutheran Church 1983: 11). The existing church was one block south of the Selby Avenue streetcar line, but as more members drove cars, the desire for off-street parking grew. The church bought property at the corner of Summit and Hamline Avenues in 1929 and plans for a new building were discussed. The onset of the Great Depression prevented the project from being implemented. Rev. Ryden resigned as pastor in 1934. At the time, total church membership was 1,263 (Gloria Dei Lutheran Church 1983: 12). Nelson was followed by the Rev. Dr. Clifford A. Nelson. Both Ryden and Nelson attended the Augustana College and Seminary in Illinois. During his career, Ryden wrote and/or translated over 40 hymns, edited the *Junior Hymnal* and *The Lutheran Companion* magazine, and helped draft the documents that merged the Augustana Synod (Swedish), the American Evangelical Lutheran Church (Danish), the Suomi Synod (Finnish), and the United Lutheran Church (German) into the Lutheran Church in America in 1960. The effort to construct a new church building was renewed in 1941, but plans were delayed again due to the onset of World War II (Gloria Dei Lutheran Church 1983: 12, 18; New York Times 1981).

After the end of World War II, the congregation decided that the Summit Avenue site did not offer enough space for future growth and sold the lots to Mount Zion Temple, which was constructing a new building on an adjacent site. Instead, it turned its sights to the rapidly developing Highland neighborhood and in 1948 purchased property at Snelling Avenue and Highland Parkway (Gloria Dei Lutheran Church 1983: 13).

The Highland neighborhood was a residential area first developed after World War I. Several housing developments were built, and industry and infrastructure was established: streetcar tracks were laid in the area in 1923, the Ford Motor Company assembly plant opened in 1926, the Highland Ford Parkway Bridge was constructed in 1927, and a city water tower and fire station were constructed at Highland Park in 1927 and 1930, respectively. Following World War II, “the population of Highland increased tremendously, [and] many new houses and apartment buildings were constructed” (Murphy and Granger 1983: 157-157).

The congregation again called on the Clarence H. Johnston firm to design the new church. Church records state that the firm originally drew up plans for the site at Summit and Hamline, and that these plans were modified to accommodate the Snelling Avenue and Highland Parkway site. Plans were made to remove the cornerstone of the old church (which was installed in the northeast corner of the narthex) along with certain stained glass windows to be incorporated into the new building. Construction began in the fall of 1949, the cornerstone was laid on November 26, 1950, and the first services in the new church, for the congregation of 2,100 adults, were held in October 1951 (Gloria Dei Lutheran Church 1958: 6; 1983: 14). Streetcars began running along Snelling Avenue every 15 minutes on Sunday mornings, enabling parishioners from a “wide area” to attend (Gloria Dei Lutheran Church 1983: 15).

The congregation grew to a total of 3,329 in 1960; in 1956 it had begun raising funds to expand the new church to provide more education facilities. Within the congregation, the population of children was growing at the fastest rate. Lots were first purchased in 1962 to the north and east of the church in order to expand parking facilities. The \$528,000 church expansion was completed in 1964; facilities included space for youth, education, a gym, choir room, a new pipe organ, “more adequate offices for the administrative staff, a new church library, other church renovation” and a modified rear entrance (Gloria Dei Lutheran Church 1983: 18). The church building underwent few major changes until 2001, when construction began on a \$4.8 million facility at the southwest corner of the property. The addition included more classrooms and gathering space – both for the church and greater community use, as well as improved accessibility for elderly and disabled visitors. The project also addressed deferred maintenance throughout the original building. In 2007, the year before Gloria Dei celebrated its one hundredth anniversary, the congregation was made up of 2,736 members.

### **The Architecture of Gloria Dei Lutheran Church**

Gloria Dei Lutheran Church is a distinctive example of Georgian Revival design, a style associated with American patriotism and periodically popular for church buildings. A church history states that the Gloria Dei building was based on the design of the chapel of

Lutheran Theological Seminary at Gettysburg, Pennsylvania, founded in 1826 as a German Lutheran institution that always stressed its inclusiveness (Lutheran Theological Seminary 2009). The seminary chapel was built in 1940-1942. It has been described as merging the elevation of St. Martin-in-the-Fields, London, with the spire of Christ Church, Philadelphia (Thomas 2012: 377). The similarities between the seminary chapel and Gloria Dei Lutheran Church are unmistakable.

The original Gloria Dei Lutheran Church at Hague and Victoria streets is a Gothic Revival design that was enlarged in the same style by Clarence H. Johnston Architects. When the church purchased a new site at Summit and Hamline in 1929, it again approached the Johnston firm for plans. It is not known how far those plans advanced or if the plan was Gothic Revival, Georgian Revival, or some other style. In any case, the earlier design was modified, not only to take advantage of the new site on Snelling Avenue and Highland Parkway, but also to conform more closely to the seminary chapel prototype. For the Lutheran Theological Seminary to adopt such a patriotic style at the beginning of World War II was understandable. In the years after World War II, variations on the Colonial Revival style became increasingly popular for many building types. For Gloria Dei Lutheran to adopt the style as a symbol of its American inclusiveness was also understandable.

In 1958, the church characterized the building as “one of the loveliest Colonial [Revival] churches in America. Churchgoers here are instinctively aware of the combination of dramatic simplicity yet richness of design that is to be found in Gloria Dei. Designed by the C. H. Johnston firm of St. Paul, its architecture speaks to the soul of modern man the timeless message and inspiration of religious faith” (Gloria Dei Lutheran Church 1958:5).

The Johnston firm had been long associated with variations on the Colonial Revival and Georgian Revival style for its institutional and residential work throughout the state, although this appears to be its only church in the style (Larson 1996). Clarence H. Johnston, Sr. (1859-1936) was educated in St. Paul and worked in the architecture office of Abraham Radcliffe, where he formed a friendship with Cass Gilbert. Both aspiring architects left St. Paul in 1878 to study at the Massachusetts Institute of Technology. Johnston returned to St. Paul after a year to work for Edward Bassford, then spent two years in New York at the firm of Herter Brothers. Johnston returned to St. Paul in 1882 and opened his own office. He remained in St. Paul for the rest of his life and enjoyed a prolific and much admired architectural practice (Lathrop 2010: 116-117). His son, Clarence Jr. (1888-1959), who generally went by C. Howard Johnston, to distinguish himself from his father, began working as a draftsman in 1907. After studying architecture at Columbia University (1908-1910), he returned to St. Paul. By 1913, he had become the chief designer for his father’s firm. Shortly his father’s death in 1936, he reorganized the firm as C.H. Johnston, Architects-Engineers, with himself as president (Larson 1996: 158-159, 196). Given this background, it is likely that the younger Johnston was largely responsible for the expansion of the original Gloria Dei church and whatever plans were developed for the new church in 1930. In any case, the Georgian Revival style Gloria Dei Lutheran Church is a masterful product of the later firm.

When the church expanded its facilities in 1964 and again in 2001-2002, it chose to echo the Georgian Revival style architecture of the original building in its use of materials, scale, and architectural details. The 1964 addition is subordinate to the original building, as it extends to the east of the original sanctuary section and is set back from the street. The second addition, by contrast, is prominently sited at the corner of Snelling Avenue South and Highland Parkway. It blends harmoniously with the original building, but its later date is signaled by the 2002 cornerstone.

### **5.4.3 Evaluation**

The Gloria Dei Lutheran Church complex was evaluated for NRHP eligibility using the Criteria of Significance, as well as Criteria Consideration A which is applied to religious properties.

**Criterion A.** Gloria Dei Lutheran Church was built in 1949-1951 with two significant additions in 1964 and 2001-2002. The Gloria Dei congregation was established in 1906 as a mission church of St. Paul's First Scandinavian Lutheran Church, one of the oldest Lutheran congregations in the city. The Gloria Dei congregation is notable for its decision to use English, instead of Swedish, for all its worship services and educational programs. As such it asserted its inclusiveness and its American identity. However, these events are linked to Gloria Dei's previous church building at Hague and Victoria streets. The decision to locate the church in the Highland Park area after World War II was made in response to the development of the area, but cannot be said to have strongly affected that development. The building does not meet Criterion A.

**Criterion B.** At least one of the ministers of Gloria Dei Lutheran Church, the Rev. Dr. E. Edwin Ryden, is significant for his achievements related to aspects of Lutheran worship, as well as the merger of four synods into the Lutheran Church in America. However, he left the ministry of Gloria Dei in 1934, well before the construction of the present building. The building is not known to be associated with other persons significant in history and does not meet Criterion B.

**Criterion C.** The original Gloria Dei Lutheran Church building as designed by the Clarence H. Johnston architectural firm and built in 1949-1951, is a handsome and masterful example of the Georgian Revival style. The building evokes its immediate prototype, the chapel of the Lutheran Theological Seminary in Gettysburg, Pennsylvania, as well as its original precedents in English Georgian and American Colonial church architecture. The senior Clarence H. Johnston can be considered a master architect for his extensive and highly regarded work in Minnesota. Given the role that Clarence H. Johnston, Jr. played in the firm as chief designer, he might also be given that status. For these reasons, the Gloria Dei Lutheran Church building meets Criterion C. However, because the church lacks historic integrity, it no longer conveys this significance (see below for additional details).

**Criterion D.** The Gloria Dei Lutheran Church complex has not yielded, nor is likely to yield, significant new information in history and, therefore, does not meet Criterion D.

Gloria Dei Lutheran Church meets Criterion C as a distinctive example of the Georgian Revival architectural style and as an important work of Clarence H. Johnston, Jr., and its period of significance is its date of completion, 1951. In order for a property to be eligible for listing in the NRHP, it must also retain sufficient historic integrity from its period of significance in order to convey its historic significance. Specifically, a property significant under Criterion C must retain the characteristics that distinguish the type, period, or method of construction that the property represents.

The Gloria Dei Lutheran Church building retains integrity of location and association because it remains on the site of its original construction and is still in use as a church building. Other aspects of integrity, however, have been partially or completely compromised. The overall design has been affected by the 2001-2002 addition. Although specific elements, particularly the entrance portico and bell tower on the west elevation, remain intact, their visual prominence is muted by the massive addition on the south elevation. In a historic photograph from 1952, the sanctuary building is clearly dominant, and the original administrative wing clearly subordinate within the overall design. The sanctuary building appears to stand alone, and secondary architectural features on the south elevation, such as a row of round-arched stained-glass windows, dentils, and a round egg-and-dart window, are clearly visible. Currently, due to additions to the building, the wings have been elevated to equal visual footing with the sanctuary building. This is a distinct change from the original design. Similarly, both the setting and feeling of the church have been compromised by the additions. In particular, due to its prominent location and massing, the 2001-2002 addition alters the feeling of the property from a Georgian Revival church building to a church complex built in stages. In addition, some historic materials and workmanship have been removed or obscured as a result of the additions – notably on the south elevation of the sanctuary, as noted above.

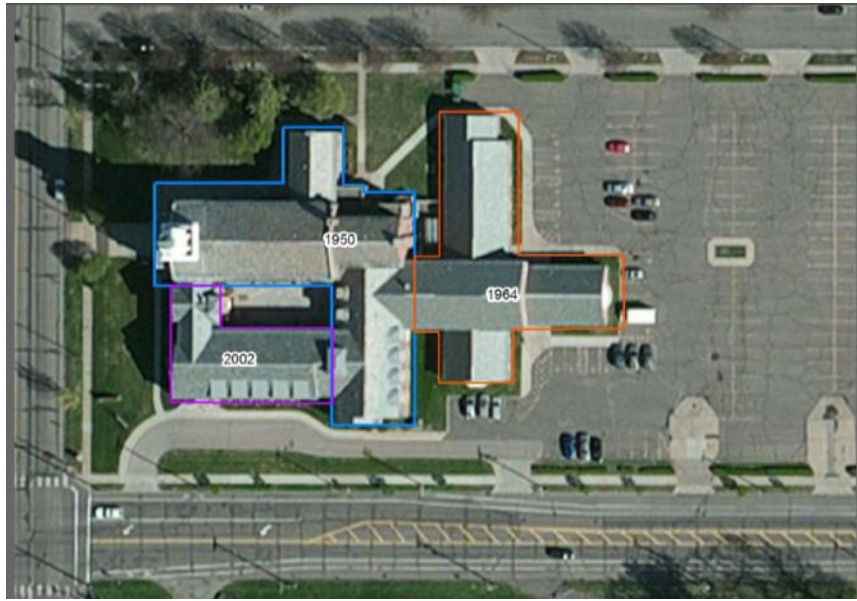
Due to the additions to the building, Gloria Dei Lutheran Church does not retain five of the seven aspects of integrity. In particular, because the design of the building has been compromised and its significance is based on its original design, the property lacks historic integrity. Therefore, it is recommended that Gloria Dei Lutheran Church is not eligible for listing in the NRHP



**Gloria Dei in 2014**



**Gloria Dei in 1952**



**Dates of Building Additions to Gloria Dei Lutheran Church**

## **5.5 ST. PAUL FIRE STATION NO. 19**

### **5.5.1 Description**

Fire Station No. 19 was designed in the Mediterranean Revival style. The building is one story with a raised basement, and it has a T-plan – the east-west bay has a gable roof and a hip-roofed bay projects from its north elevation. Walls are clad in multi-toned tan brick, and the roof has tile shingles. A two-story hose tower with a pyramidal roof projects from the south elevation, and an end-wall brick chimney stands at the intersection of the two bays on the west elevation. A one-story flat-roofed garage bay projects from the north elevation of the north bay. The primary pedestrian entrance stands on the west elevation of the gabled bay. It is solid wood with a transom window overhead and likely is original to the building. The entrance is surrounded by a soldier-course brick surround. Original wood sash windows throughout the building are four-over-four or six-over-six composition and have brick sills and soldier-course brick lintels. The second floor hose tower windows are surmounted by projecting brick round arches. Copper gutters around the roofline have been retained. A slightly corbelled brick cornice runs beneath the roofline. The garage bay features several original details, although both of its doors have been replaced. The pedestrian door is solid steel, and a steel vertical-open garage door replaced a pair of original bi-fold doors. Original elements include the circular window above the pedestrian entrance and the stone surround and frieze around the garage doorway. The bay's roofline has concrete coping that terminate at the intersection with the hip-roofed bay with a concrete floral medallion.



**Fire Station No. 19 in 2014**



**Fire Station No. 19 in 1958**



**Fire Station No. 19 in 2014**



**Fire Station No. 19 in 2014**

### **5.5.2 Historical Background**

The Highland neighborhood is located in the extreme southwestern corner of St. Paul. The area was not developed and densely populated until after World War I. Construction of the Ford Motor Company assembly plant, which was completed in 1925, spurred residential and commercial development in Highland. While the plant never employed the 18,000 people Ford forecasted, the steady employment of 2,000 people led to the development of residential and commercial districts around the plant (McMahon 2013). In 1927, the Ford Parkway Bridge linked St. Paul to Minneapolis across the Mississippi River. The location of the new urban development was distant from existing fire stations, and the St. Paul Fire Department began planning for a station to serve the Highland neighborhood as early as 1925, when the city acquired the land for Highland Park. In 1929, the proposed station's site had not been finalized; that year's annual report indicated the plans and specifications were planned for a station at Otto Avenue (Highland Parkway) and Underwood (Davern) Street, two blocks west of Snelling Avenue (Department of Parks, Playgrounds and Public Buildings 1930).

The fire station was essential in order to adequately serve the growing neighborhood that was comprised of residential, commercial, and industrial districts, as well as college and

private and public school campuses, such as the College of St. Catherine, Durham Hall, and Cretin High School.

Highland Park was developed in the mid-1920s “to serve a multiplicity of recreational needs for a neighborhood expanding to the west.” The City of St. Paul’s Department of Parks, Playgrounds, and Public Buildings began sketching plans for a municipal park in the developing Highland neighborhood in 1924. The city proceeded with condemnation, and the undeveloped land was acquired by 1925. Picnic space and a pavilion were established; the 18-hole golf course was completed in two phases between 1926 and 1927. A stadium, track, football and baseball fields, tennis courts, as well as a new Highland Park pavilion were completed by 1929. While the park was being developed, streets around it including Montreal, Otto (Highland Parkway), and Hamline were graded and infrastructure installed to adequately serve the community growing around the park.

Another addition by the Department of Parks, Playgrounds, and Public Buildings’ involvement at Highland Park was the water tower, constructed at the Ford Parkway entrance. The water tower was constructed for use by the Bureau of Water within the Department of Public Utilities, which had been utilizing an adjacent covered concrete reservoir since 1923. The water tower was designed by Clarence Wigington, a draftsman in the City Architect’s office and the nation’s first African American municipal architect. The office of the St. Paul City Architect was created in 1914 when the local government was transferred to the commission form. Under the new charter, “design and construction oversight of all buildings paid for with city money had to come from the city itself, through its architect and his office staff” (Taylor 2001:19).

The brick and stone octagonal water tower at Highland Park exhibits a Mediterranean Revival style and features arched windows around the observation platform, tile roof, carved stone downspouts, and small cupola. Wigington’s first major design to come out of the City Architect’s office was for another building in the Highland neighborhood, the Homecroft School in 1921. By 1924, Wigington emerged as the “dominant design force” in the City Architect’s office. Wigington’s designs frequently exhibited “pictorial effects and punctuated skylines” and his park buildings across the city were varied and eclectic. The water tower “reflected the sunny skies and fair weather of the Mediterranean; even in winter months it seems to speak of warmer climes” (Taylor 2001:77). Sharing several design aspects, the Highland Park Pavilion has been credited, but not confirmed, as a Wigington design. Attributing “designs of individual buildings to any particular draftsman on the City Architect’s staff is risky business at best, for the City Architect himself had ultimate responsibility for all design work emanating from his office” (Taylor 2001:23).

Four fire stations and the Public Safety Building were completed in 1930. Funding for the construction projects was came from a \$15,000,000 bond program garnered through the United Improvement Council’s city and county bonding referendums of 1928 and 1930 (City of St. Paul Fire Department 1930). Wigington “played a significant role” in the design of the Public Safety Building, and three of the four station designs have been attributed to him. The fourth station, Station No. 19 at Highland Parkway and Snelling

Avenue, is the only of the four without a credit to its designer. The original building permit and index cards do not list an architect, although William Selby, who also constructed the 1928 Highland Park water tower, was the contractor. Not only was Wigington particularly proud of “the most beautiful water tower in the country,” that stands just south of this fire station, he was declared in charge of the drafting room in 1930 under the leadership of the new city architect, Charles Bassford. It is unlikely that Wigington was not at least consulted on the designs of Station No. 19; it shares several stylistic elements with the Highland Park water tower and pavilion, as well as with the Fire Station #5, another of the four constructed in 1930 and designed by Wigington. The double-bay station with a secondary single side bay is clad in a dark red brick, but shares similarly scaled gabled-roof pitches, stone surrounds, tile roof, and copper gutters as Fire Station No. 19.

Fire Station No. 19, home of Engine Co. No. 19, was completed and occupied in October 1930. The land was leased to the fire department for \$1 a year from the Board of Water Commissioners. The station succeeded the first Station No. 19 that had been located at 745 Conway Street in Dayton’s Bluff (which was replaced in 1930 by a new Station No. 7). The building’s design was unique for the city’s stations: it featured a clay tile roof and vertical bi-fold apparatus doors. The doors were used on nearly all fire stations in the city of Minneapolis, but only this station in St. Paul and never again. Cost for constructing the station was \$18,900.

Fire Station No. 19 was one of the last two Revival style municipal buildings designed and constructed by the office of the St. Paul City Architect. The 1930s ushered in an era of Moderne municipal architecture and a time when “all but additions to existing buildings would have to show credentials not of historical scholarship but of modern invention and utility” (Taylor 2001:85). Fire Stations No. 5 and No. 19 share Mediterranean Revival features, while Stations No. 7 and No. 17 are streamlined and utilitarian, and lack ornamental features.

Following World War II, the Highland neighborhood population increased tremendously. Many new houses and apartment buildings were constructed, and existing shopping centers expanded while new ones were constructed. The fire station at Highland and Snelling was no longer adequate to serve the community. A Second United Improvement Council was formed in 1951. Following its predecessor’s lead, the initiative proposed major capital improvements in order to fund a growing list of municipal needs citywide. The Fire Department received \$500,000 of capital improvement funds, but it was not until 1958 that a new station would be built. Fire Station No. 19 was decommissioned and replaced by a new station a mile southwest, at 2530 Edgumbe Road. Several older stations around the city were updated and their original doorways and window openings modified and sizes standardized. Because Fire Station No. 19 was closed rather than repaired, the building did not undergo fenestration and doorway alterations and retains a high degree of architectural integrity. After it was vacated as a fire station, the building was used as a youth activity center for Gloria Dei Lutheran Church, located across Highland Parkway. For many years it has been used as a storage/maintenance facility by the City of St. Paul’s water department.

### 5.5.3 Evaluation

Fire Station No. 19 was evaluated for NRHP eligibility using the Criteria of Significance.

**Criterion A.** Fire Station No. 19 was built in 1930 at the northwest corner of Highland Park. The surrounding Highland neighborhood began developing after World War I, particularly when the Ford Motor Company Assembly plant was completed. Residential and commercial districts were established along the lines; many of those residents were Ford employees. The City of St. Paul expanded its municipal services after World War I, as well. As the Highland neighborhood grew, the city acquired land to establish Highland Park. In addition to recreational facilities, the park was home to a reservoir and water tower. The three bureaus within the Department of Parks, Playgrounds, and Public Building were deeply involved with the development of Highland Park. While the first two bureau's participation may be clear, the Bureau of Public Buildings created the most recognizable features of Highland Park. The first three permanent structures on the city property were operated for three different departments. Each was designed by the Bureau of Public Buildings' City Architect's office and all three share similar Mediterranean Revival style elements. The 1928 water tower at Ford Parkway was operated by the Department of Public Works' Bureau of Water; the 1929 Highland Park Pavilion at Montreal Avenue was operated by the Bureau of Parks; and the 1930 Fire Station #19 was operated by the Department of Public Safety's Fire Department. Construction of the fire station was part of the expansion of municipal services in a developing neighborhood in St. Paul after World War I, and the expansion facilitated that development. By providing fire protection to the then-remote corner of the city, Fire Station No. 19 had a significant role in the development of the Highland neighborhood. For this reason, the property meets Criterion A.

**Criterion B.** Fire Station No. 19 is not known to be associated with the productive life of persons significant in local, state, or national history. Consequently, it does not meet Criterion B.

**Criterion C.** Fire Station No. 19 does not exemplify distinctive characteristics of a type, period, or method of construction.

The fire station is one of three public buildings or structures constructed between 1928 and 1930 in Highland Park. Each of the three buildings was constructed at a different time for a different department's use, but share Mediterranean Revival style elements. Their similarities are due to the fact that all three designs came from the Bureau of Public Building's City Architect's office. Although the office's leadership changed in 1930 from Frank Tewes to Charles Bassford, Clarence Wigington had been the office's head draftsman and dominant design force since 1924. The design of the Highland Park water tower is confirmed as Wigington's; his work was recognized when the tower was listed in the NRHP in 1986. In addition, the pavilion's design has been attributed, but not confirmed as, a Wigington design. Although three of the four fire stations and the Public Safety Building constructed in the city of St. Paul in 1930 have had their designs attributed to Wigington, Fire Station No. 19 has not. If the architect of the fire station is confirmed in the future as Wigington, the building may meet Criterion C as a notable

design of a master architect. With the current information available, however, the building does not meet Criterion C.

**Criterion D.** Fire Station No. 19 has not yielded, nor is likely to yield, significant new information in history and, therefore, does not meet Criterion D.

The proposed period of significance for Fire Station No. 19 begins in 1930, when the fire station was constructed, and ends in 1958 when the station was decommissioned.

Fire Station No. 19 has a high degree of historic integrity. It retains integrity of location as it has been on its historic site since 1930. Because the building has undergone very few alterations since construction, it retains integrity of design, materials, and workmanship. Aside from the garage door and a pedestrian door, doors and wood sash windows are original to the building. Original details including the tile roof, copper gutters, and stone medallions have been retained. The building retains integrity of setting: the topographic features, landscaping, and street layout are similar to when the station was constructed, and Highland Park has undergone few changes since established in 1925. Because the fire station was decommissioned before stations citywide had their door and window sizes standardized, it retains integrity of feeling. Although the building is no longer used as a fire station, it retains integrity of association: the fire station is closely associated with Highland Park and the greater Highland neighborhood; it was designed by the City Architect's office for the Fire Department; and it was built on the property of Highland Park.

## **5.6 HIGHLAND PARK STATE BANK, 2004 FORD PARKWAY**

### **5.6.1 Description**

This one-story commercial building was constructed as a modest example of the Brutalist style. It has a series of bays, five along the north and seven along the east elevation, that are divided by projecting pilasters with a rough aggregate finish that has been painted. A wide projecting concrete paneled cornice and parapet wall flare out from and above the roofline on all elevations. The north elevation has glass-and-aluminum double doors in the second bay from the east and aluminum-frame storefront windows in the other bays. The east bays are clad in stucco with narrow window slits flanking each pilaster. The south elevation is stucco-clad in the bays, with narrow windows flanking the pilasters and one entry bay. Narrow, full-height windows are located at each corner.



**Highland Park State Bank in 2014**



**Highland Park State Bank rendering, 1968**



**Highland Park State Bank in 2014**

### **5.6.2 Historical Background**

Highland Park State Bank opened in 1946 on the corner of Ford Parkway and Cleveland Avenue with deposits of \$92,660. A.L. Ritt was the first president of the bank. The bank grew steadily during the 1950s and 1960s and moved twice, the first time to the Highland Shopping Center. In 1968, the bank moved into the building at 2004 Ford Parkway, which was designed and built as a bank building for Highland Park State Bank. The bank was a part of the Highland Park community, and its officers served on the Highland Civic Association during the 1950s and 1960s (Haschle 1983:33). The bank grew, and by the 1970s, it attracted the attention of Mid America Bancorporation, which acquired the smaller bank, renaming it Mid America State Bank of Highland Park. By 1976, the Highland Park branch held deposits of \$24.4 million (“Highland Park Bank” 1976:51).

Highland Park State Bank moved into its new building in April 1968. The building was described in a commercial real estate journal as “classic contemporary” in design and that “white columns of aggregate on all sides will accent the classic approach.” Although the primary façade (north) would be glass between the columns, the east elevation would have “tinted strip windows delineated with black panels.” In addition, a “door of larger-than-usual dimensions” would be installed on the south elevation to allow locally made

products to be brought into the building and displayed in the windows facing Ford Parkway (“St. Paul, Minn.” 1968:20).

The Highland Park State Bank building was designed by the architectural firm Dykins-Handford, Inc. Dykins-Handford was registered as a Minnesota corporation on November 3, 1965 (Secretary of State of Minnesota 2014). Richard W. Handford was born in St. Paul in 1926 and graduated from the University of Minnesota School of Architecture in 1947. Handford joined the firm of Santo & Dykins, Inc. as a principal in 1964, and in the following year, formed Dykins-Handford with Charles A. Dykins. Little is known of Charles Dykins – he had formed the firm of Santo & Dykins with Louis Santo in 1961. The firm of Dykins-Handford became known for bank designs and received numerous commissions for bank buildings during the late 1960s and 1970s throughout Minnesota, including in St. Paul, Bloomington, St. Cloud, Princeton, and Little Falls. The firm also designed the 1969-1970 addition to the Purcell and Elmslie designed Merchants’ National Bank in Winona. Dykins and Handford dissolved the company and formed separate firms in 1980: Dykins Associates, Inc. and Richard W. Handford & Associates, Ltd. (American Institute of Architects 1970; Gebhard and Winter 1977:85, 172, 328).

In their bank buildings, Dykins-Handford often worked in the Brutalist style, utilizing modernist designs that included extensive use of concrete, rectangular forms and angular shapes, and eschewed decorative elements. Their most notable design, which appears in architectural guidebooks (Gebhard and Martinson 1977:85 and Millett 2010:24), is the First Federal Savings and Loan, which was built in downtown St. Paul in 1971 and recently demolished during construction of the Green Line LRT.

Architecturally, the Highland Park State Bank building is a modest example of the Brutalist style. Brutalist buildings are heavy and monumental in scale and massing, the massive concrete shapes are often blocky, and the natural roughness and heaviness of the concrete is utilized in wall surfaces. Brutalist designs were most often used in institutional settings such as college campuses and government buildings. Perhaps the best known example of the Brutalist style in Minnesota is the Marcel Breuer-designed Abbey at St. John’s University in Collegeville (1954-1961). Other campuses acquired Brutalist buildings during the late 1960s and early 1970s, including Ralph Rapson’s Rarig Center (1971) on the University of Minnesota’s West Bank, and campus buildings at Hamline University, Macalester College, and College of St. Catherine. The Highland Park State Bank building has squat, heavy massing, a blocky projecting cornice, columns that appear as exposed structural elements, and concrete and aggregate finishes that all demonstrate the Brutalist style on a small scale.

### **5.6.3 Evaluation**

Highland Park State Bank was evaluated for NRHP eligibility using the Criteria of Significance.

**Criterion A.** The Highland Park State Bank building was constructed during the late 1960s and was the third location of the bank, which had been established in 1946. Formation of the bank during the early post-World War II era is associated with the development of the Highland Park neighborhood of St. Paul. Although development had begun prior to the war, the neighborhood was mostly built during the 1940s and 1950s. Along with residential development, commercial and institutional development also occurred during this period, notably the establishment of Ford Parkway as the main commercial retail strip in the neighborhood. For example, the Highland Shopping Center at Ford Parkway and Cleveland Avenue was built in 1939 and became the centerpiece of the “Highland Village” business district. The establishment of a neighborhood bank was important to the development of the neighborhood because it provided loans to local businesses and homeowners. Because it was built in 1968 as the third location of the bank, however, the bank building is not associated with the early postwar development of the Highland Park neighborhood. The building does not meet Criterion A.

**Criterion B.** The Highland Park State Bank building is not known to be associated with persons significant in history and does not meet Criterion B.

**Criterion C.** The Highland Park State Bank building was designed by the firm Dykins-Handford in a modest expression of the Brutalist style. As a commercial building designed in the Brutalist style during the late 1960s, the bank building is an example of a period of construction.

As an example of the Brutalist style, the bank building exhibits some of the elements of this style, particularly the extensive use of concrete and rectangular forms. However, this is a limited expression of the style, and there are numerous examples in Minnesota that are earlier or fuller expression of the style, some of which are noted above. Regarding Dykins-Handford, the firm specialized in bank buildings, and they designed a number of smaller scale bank buildings, such as the Highland Park State Bank, around the state. The two partners seem to have had solid architectural careers – the firm was in business from 1965 to 1980, when they each formed their own new firm. Neither Charles Dykins nor Richard Handford, however, has been previously identified as a “master architect,” and neither generally is grouped with the midcentury masters of the Twin Cities. For these reasons, the Highland Park State Bank building is not a distinctive example of a period of construction and does not meet Criterion C.

**Criterion D.** The Highland Park State Bank building has not yielded, nor is likely to yield, significant new information in history and, therefore, does not meet Criterion D.

## 6.0 SUMMARY OF RECOMMENDATIONS

The Metro Transit division of Metropolitan Council is proposing to develop the A Line, an enhanced bus project that will use existing travel lanes on Snelling Avenue, Ford Parkway, and 46th Street in the cities of Roseville, Falcon Heights, St. Paul, and Minneapolis. Because the A Line project will receive funding from the Federal Transit Administration, it must comply with Section 106 of the National Historic Preservation Act of 1966, as amended. Metro Transit contracted with Summit to complete Phases I and II architectural history studies.

Because new construction for the A Line BRT would only occur at the proposed station areas, the APE consists of a series of areas around the station sites in which properties would have a direct view of a station. The Phase I architectural history survey recorded all elements of the built environment older than 45 years within the APE with digital photographs and architectural descriptions. A total of 78 properties were inventoried. Of those Phase I properties, six properties were recommended for Phase II evaluation.

- Farmers' Union Grain Terminal Association Headquarters (TIES): this building was previously determined to be eligible for listing in the NRHP in 1995. The historic integrity of the property was re-assessed, and it is recommended that the property **remains eligible** under Criterion C.
- Hubert H. Humphrey Job Corps Center (Bethel Academy and Theological Seminary): this campus was previously evaluated as a potential historic district and found to be not eligible as a district. Three buildings within the campus were evaluated for individual eligibility and are recommended as **not eligible** for listing in the NRHP.
- Minnesota State Fairgrounds: because portions of the fairgrounds are within the APE, the property was evaluated as a potential historic district. It is recommended that the Fairgrounds property is **a historic district eligible for listing** in the NRHP under Criterion A.
- Gloria Dei Lutheran Church: this property was evaluated for NRHP eligibility. Although the design of the church and its association with architect Clarence H. Johnston, Jr. meet NRHP Criterion C, the historic integrity of the building has been compromised due to later additions. It is recommended **not eligible** for listing in the NRHP.
- 1578 Highland Parkway (former Fire Station #19): this property was evaluated for NRHP eligibility and is recommended as **eligible** for listing in the NRHP under Criterion A.
- 2004 Ford Parkway (former Highland Park State Bank): this property was evaluated for NRHP eligibility and is recommended as **not eligible**.

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## **APPENDIX A: LIST OF PROJECT PERSONNEL**

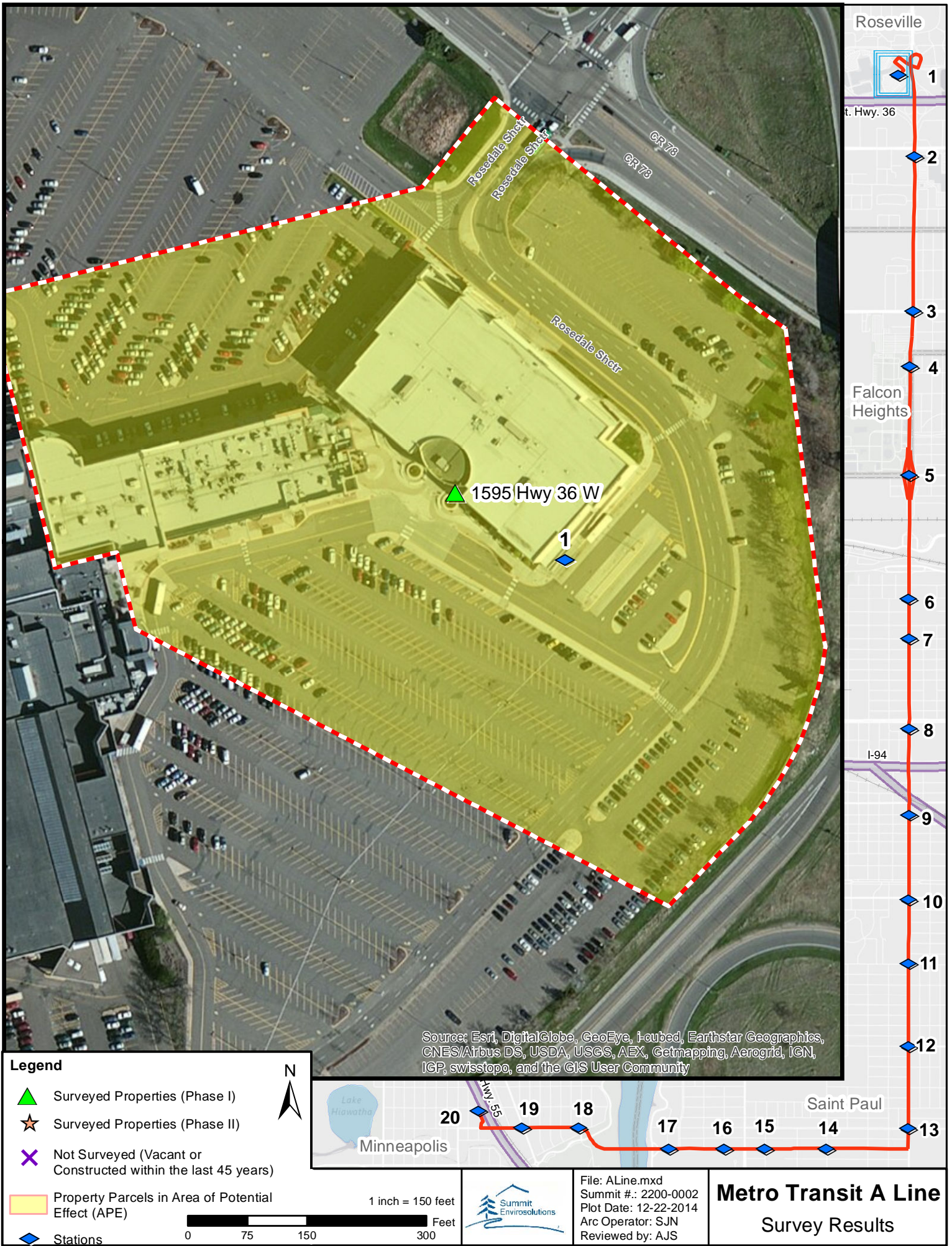
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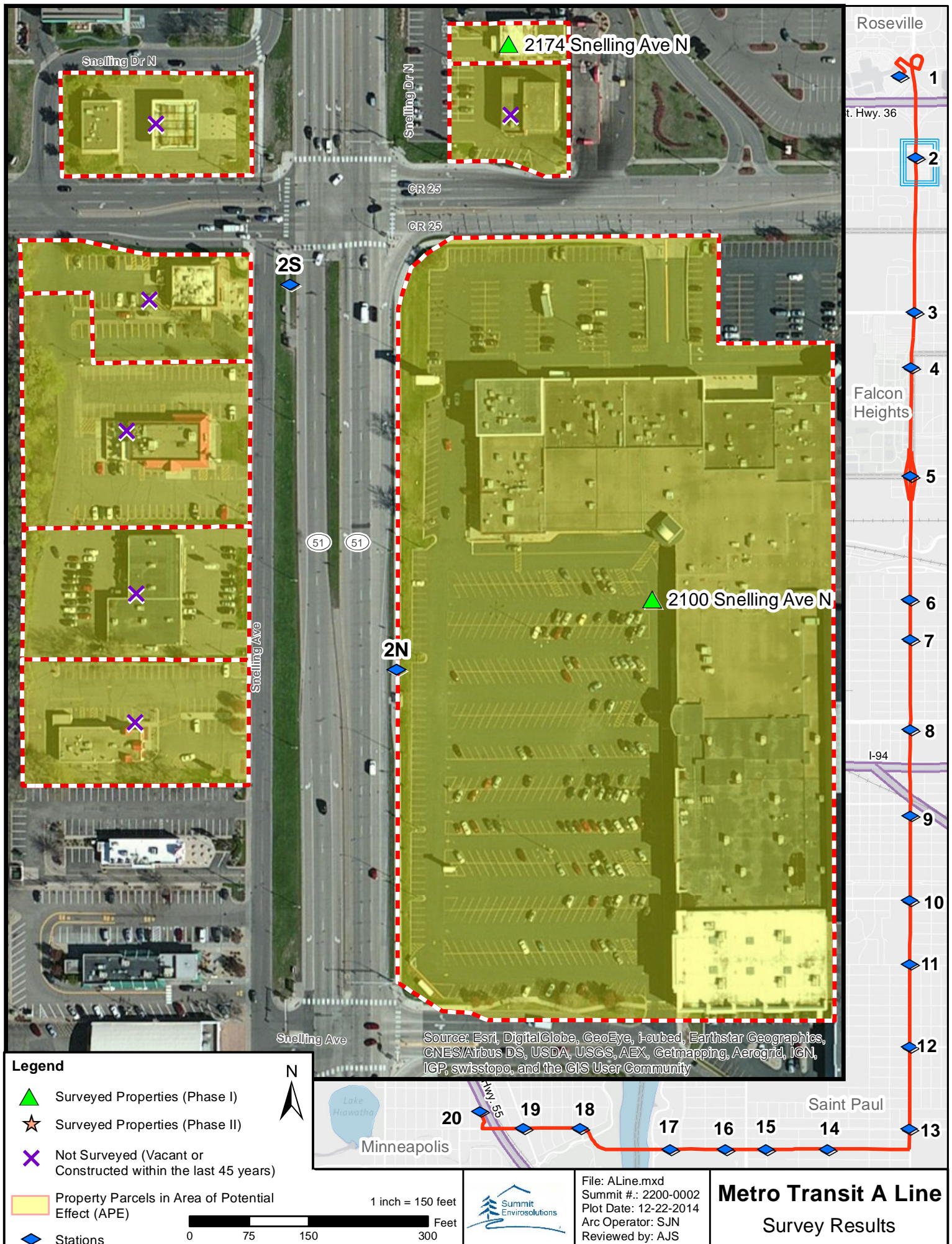
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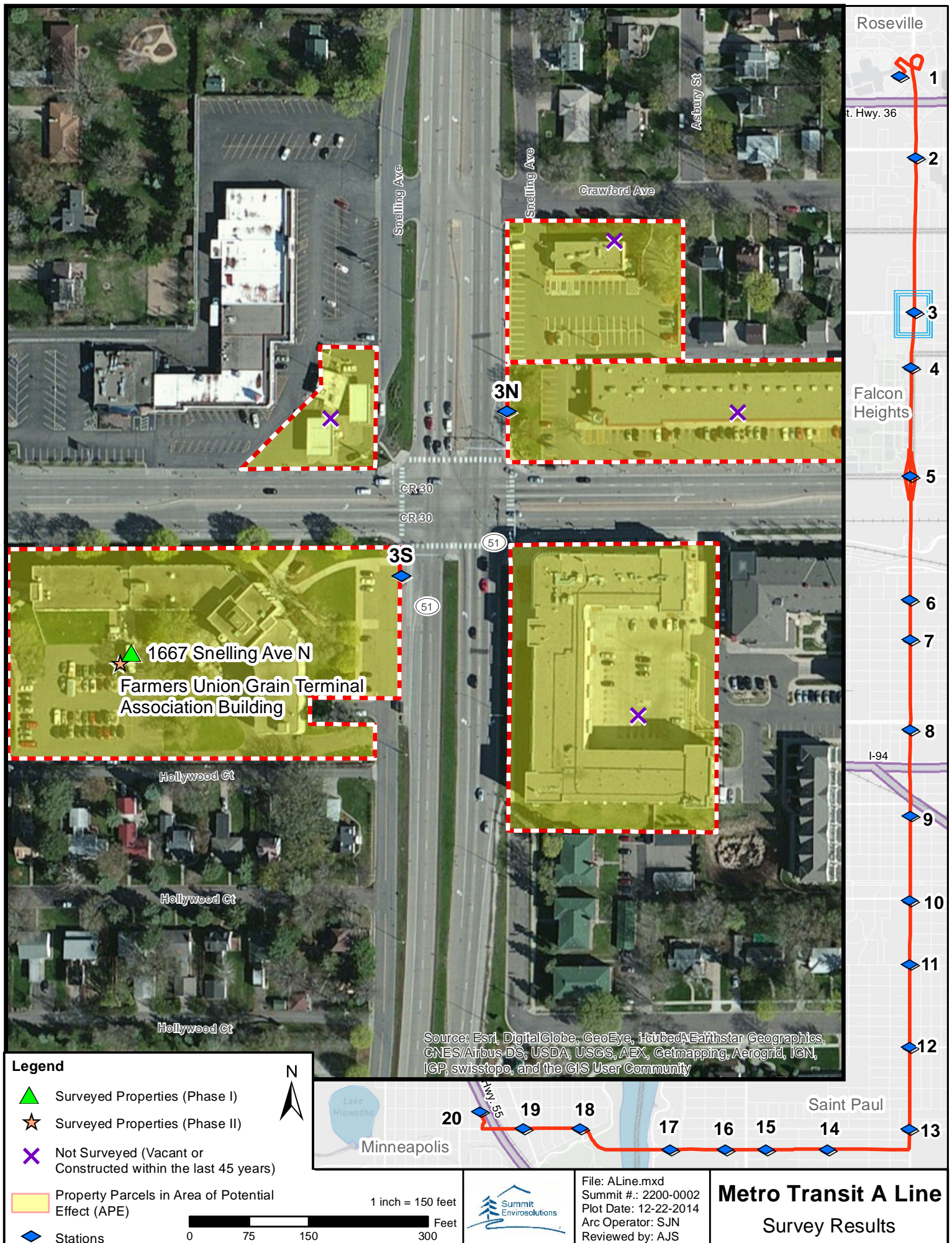
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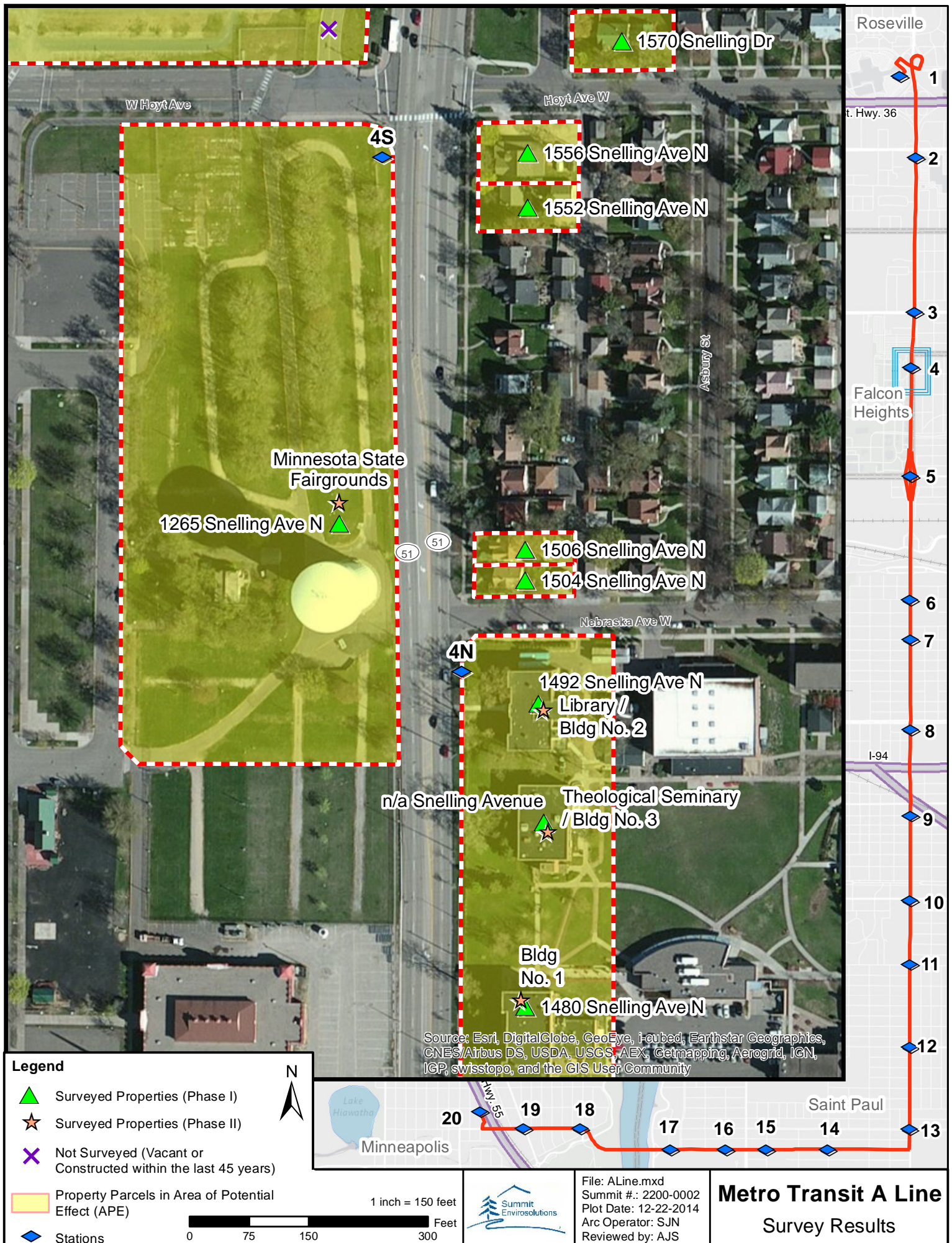
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Sara Nelson, B.A.

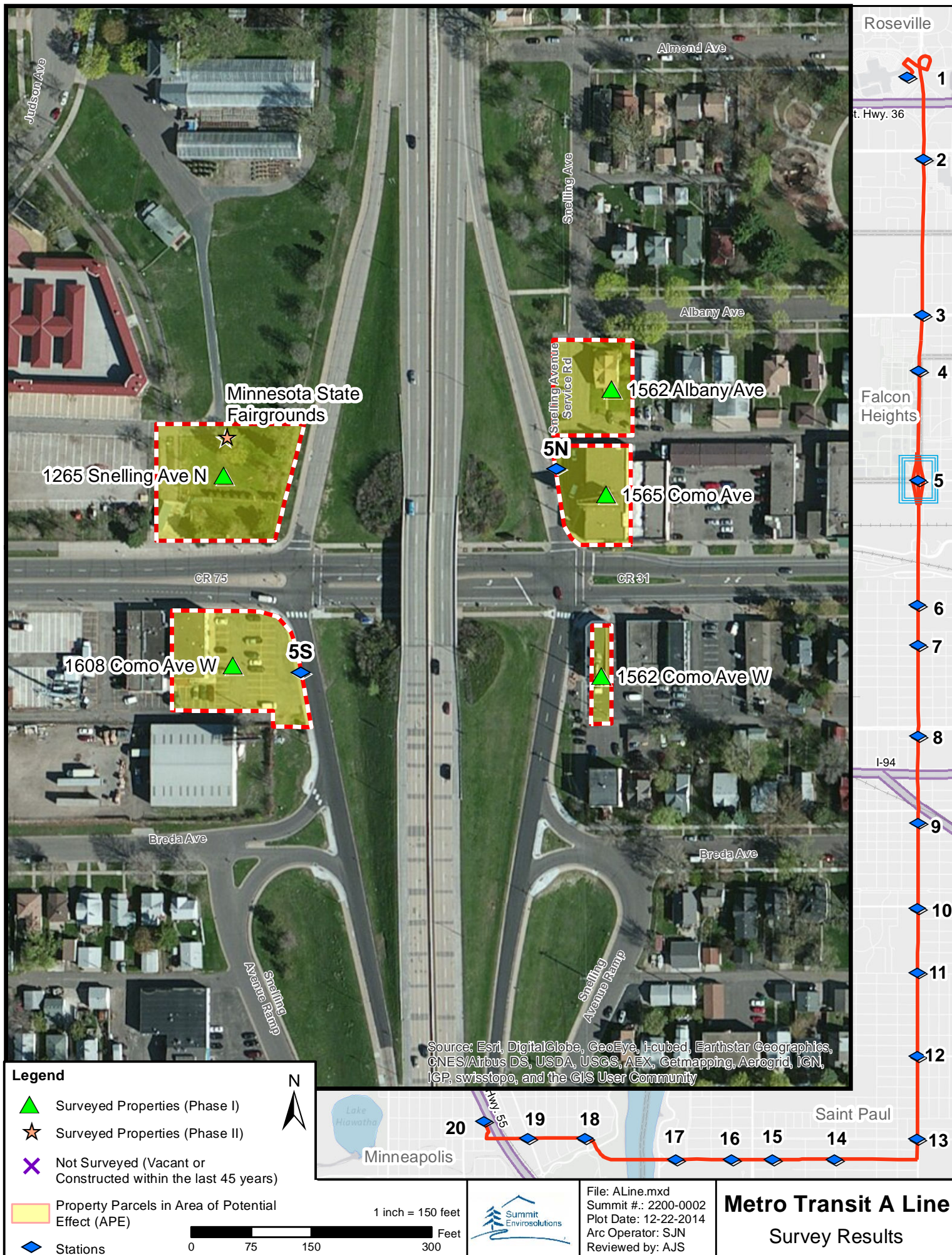
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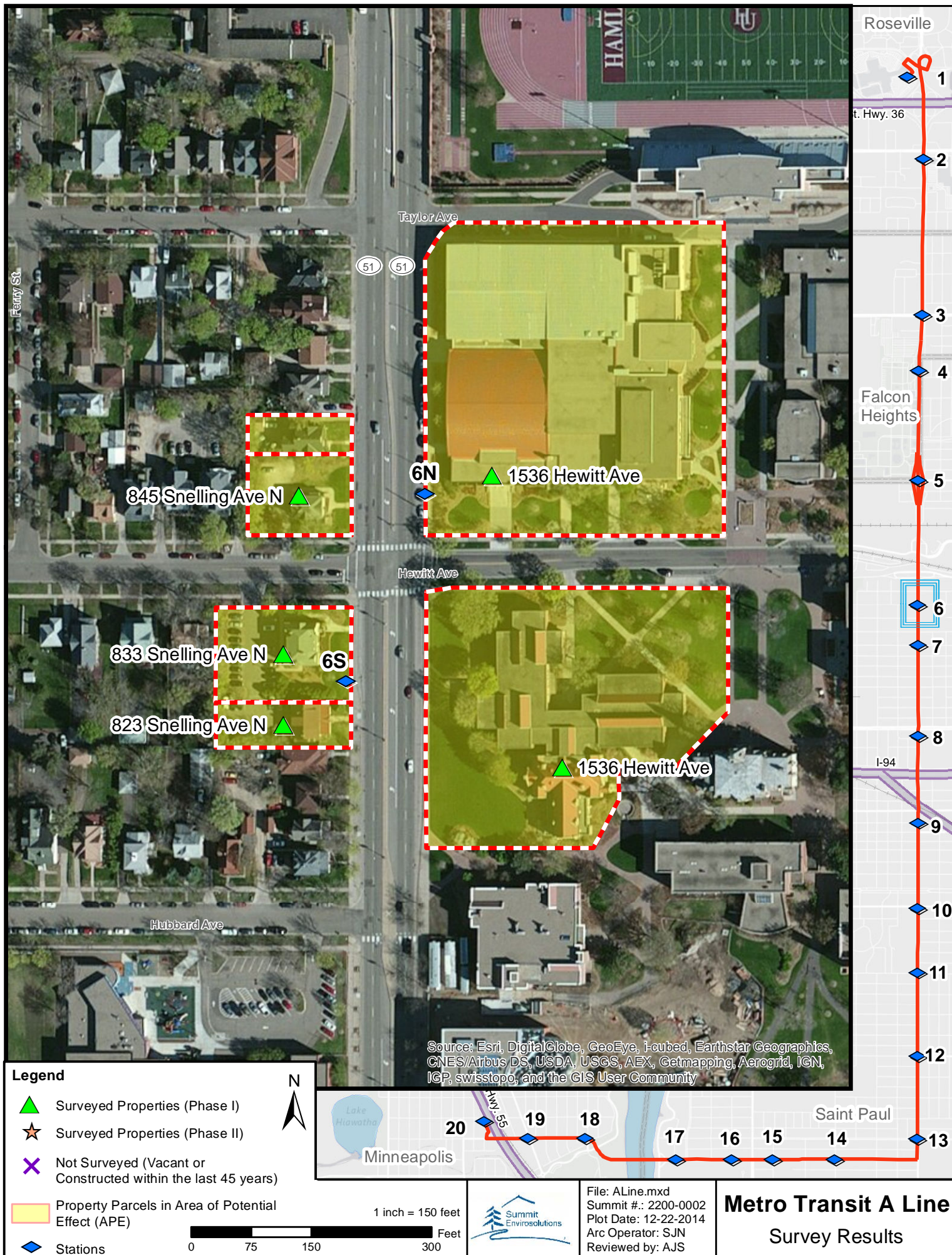


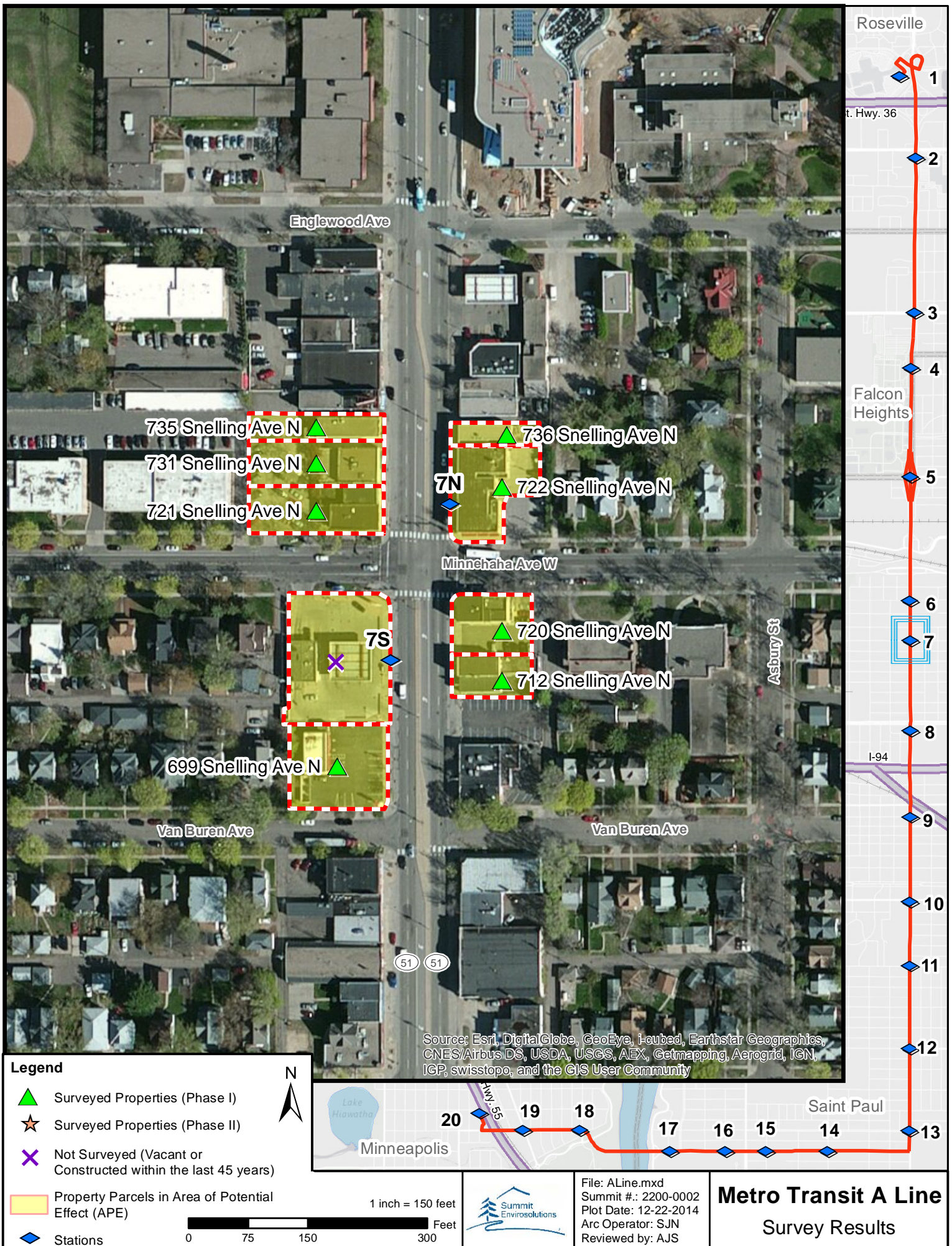


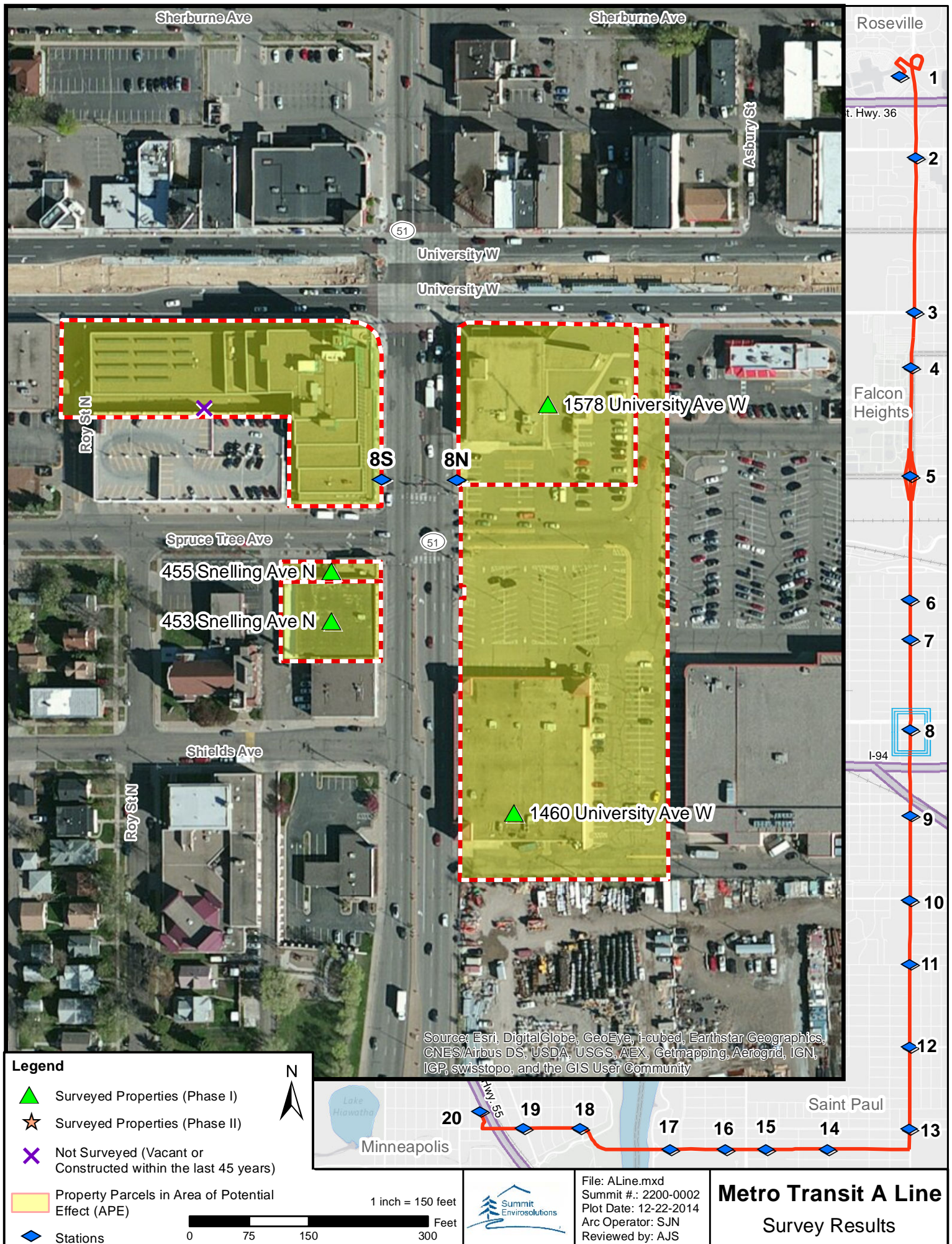


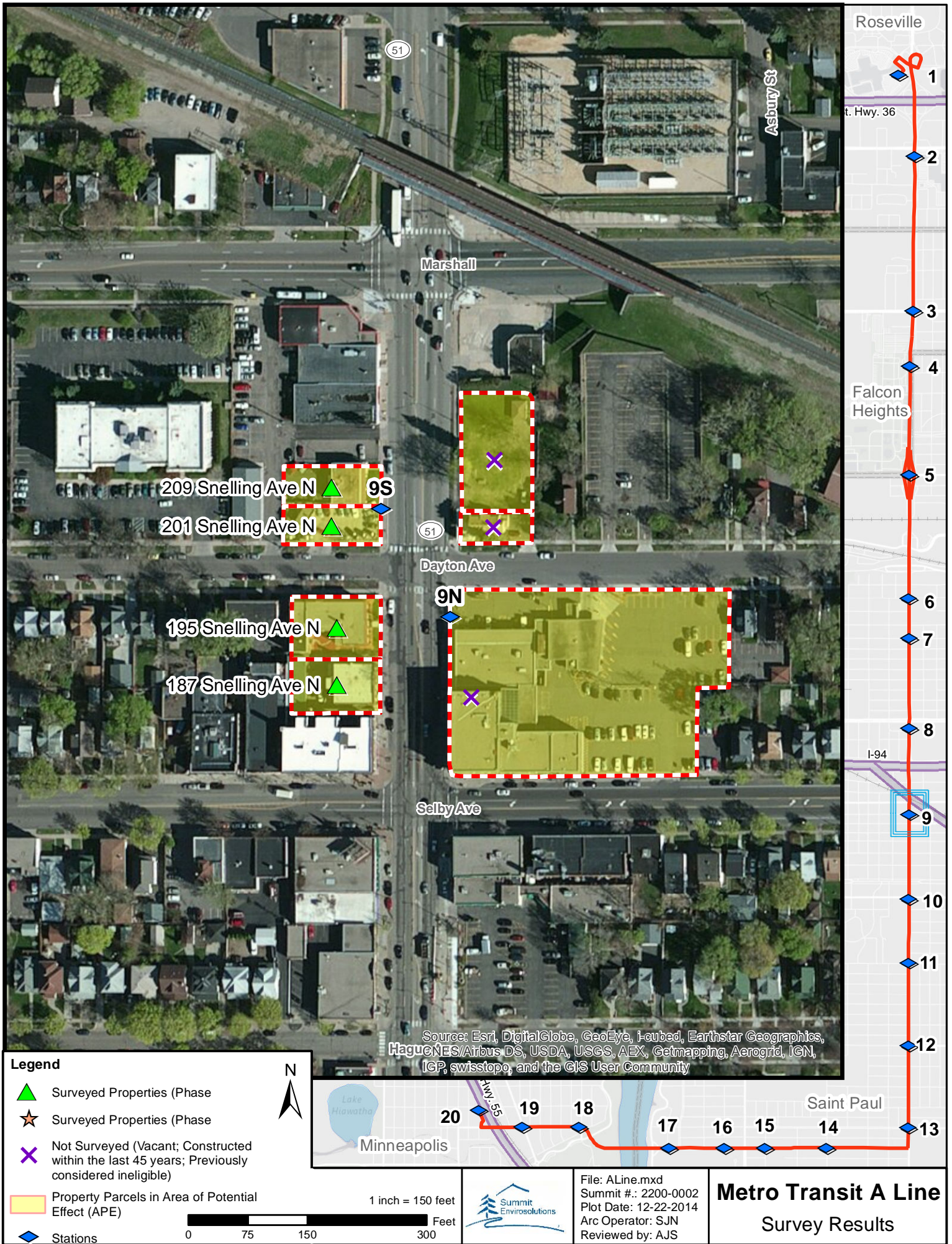


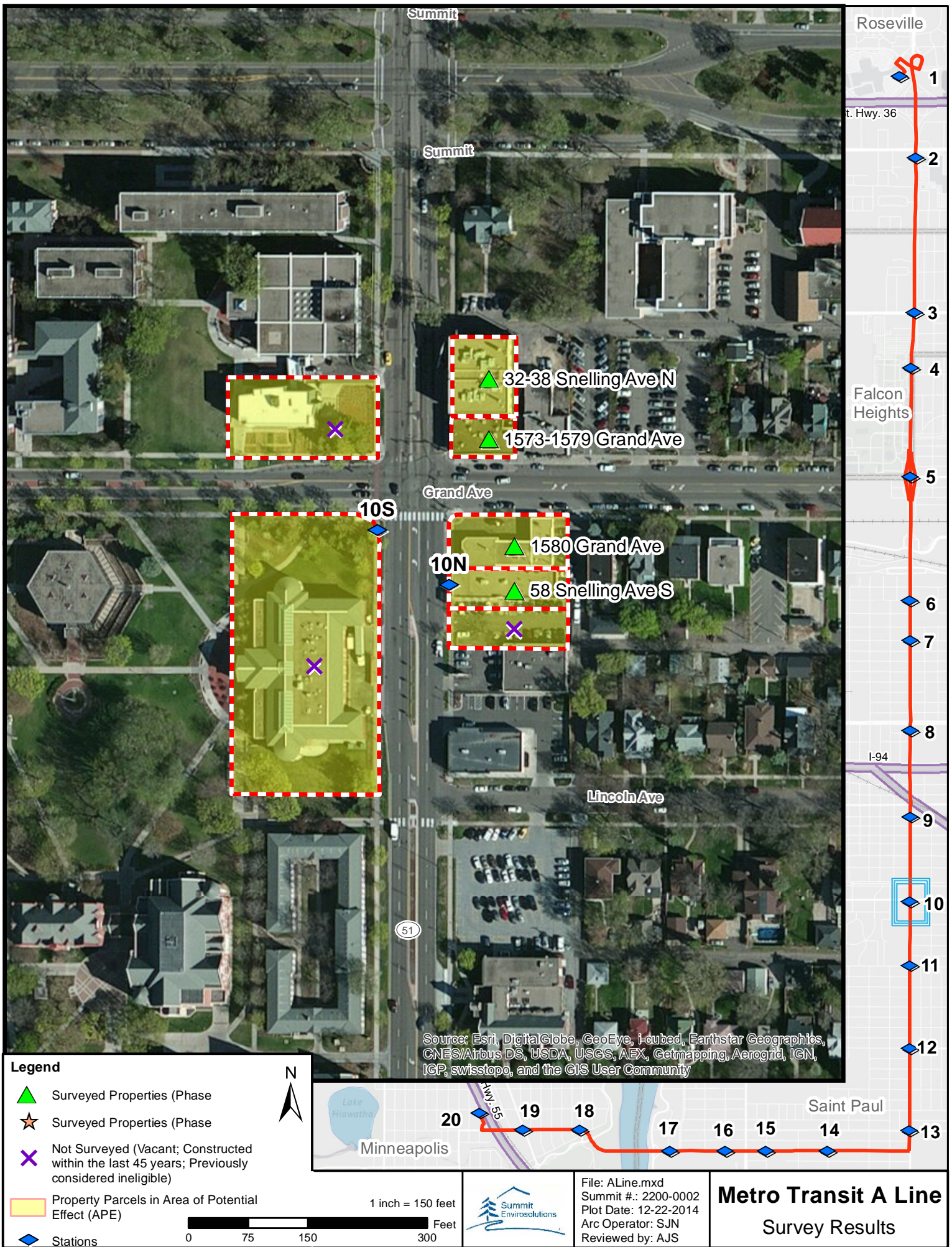


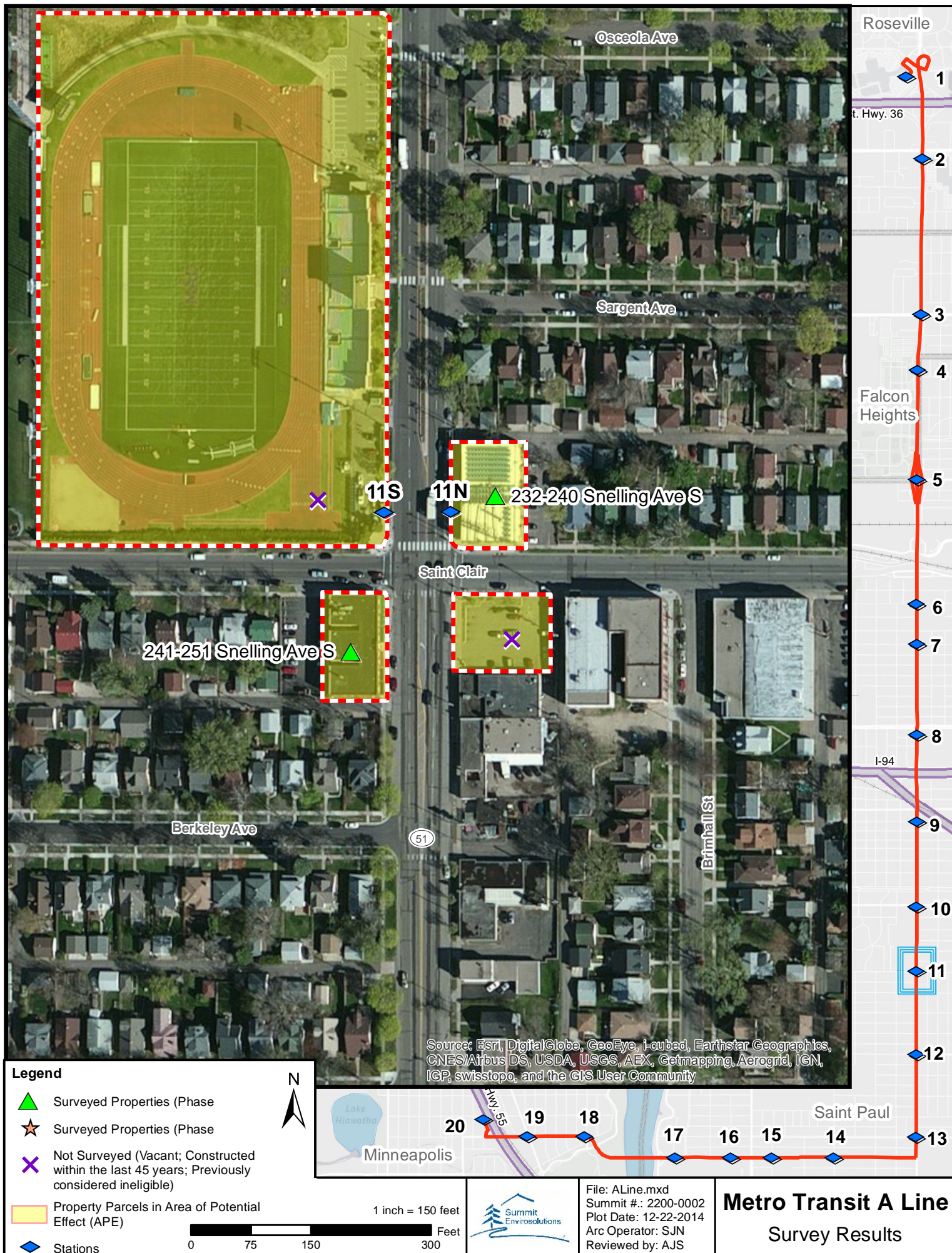


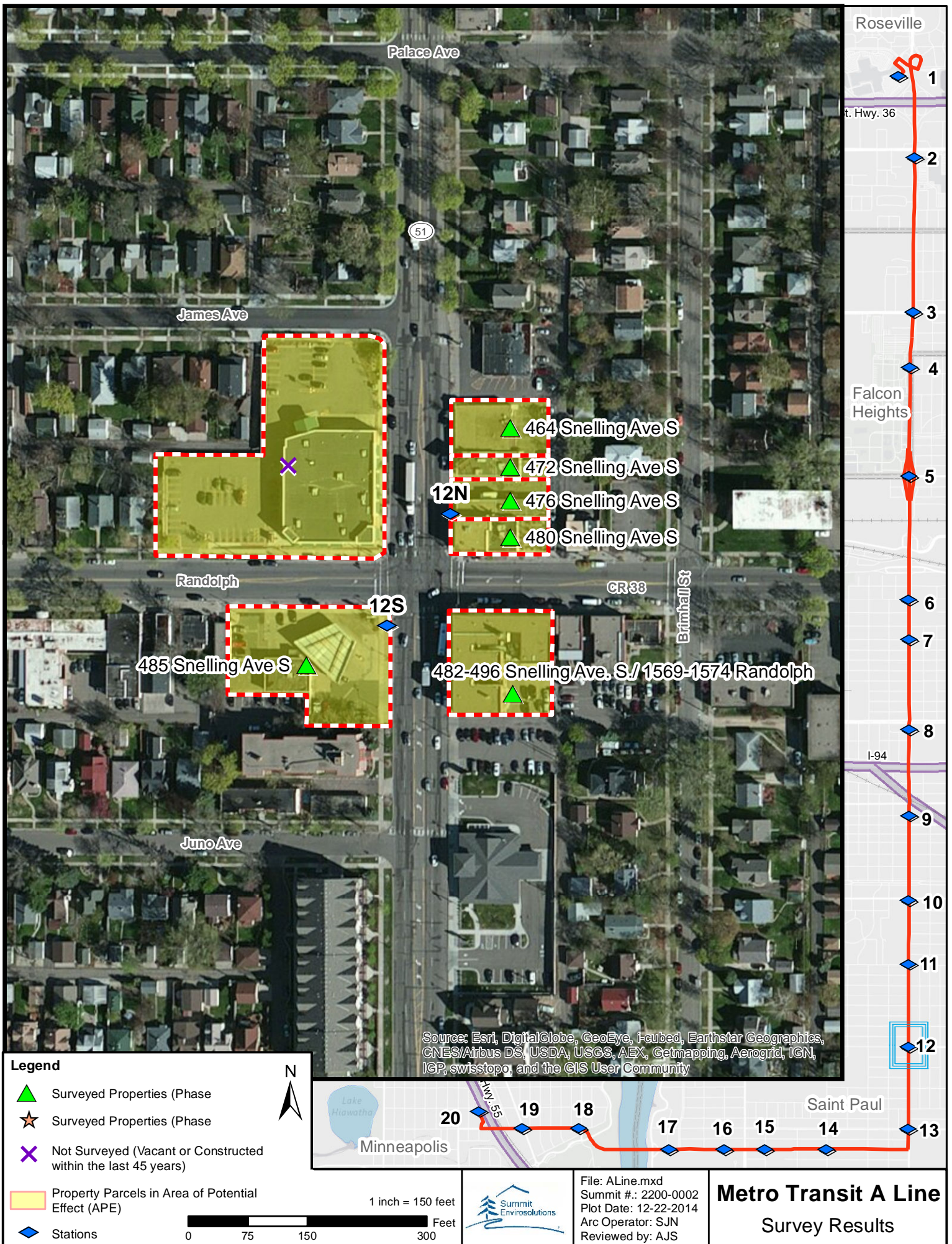


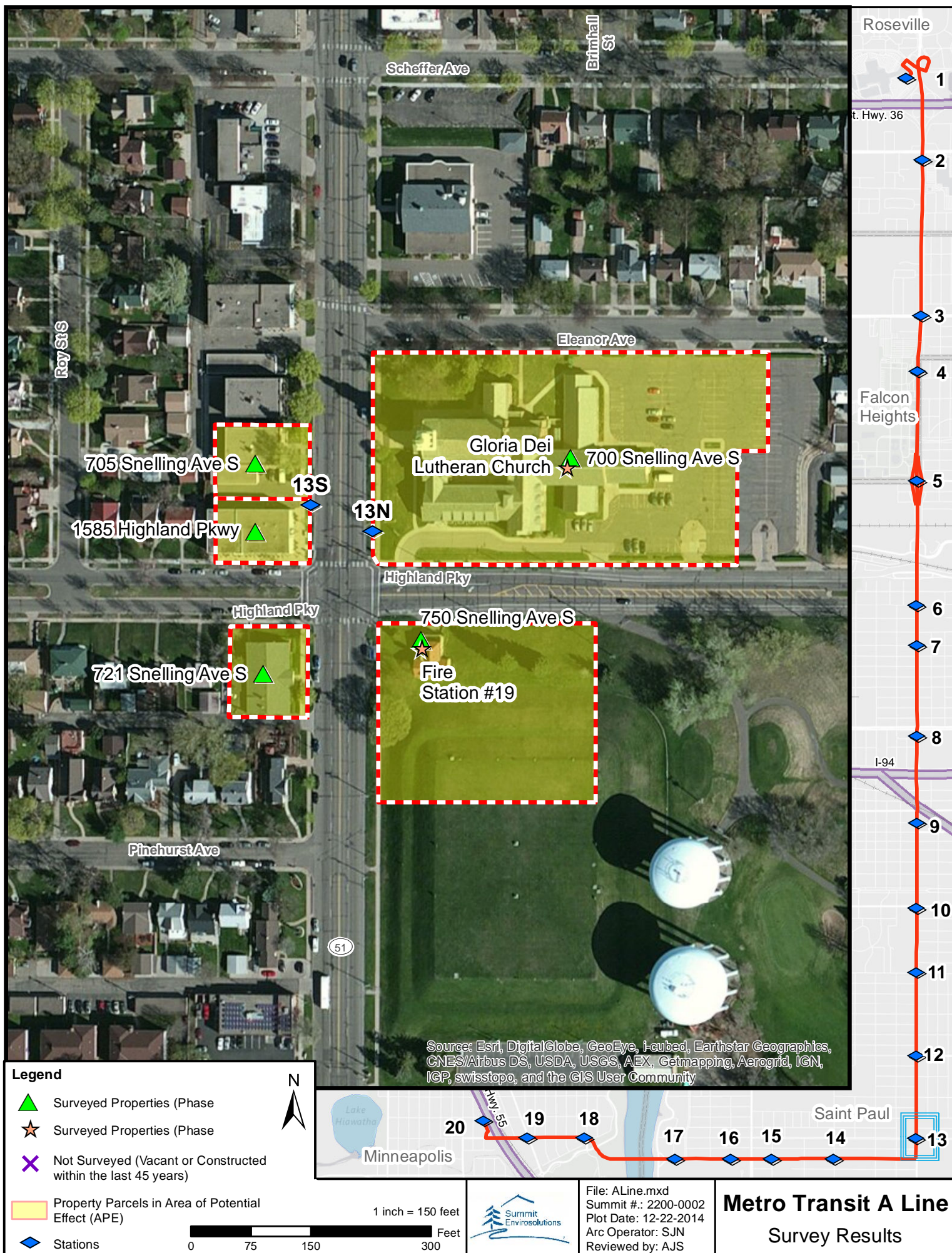


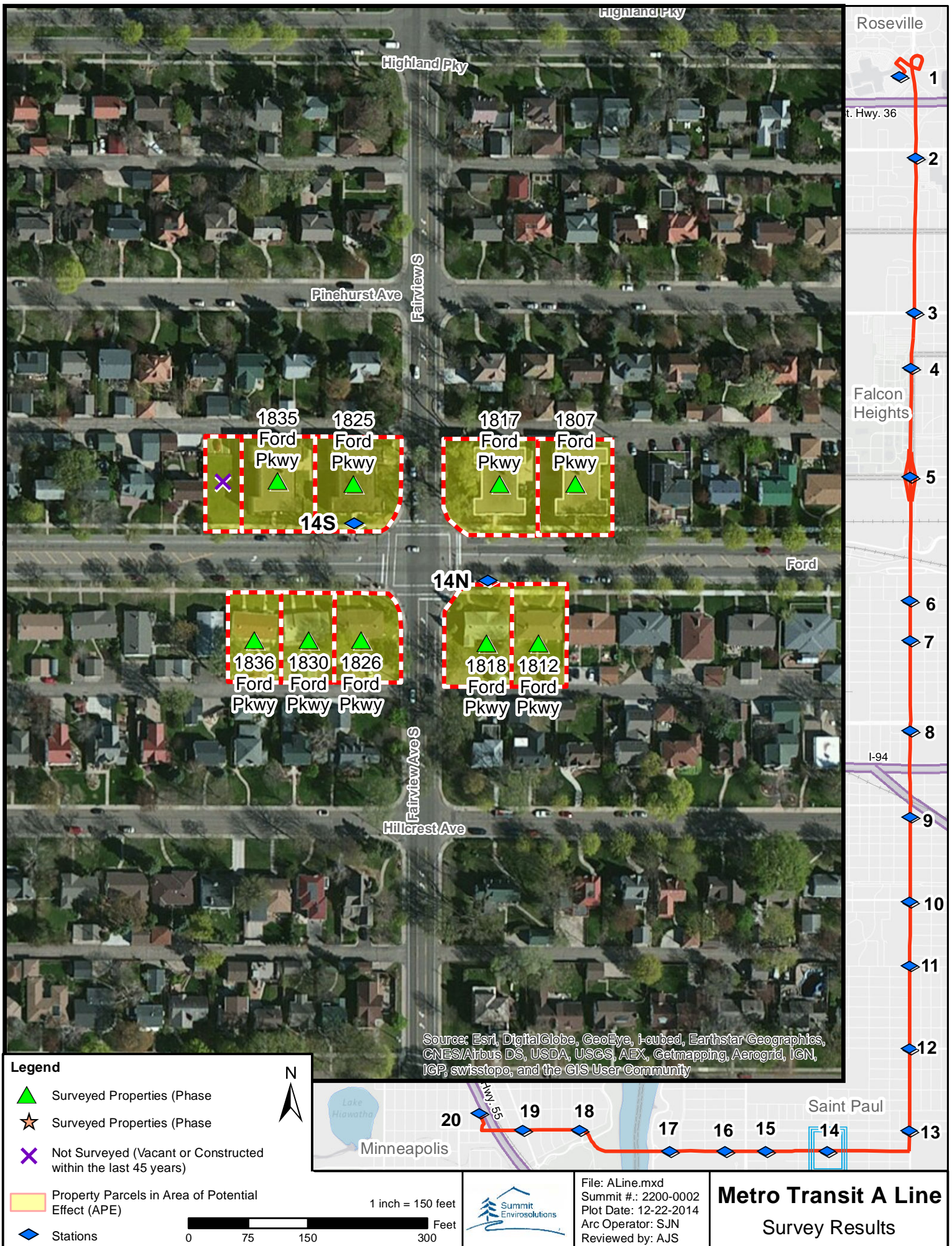




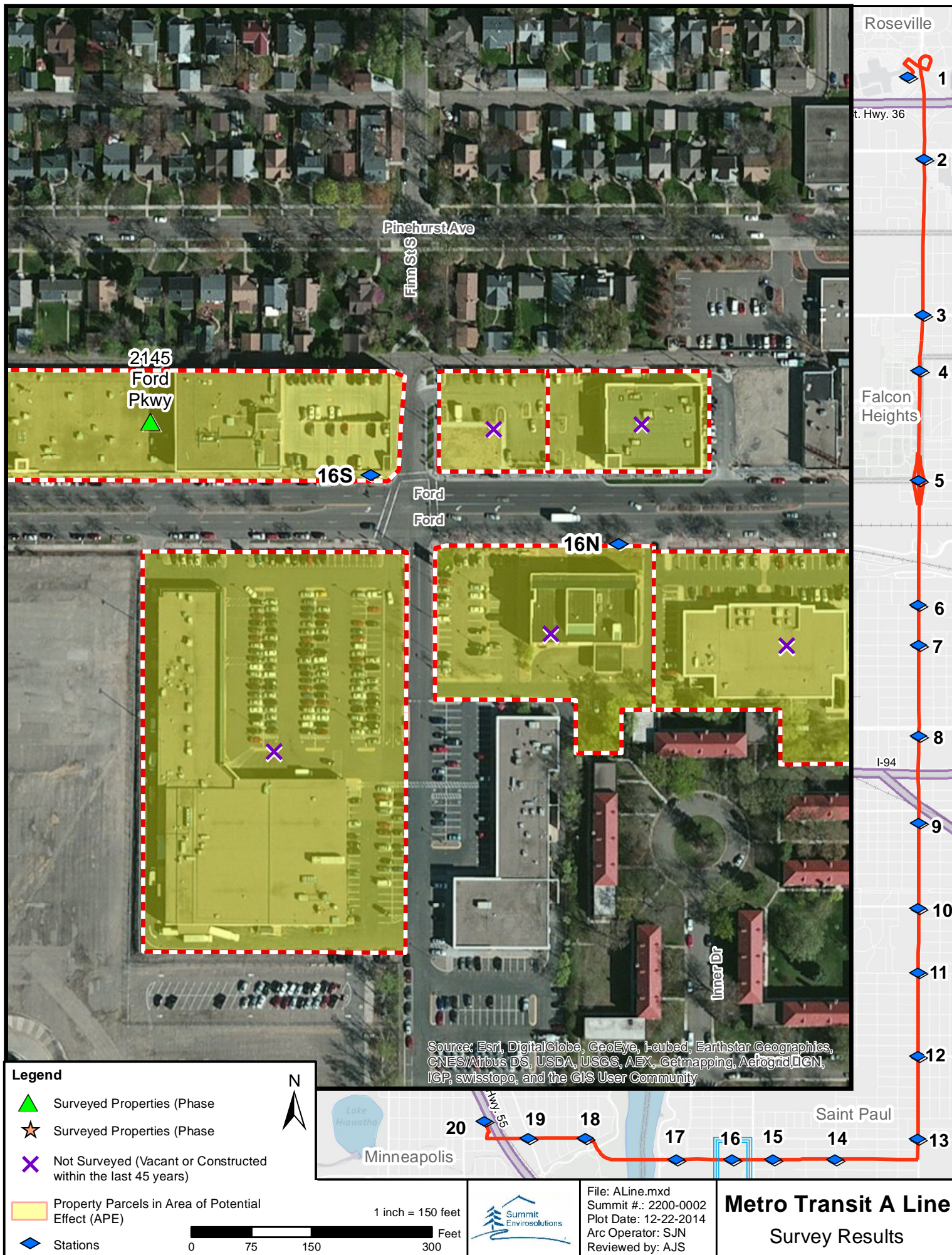












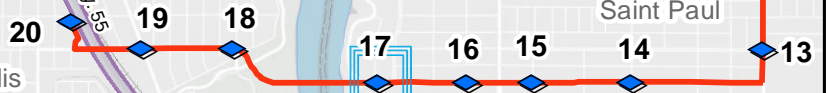
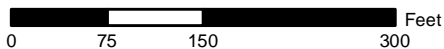


#### Legend

- Surveyed Properties (Phase 1)
- Surveyed Properties (Phase 2)
- Not Surveyed (Vacant or Constructed within the last 45 years)
- Property Parcels in Area of Potential Effect (APE)
- Stations

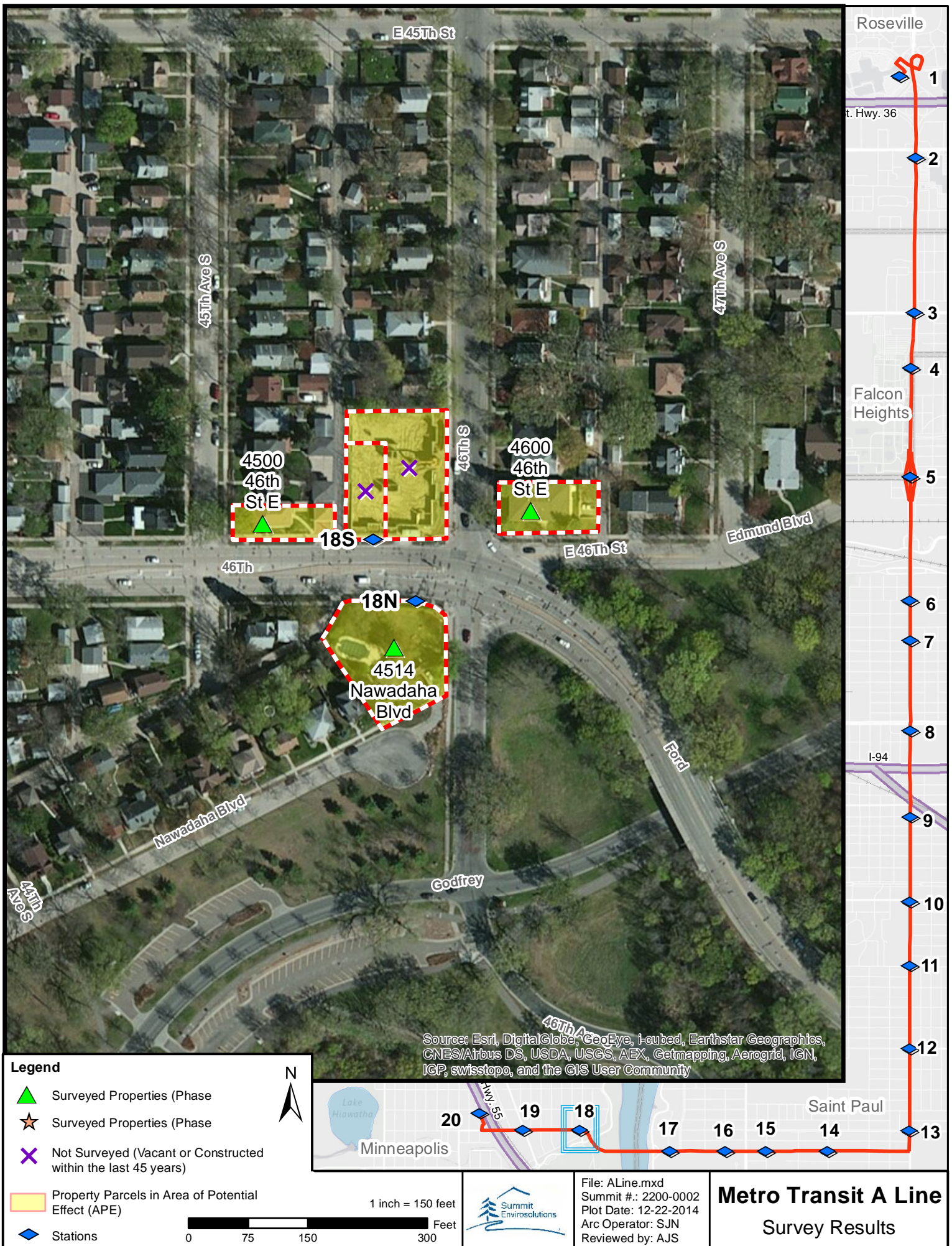


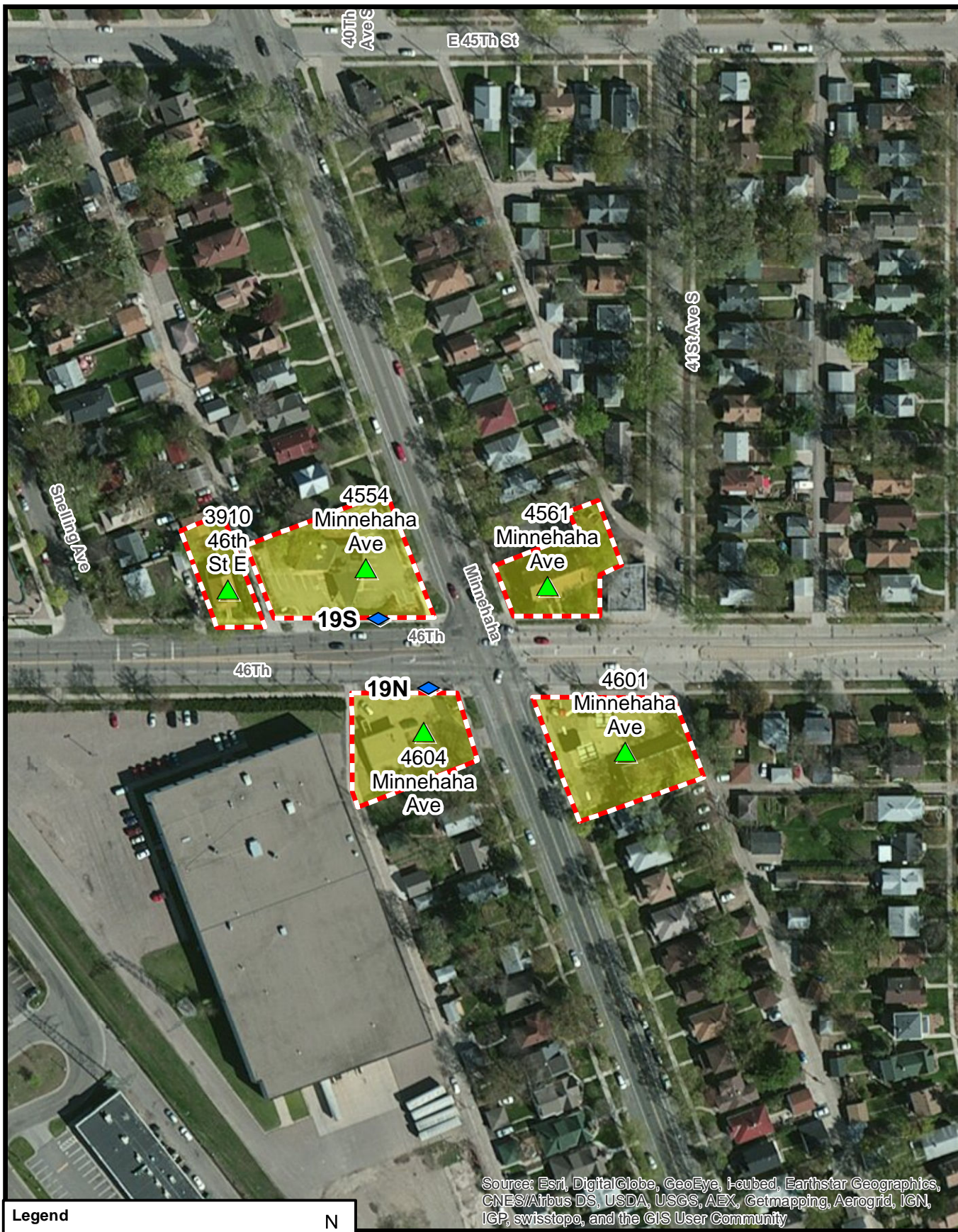
1 inch = 150 feet



File: ALine.mxd  
Summit #: 2200-0002  
Plot Date: 12-22-2014  
Arc Operator: SJN  
Reviewed by: AJS

## Metro Transit A Line Survey Results



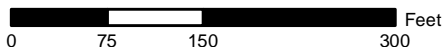


#### Legend

- ▲ Surveyed Properties (Phase 1)
- ★ Surveyed Properties (Phase 2)
- ✕ Not Surveyed (Vacant or Constructed within the last 45 years)
- Property Parcels in Area of Potential Effect (APE)
- ◆ Stations



1 inch = 150 feet



Minneapolis



File: ALine.mxd  
Summit #: 2200-0002  
Plot Date: 12-22-2014  
Arc Operator: SJN  
Reviewed by: AJS

## Metro Transit A Line Survey Results

