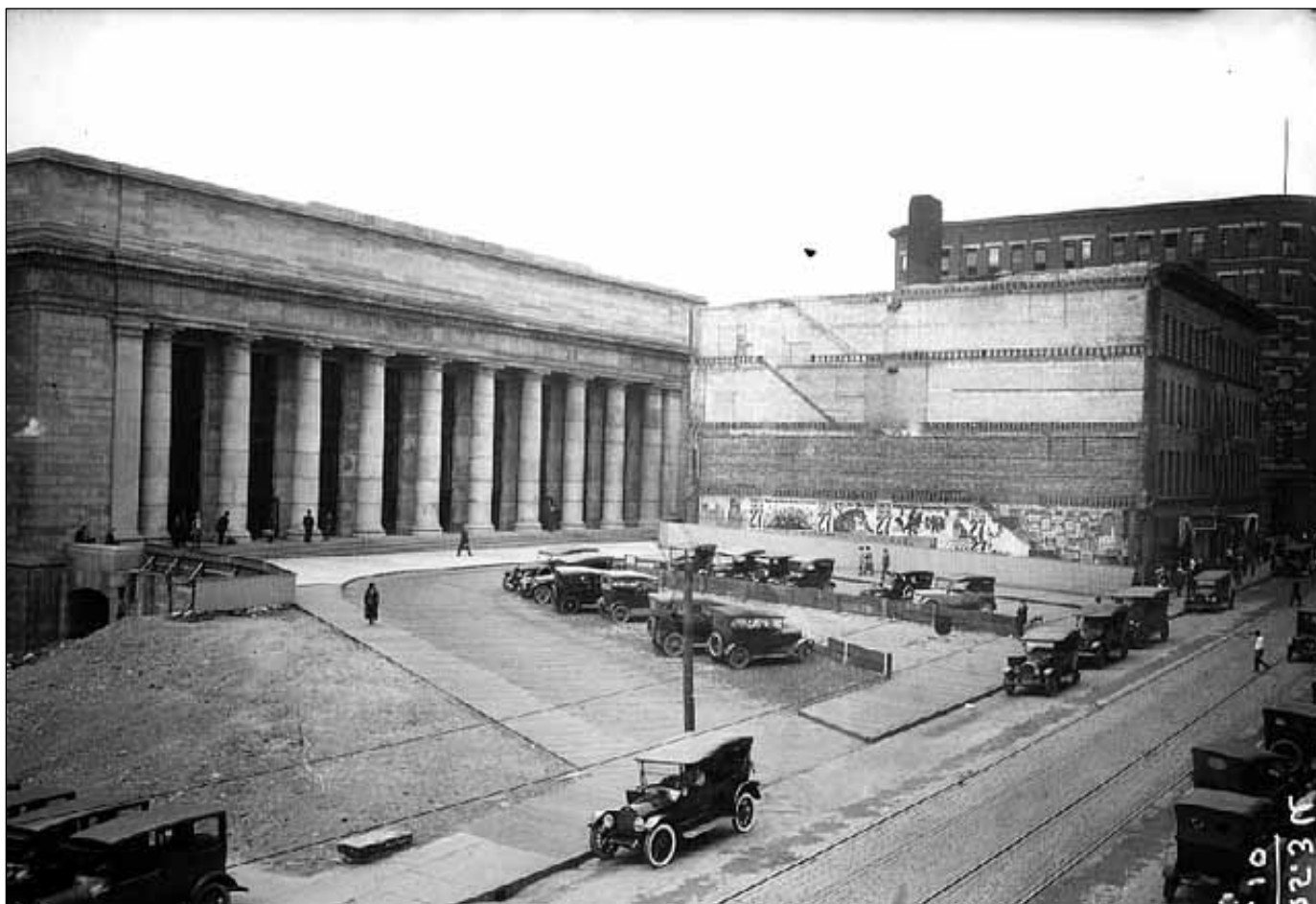


# **Downtown Saint Paul**

**Union Depot, Saint Paul (RA-SPC-5225)**  
**A Photographic Chronology of the Fourth Street Landscape**

The St. Paul Union Depot headhouse was completed in 1920 and is listed in the National Register of Historic Places. It is also a contributing property in the Lowertown Historic District. The primary facade of this imposing building is set back from Fourth Street on a semi-circular vehicular drive that encloses a green space between the drive and the sidewalk of the street. A CCLRT station on Fourth Street is proposed to be centered on the facade of the headhouse. The station will connect pedestrians to the existing walks that lead to the front entrance. However, the current design would take a portion of the green space along Fourth Street and close the drive to vehicular traffic.

The following photographs are a chronology of the landscaped area as it has been used through time. The current configuration is largely the same as the landscape shown in the early years of the Depot. The design is entirely compatible with the clean, unadorned lines of the building and provides both a setting for the building as well as a graceful access for passengers arriving by auto. The area continues to function in the same manner today. The landscape is a significant element in the overall design and siting of the headhouse building and is a defining characteristic of the property.



Union Depot, Fourth Street facade, under construction, 1920

*Photo: Minnesota Historical Society Collections*

*Supplemental Historic Property Investigations and Evaluations for CCLRT Project:*

*Union Depot Photo Chronology*

*Hess, Roise and Company—Page 14*



Corner of East Fourth Street and Sibley Street, directly across from Union Depot, 1924. Note Italianate facade.

*Photo: Minnesota Historical Society Collections*

*Supplemental Historic Property Investigations and Evaluations for CCLRT Project:*

*Union Depot Photo Chronology*

*Hess, Roise and Company—Page 15*



East Fourth Street between Sibley and  
Wacouta Streets, 1925.  
Note Italianate facade.

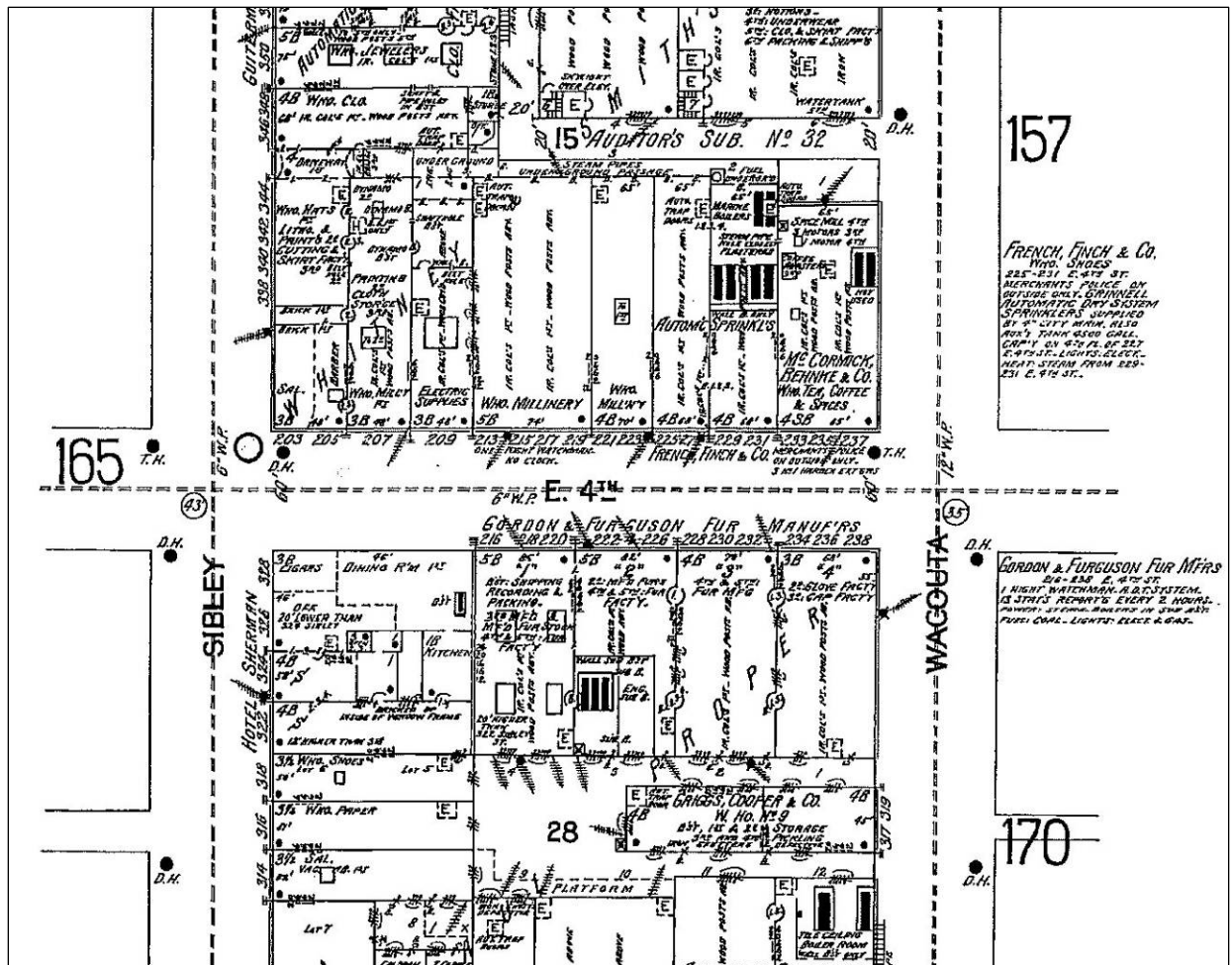
*Photo: Minnesota Historical Society Collections*



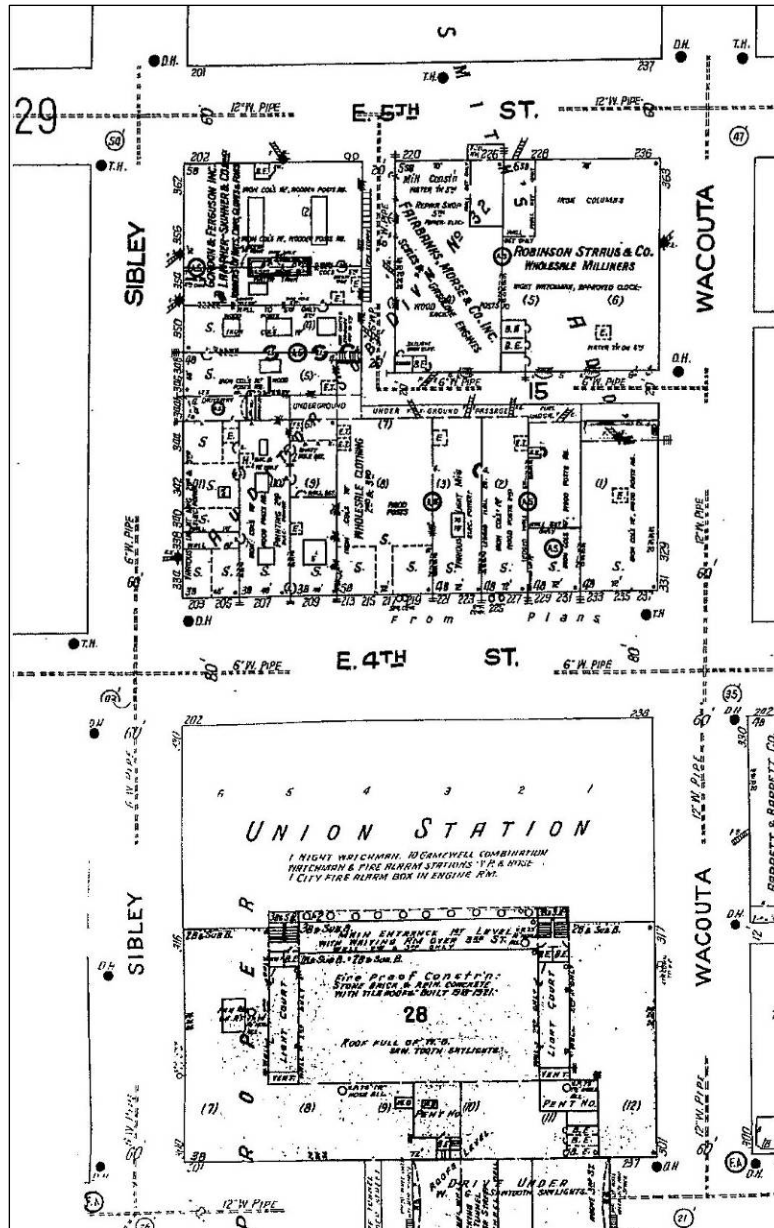
East Fourth Street looking east from Wacouta Street, Union Depot at left, ca. 1925.  
Note altered facades of buildings across Fourth.

*Photo: Minnesota Historical Society Collections*

*Supplemental Historic Property Investigations and Evaluations for CCLRT Project:  
Union Depot Photo Chronology  
Hess, Roise and Company—Page 17*

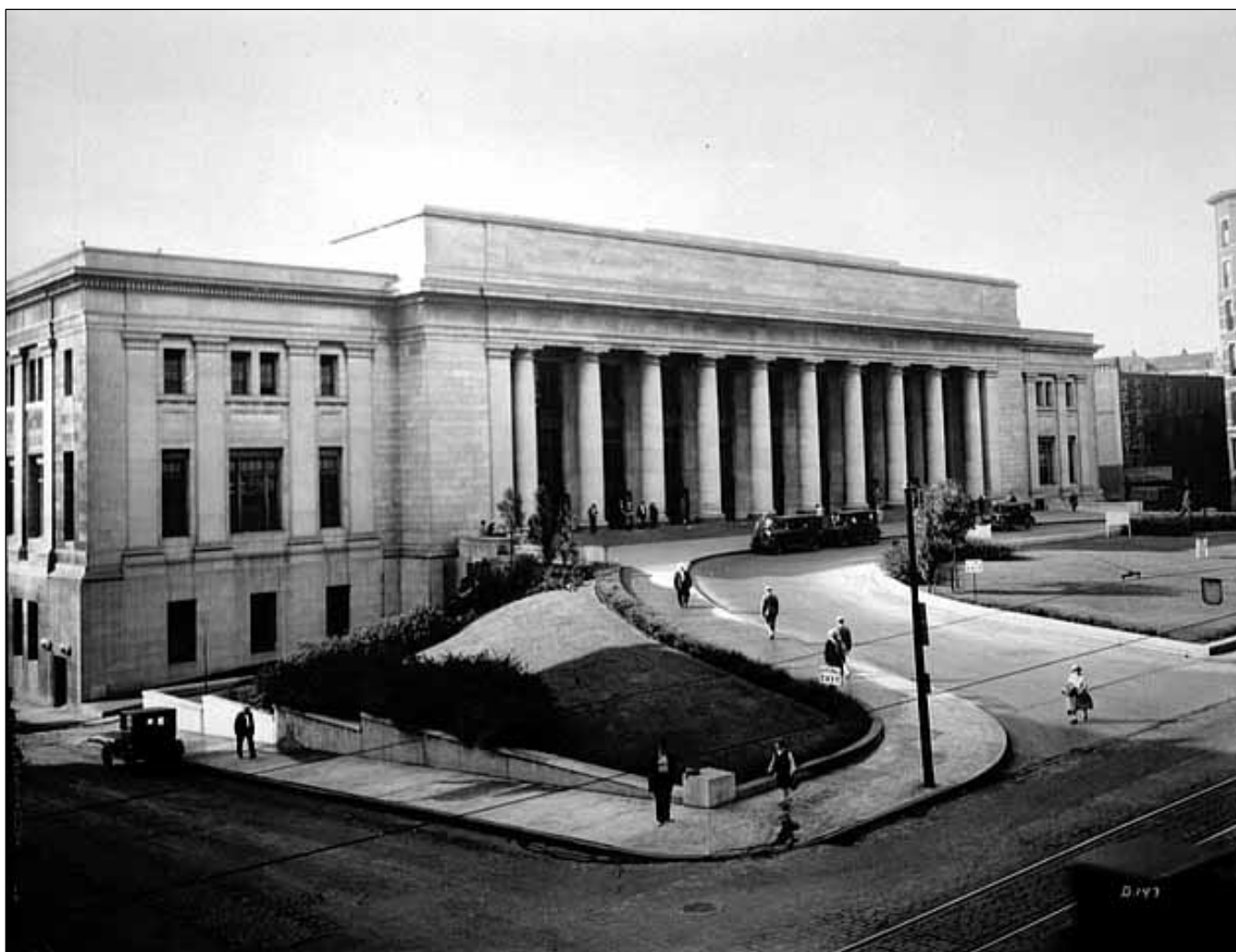


1903 Sanborn Map showing future site of Union Depot between Sibley and Wacouta Streets.  
 Note 60' width of East Fourth Street.



1926 Sanborn Map showing Union Depot location.  
 Note 80' width of East Fourth Street  
 between Sibley and Wacouta Streets.





Union Depot, Fourth Street at Wacouta Street , 1924 or 1925.  
Note streetcar tracks and grass in median.  
*Photo: Minnesota Historical Society Collections*



Union Depot, Fourth Street at Sibley Street, 1924 or 1925.  
Note original facade on building at left edge of picture.

*Photo: Minnesota Historical Society Collections*

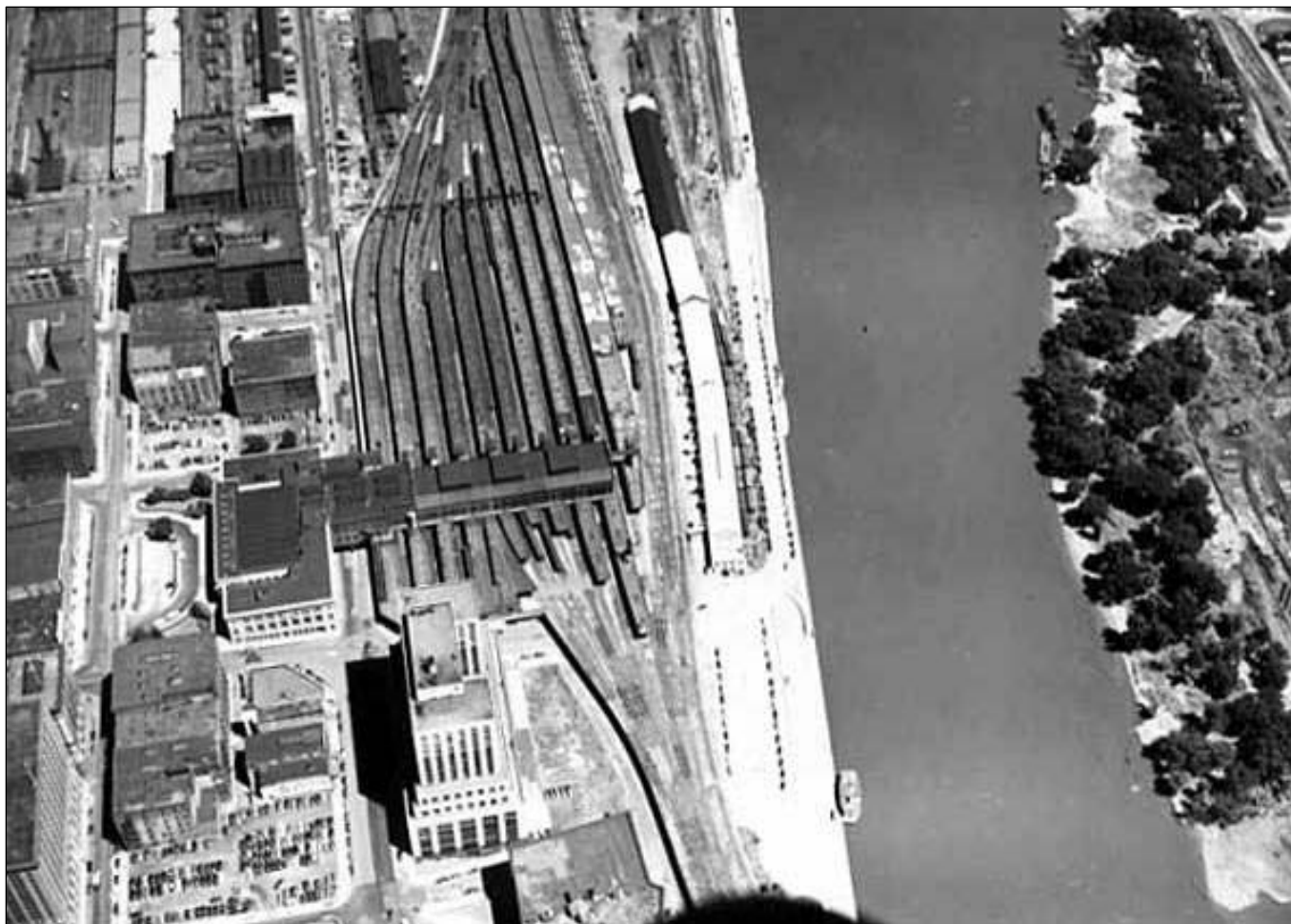
*Supplemental Historic Property Investigations and Evaluations for CCLRT Project:  
Union Depot Photo Chronology  
Hess, Roise and Company—Page 21*



Union Depot, Fourth Street facade, 1928.  
*Photo: Minnesota Historical Society Collections*



Aerial view, downtown Saint Paul, Union Depot at upper right, 1930.  
Note grassy driveway median.  
*Photo: Minnesota Historical Society Collections*



Aerial photograph of downtown Saint Paul, Union Depot at center left, 1945.

Note parking in driveway median.

*Photo: Minnesota Historical Society Collections*

*Supplemental Historic Property Investigations and Evaluations for CCLRT Project:*

*Union Depot Photo Chronology*

*Hess, Roise and Company—Page 24*



Union Depot, Fourth Street facade, 1953.  
Note parking in driveway median and  
cobblestones along East Fourth Street.  
*Photo: Minnesota Historical Society Collections*



Union Depot along East Fourth Street, ca. 1956.  
Note parking sign and width of East Fourth Street.  
*Photo: Minnesota Historical Society Collections*



Union Depot drive-up ticket office, 1956.  
Note remodeled building facades along East Fourth Street behind ticket office.

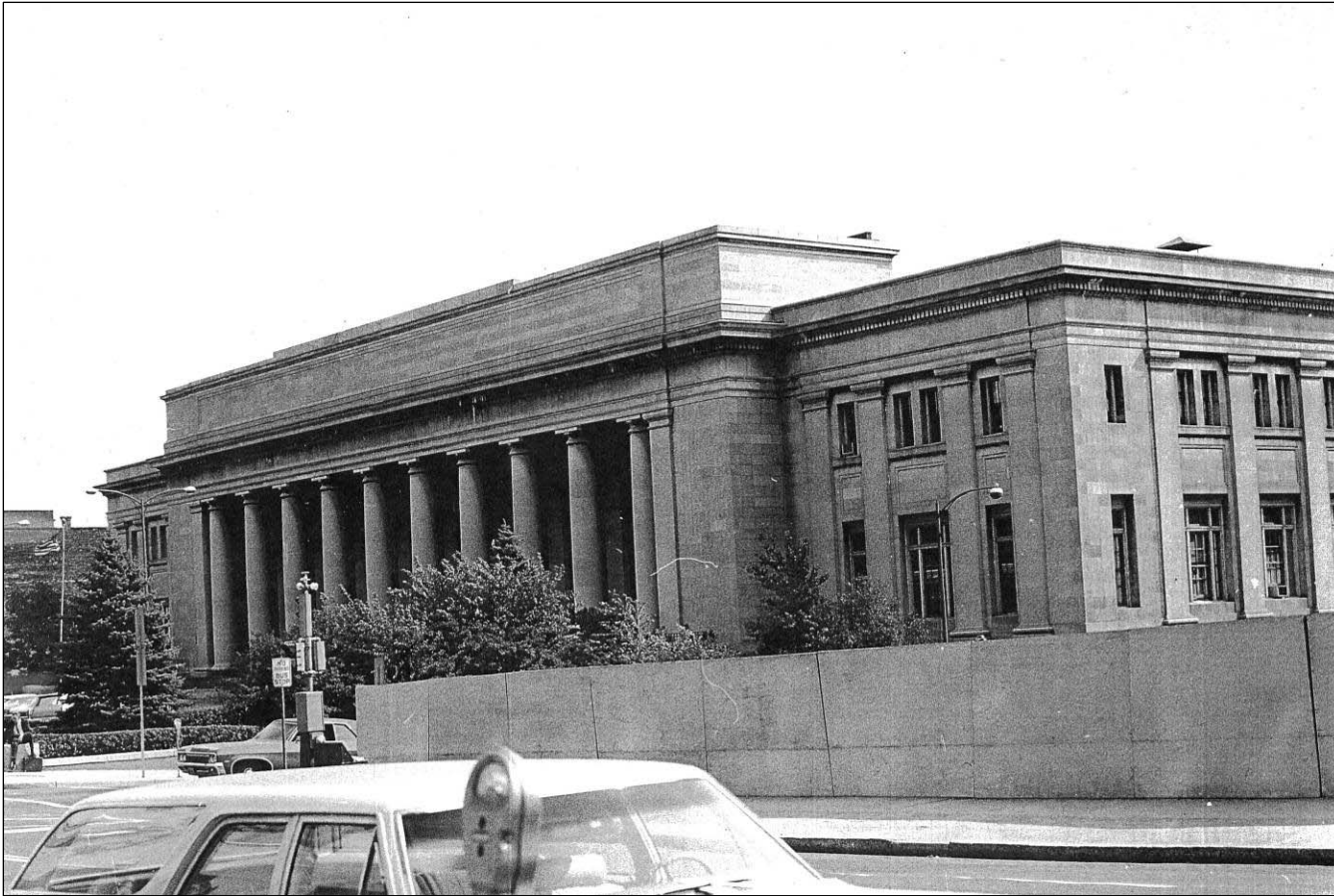
*Photo: Minnesota Historical Society Collections*

*Supplemental Historic Property Investigations and Evaluations for CCLRT Project:  
Union Depot Photo Chronology  
Hess, Roise and Company—Page 27*



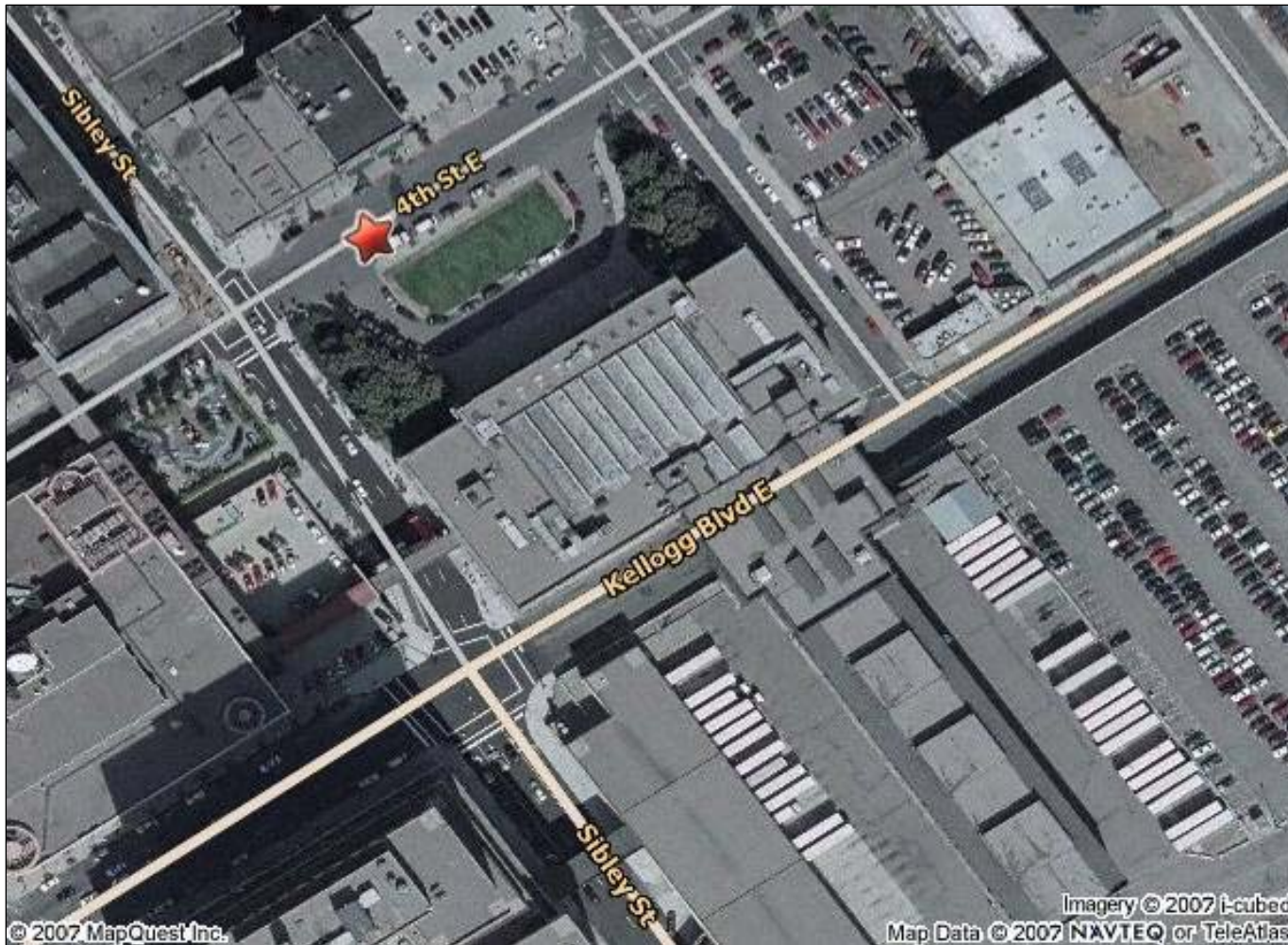


Union Depot, Fourth and Sibley Streets, 1964.  
*Photo: Minnesota Historical Society Collections*



Union Depot, Fourth and Sibley Streets, 1969.

*Photo: Minnesota Historical Society Collections*



Current aerial view, downtown Saint Paul, Union Depot at center.

*Photo: Mapquest*

**SUPPLEMENTAL  
HISTORIC PROPERTIES INVESTIGATIONS AND EVALUATIONS  
FOR THE  
CENTRAL CORRIDOR LIGHT RAIL TRANSIT PROJECT**

**June 27, 2008**



*Waiting for the streetcar on University Avenue, 1948*

**PREPARED BY**

**MARJORIE PEARSON, PH.D., PRINCIPAL INVESTIGATOR**

**ERIN HANAFIN BERG**

**ELIZABETH GALES**

**PENNY PETERSEN**

**HESS, ROISE AND COMPANY**

**THE FOSTER HOUSE**

**100 NORTH FIRST STREET**

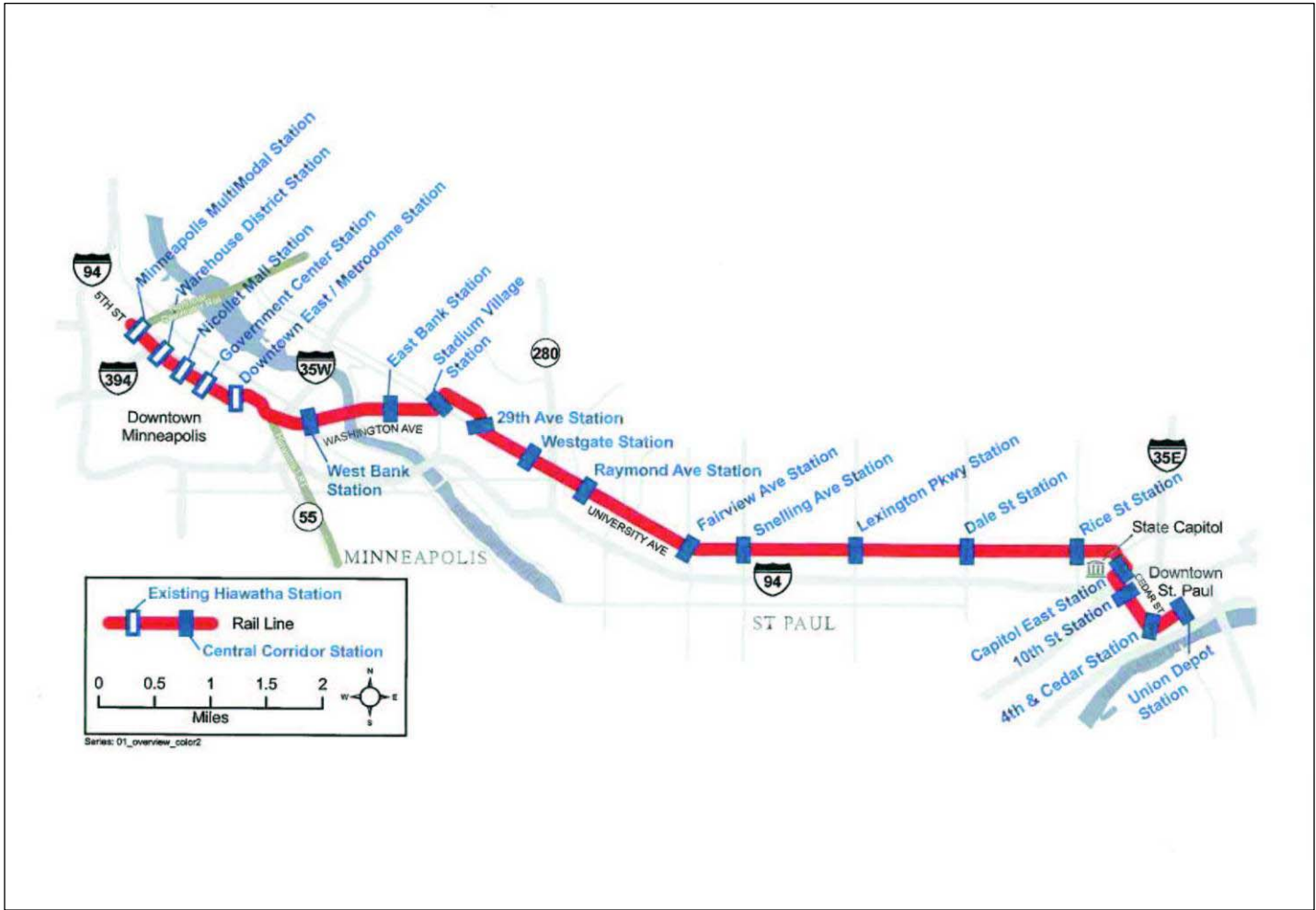
**MINNEAPOLIS, MINNESOTA 55401**

**612-338-1987**

**Hess Roise**

<b>TABLE OF CONTENTS</b>	<b>Page</b>
Study Route of the Central Corridor Light Rail Transit Line	1
<b>Introduction and Project History</b>	2
<b>Summary Recommendations</b>	4
<b>Table 1</b> Properties Determined Eligible for or Listed on the National Register of Historic Places	8
<b><u>Downtown Saint Paul</u></b>	12
Union Depot, Saint Paul (RA-SPC-5225): A Photographic Chronology of the Fourth Street Landscape	13
Saint Paul Athletic Club (RA-SPC-0550), 340 Cedar Street, Saint Paul, Minnesota: National Register Evaluation	31
Minnesota Mutual Life Insurance Company Building, 345 Cedar Street, Saint Paul, Minnesota, and the Saint Paul Urban Renewal Historic District: National Register Evaluation	48
<b><u>Capitol Area</u></b>	71
Minnesota State Capitol Mall Historic District: An Evaluation of the Cedar Street and John Ireland Boulevard Approaches and Boundary Delineation	72
Leif Erikson Lawn in the State Capitol Mall Historic District: A Historical Study	84
<b><u>Midway East</u></b>	98
Minnesota Milk Company Building (RA-SPC-3877), Tip Top Tap (RA-SPC-3906), and Quality Park Investment Company Building (RA-SPC-3912): Context Study and National Register Evaluations	99
St. Matthew’s Evangelical Lutheran Church (RA-SPC-0879), 507 North Dale Street, Saint Paul: National Register Evaluation	112
University Avenue Congregational Church (RA-SPC-3342), 507 North Victoria Street/868 Sherburne Avenue, Saint Paul: National Register Evaluation	120
Victoria Theater (RA-SPC-3892), 825 University Avenue, Saint Paul: National Register Evaluation	126
Raths, Mills and Bell, Inc. (Ray-Bell Films) Building , 823 University Avenue, Saint Paul: National Register Evaluation	130
<b><u>Midway West</u></b>	144
Minnesota Transfer Railway Historic District: Boundary Delineation	145
<b><u>Prospect Park/University Area</u></b>	147
A Brief Historic Overview of the Landscape Features of the Prospect Park Historic District	148
806, 814, and 818 and 820-828 Washington Avenue Southeast: Assessment of National Register Potential	154
University of Minnesota Old Campus Historic District (HE-MPC-3046): Boundary Delineation	162

Mines Experiment Statement Building (HE-MPC-3265): Summary of Significance	181
Pioneer Hall (HE-MPC-3171) and Comstock Hall (HE-MPC-3296), University of Minnesota Campus: National Register Evaluations	183
Washington Avenue Bridge (HE-MPC-4918) Spanning the Mississippi River at the University of Minnesota: National Register Evaluation	199
Timeline for the Depression of Washington Avenue	216
<b>Table 2</b> Potential Impacts to Eligible or Listed National Register of Historic Places Properties	225
<b>Sources Consulted</b>	241



**Study Route of the Central Corridor Light Rail Transit Line**

## INTRODUCTION AND PROJECT HISTORY

The Central Corridor LRT project will connect St. Paul to the existing Hiawatha LRT line in Minneapolis via an 11-mile corridor that runs between the two central business districts (see current project map on page 1). Between the two business districts, the route runs largely along existing University Avenue, one of several arteries that connect the two cities. The project, with some exceptions, runs down the center of the street and will stay within the existing curb line. Most of the route carried electric streetcars until the mid-1950s. However, several aspects of the project, including station location and design, the visual effects of pole and catenary lines, noise, changes to traffic patterns, and related development, pose potential effects to the National Register-eligible and listed properties along the route. While detailed project plans are being developed, a programmatic Section 106 agreement for the review of the alignment's effects will be necessary.

The Section 106 process for the Central Corridor light rail transit project began in 1995 with the first Phase I and II survey and evaluations. Since that time, there have been analyses of alternatives, comprehensive cost-benefit analyses, project administrative changes, and alignment shifts, resulting in interruptions in the Section 106 process over a period of 12 years. Initial Phase I and II cultural resources identification and evaluation studies were completed by BRW Inc., for the Ramsey County and Hennepin County Regional Rail Authorities (RCRRA and HCRRA) and the Minnesota Department of Transportation (MnDOT) in 1995. When the route of the proposed transit line was changed in 2001, largely to bring the route out of the I-94 corridor to run along University Avenue between the two cities, the area of potential effect for the project changed. Additional Phase I and II identification and evaluation studies were begun in 2003 and completed in September 2004 by The 106 Group Ltd.<sup>1</sup>

The area of potential effect (APE) that defined the survey boundaries for each cultural resource report was based on several factors including visual effects, the construction zone, any right-of-way acquisition, and what was known about possible changes to property access, changes in traffic patterns, changes to traffic levels, perceptible changes in noise, or possible changes in land use. Because the corridor nearly exclusively follows existing traffic corridors, the APE was generally defined as all properties that face the proposed transit line on either side. The 106 Group Ltd. 2003-2004 survey expanded the APE to include nodes around the station locations in order to survey properties believed to be in a wider area of possible future development. The 2008 report made similar changes in the APE to accommodate possible future stations at Hamline and Victoria.

In May and June 2006, the Minnesota Department of Transportation Cultural Resources Unit (Mn/DOT-CRU) solicited review and comment from the Minneapolis and Saint Paul Heritage

---

<sup>1</sup> BRW, Inc., Hess, Roise and Company, and Foth and Van Dyke, "Phase I and II Cultural Resources Investigations of the Central Corridor, Minneapolis, Hennepin County, and Saint Paul, Ramsey County, Minnesota," July 1995, submitted to Minnesota Department of Transportation, Ramsey County Regional Railroad Authority, and Hennepin County Regional Railroad Authority.; The 106 Group Ltd., "Phase I Architectural History Investigation for the Proposed Central Transit Corridor, Hennepin and Ramsey Counties, Minnesota," Volume 1, August 2003, submitted to Hennepin County Department of Transit and Community Works; The 106 Group Ltd., "Phase II Architectural History Investigation for the Proposed Central Transit Corridor, Hennepin and Ramsey Counties, Minnesota," submitted to Ramsey County Regional Rail Authority, September 2004.



Preservation Commissions (HPCs) on the table of National Register-listed or eligible historic properties identified in the reports completed to date. In response, Saint Paul HPC requested further evaluation of National Register eligibility for the following eight properties:

**Saint Paul Athletic Club Building**, 349 Cedar Street  
**Minnesota Mutual Life Insurance Company Building** (later Pioneer Press Building),  
345 Cedar Street  
**Minnesota Milk Company Building**, 370-378 University Avenue  
**Raths, Mills and Bell Inc. (later Ray-Bell Films) Building**, 817-823 University Avenue  
**Victoria Theater**, 825 University Avenue  
**Tip Top Tap** (now Town House Bar), 1415 University Avenue  
**Commercial building** (also known as the Quality Park Investment Company Building),  
1575-1579 University Avenue and 490 Snelling Avenue North  
**Saint Matthew's Evangelical Lutheran Church** (now Rock of Ages Missionary Baptist  
Church), 507 North Dale Street

The two buildings on Cedar Street in downtown Saint Paul had been reviewed during the 1995 investigation. The others were reviewed during the 2003 reconnaissance survey or the 2004 Phase II evaluations. The Minnesota Mutual Life Building had received a Phase I evaluation in 1995, and was not further studied in 2003 or 2004, although it had turned 50 years old during the interim. The previous evaluations determined that none of these properties were eligible for the National Register of Historic Places.

Beginning with the establishment of the Metropolitan Council Central Corridor Light Rail Transit (CCLRT) Project Office in October 2007, a third phase of identification and evaluation was begun to address new changes to the route, and to complete the additional research requested by the Saint Paul HPC. As a result of changes in the CCLRT alignment, proposed changes in traffic patterns through the University of Minnesota campus, as well as proposed additional stations that affected the APE, Mn/DOT-CRU and the Minnesota State Historic Preservation Office (MnSHPO) requested additional evaluations and background information. This report is the result of that investigation.

This report was prepared between December 2007 and June 2008. Properties are organized by the geographic segments of the CCLRT project identified in the SDEIS and FEIS.

## SUMMARY RECOMMENDATIONS

The total number of properties currently identified as listed on or eligible for National Register listing is forty-four. This reflects the results of the 1995, 2003-2004, and 2008 investigations. They are listed in **Table 1** following this summary. This table also identifies the report, or reports, in which the property is evaluated.

**Table 2**, which follows the evaluations, is a list of the forty-one properties listed on or eligible for the National Register, organized according to three categories of potential effects that have been identified for each property.<sup>2</sup> The discussion of those effects is on-going among the interested and consulting parties. It is the goal of those discussions to affect the design of the project and to avoid or minimize effects to historic properties.

### Downtown Saint Paul

**Union Depot.** To assist in the evaluation of potential effects, MnSHPO requested more information on the landscape and setting of Union Depot, which is listed on the National Register of Historic Places and is included within the boundaries of the National Register-listed Lowertown Historic District. The report is **Union Depot, Saint Paul (RA-SPC-5225): A Photographic Chronology of the Fourth Street Landscape**.

**Saint Paul Athletic Club.** Changes in the CCLRT alignment will extend through the block on which this building is located. It was evaluated in 1995 but not recommended for National Register listing; further analysis and evaluation were requested by Mn/DOT-CRU, MnSHPO, and Saint Paul HPC. The report, **Saint Paul Athletic Club (RA-SPC-0550), 340 Cedar Street, Saint Paul, Minnesota: National Register Evaluation**, recommends that the Saint Paul Athletic Club Building is eligible for listing on the National Register of Historic Places under Criterion A in the area of Social History/Recreation and Criterion C in the area of Architecture.

**Minnesota Mutual Life Insurance Company Building.** This building was evaluated in 1995 when the building was less than 50 years old and was not recommended for National Register listing; further analysis and evaluation was requested by Saint Paul HPC. The report, **Minnesota Mutual Life Insurance Company Building, 345 Cedar Street, Saint Paul, Minnesota, and the Saint Paul Urban Renewal Historic District: National Register Evaluation**, recommends that the Minnesota Mutual Life Insurance Building is not individually eligible for listing on the National Register of Historic Places. The report recommends that the building is a contributing building to the National Register-eligible Saint Paul Urban Renewal Historic District. This historic district is eligible under Criterion A in the area of Community Planning and Development.

### Capitol Area

**Minnesota State Capitol Mall Historic District: An Evaluation of the Cedar Street and John Ireland Approaches and Boundary Delineation.** Following its review of the CCLRT DEIS, MnSHPO requested clarification of the district boundaries and evaluation of the

---

<sup>2</sup> The number of properties differs between Table 1 and Table 2 because six properties listed individually in Table 1 have been incorporated into three historic districts for the identification of potential effects in Table 2.

approaches. The report recommends a boundary based on the 1944 plan by Morell and Nichols, Inc., and includes the approaches.

**Leif Erikson Lawn.** Changes in the CCLRT alignment and the location of the Rice Street station will potentially impact this area. Mn/DOT-CRU and MnSHPO requested further information on the history and development of this landscaped area, which is part of the State Capitol grounds and is included within the boundaries of the historic district. The report is titled **Leif Erikson Lawn in the State Capitol Mall Historic District: A Historical Study.**

**Midway East (from east to west)**

**Minnesota Milk Company Building (now Old Home Dairy).** At the request of Saint Paul HPC, this building was further analyzed and is discussed in **Minnesota Milk Company Building (RA-SPC-3877), Tip Top Tap (RA-SPC-3906), and Quality Park Investment Company Building (RA-SPC-3912): Context Study and National Register Evaluations.** The report recommends that the Minnesota Milk Company Building is eligible for listing on the National Register of Historic Places under Criterion A in the areas of Agriculture and Industry.

**St. Matthew's Evangelical Lutheran Church (now Rock of Ages Missionary Baptist Church).** At the request of Saint Paul HPC, this building was further analyzed and is discussed in **St. Matthew's Evangelical Lutheran Church (RA-SPC-0879), 507 North Dale Street, Saint Paul: National Register Evaluation.**

The report recommends that the church is not eligible for listing on the National Register of Historic Places.

**University Avenue Congregational Church (now St. Paul Fellowship).** This building was analyzed because the APE had been expanded for the SDEIS. It is discussed in **University Avenue Congregational Church (RA-SPC-3342), 507 North Victoria Street/868 Sherburne Avenue, Saint Paul: National Register Evaluation.**

The report recommends that the church is not eligible for listing in the National Register of Historic Places.

**Raths, Mills and Bell, Inc. (Ray-Bell Films) Building.** At the request of Saint Paul HPC, this building was further analyzed and is discussed in **Raths, Mills and Bell, Inc. (Ray-Bell Films) Building , 823 University Avenue, Saint Paul: National Register Evaluation.**

The report recommends that the Raths, Mills and Bell, Inc. Building is eligible for listing on the National Register of Historic Places under Criterion A in the area of Communications.

**Victoria Theater Building.** At the request of Saint Paul HPC, this building was further analyzed and is discussed in **Victoria Theater (RA-SPC-3892), 825 University Avenue, Saint Paul: National Register Evaluation.**

The report recommends that the Victoria Theater Building is not eligible for listing in the National Register of Historic Places.

**Tip Top Tap (now Town House Bar).** At the request of Saint Paul HPC, this building was further analyzed and is discussed in **Minnesota Milk Company Building (RA-SPC-3877), Tip**

**Top Tap (RA-SPC-3906), and Quality Park Investment Company Building (RA-SPC-3912): Context Study and National Register Evaluations.**

The report recommends that the Tip Tap is not eligible for listing in the National Register of Historic Places.

**Quality Park Investment Company Building (now Midway Books Building).** At the request of Saint Paul HPC, this building was further analyzed and is discussed in **Minnesota Milk Company Building (RA-SPC-3877), Tip Top Tap (RA-SPC-3906), and Quality Park Investment Company Building (RA-SPC-3912): Context Study and National Register Evaluations.**

The report recommends that the Quality Park Investment Company Building is eligible for listing in the National Register of Historic Places under Criterion C in the area of Architecture.

**Midway West**

**Minnesota Transfer Railway Historic District: Boundary Delineation.** A number of the structures associated with the Minnesota Transfer Railway had been recommended as eligible for the National Register of Historic Places in 1995 and in the CCLRT DEIS. MnSHPO requested that the eligible structures be combined into a National Register-eligible historic district. The historic district map is reproduced in the Midway West section.

**Prospect Park/University Area**

**Prospect Park Historic District.** Construction of the CCLRT along University Avenue may affect the landscaped triangles adjacent to Tower Hill Park. **A Brief Historic Overview of the Landscape Features of the Prospect Park Historic District** describes the historic significance of the landscaped triangles and other landscape features in the historic district. The report recommends that these landscape features are contributing to the historic district.

**806, 814, and 818 and 820-828 Washington Avenue Southeast: Assessment of National Register Potential.** Because of a change in the CCLRT alignment at Huron Street, the section of Washington Avenue Southeast between Oak Street Southeast and Ontario Street Southeast had not been analyzed previously. Mn/DOT-CRU requested an evaluation. Following a discussion of the research and analysis with Mn/DOT-CRU and MnSHPO in December 2007, the properties were not recommended for National Register listing.

**University of Minnesota Mall Historic District.** Following its review of the CCLRT DEIS, MnSHPO requested clarification of the district boundaries. Mn/DOT-CRU and MnSHPO agreed on a boundary map which is reproduced in **University of Minnesota Old Campus Historic District (HE-MPC-3046): Boundary Delineation** (page 165).

**University of Minnesota Old Campus Historic District.** The SDEIS expanded the APE to include this National Register listed district. The district map is reproduced in the University Area section. SHPO requested further evaluation of the district boundaries and the contributing buildings and features of the district. **University of Minnesota Old Campus Historic District (HE-MPC-3046): Boundary Delineation** recommends that the boundaries be expanded and that additional buildings and landscape elements are contributing features of the expanded district. The existing district map and expanded district map are included in the report.

**Mines Experiment Station Building (now Educational Science Building), 56 East River Road.** This building is adjacent to the University of Minnesota Old Campus Historic District and is within the expanded APE. It is recommended for inclusion in the expanded district. The National Register-eligible building was documented in a HAER report (MN-95) prior to the conversion to its current use. **Mines Experiment Statement Building (HE-MPC-3265): Summary of Significance**, discusses its eligibility under Criterion A in the areas of Industry and Invention.

**Pioneer Hall (HE-MPC-3171) and Comstock Hall (HE-MPC-3296), University of Minnesota Campus: National Register Evaluations.** With the expansion of the APE for the SDEIS, Mn/DOT-CRU and MnSHPO requested evaluation of these two dormitory complexes. Pioneer Hall is recommended for listing on the National Register of Historic Places under Criteria A in the area of Education and Criteria C in the area of Architecture. Comstock Hall is not recommended for listing.

**Washington Avenue Bridge.** Mn/DOT-CRU and MnSHPO requested evaluation of the Washington Avenue Bridge. The report, **Washington Avenue Bridge (HE-MPC-4918) Spanning the Mississippi River at the University of Minnesota: National Register Evaluation** recommends that it is eligible for listing on the National Register of Historic Places under Criterion A in the areas of Community Planning and Development and Transportation and under Criterion C in the area of Engineering.

**Washington Avenue extending through the University of Minnesota Mall Historic District.** MnSHPO requested further information on changes to Washington Avenue as it extends through the University of Minnesota Mall Historic District in relation to the Washington Avenue Bridge. These are discussed in **Timeline for the Depression of Washington Avenue.**

**Table 1 Properties Determined Eligible for or Listed on the  
National Register of Historic Places**

<b>Inventory No.</b>	<b>Property Name</b>	<b>Address</b>	<b>NRHP Status</b>
HE-MPC-0615	Minnesota Linseed Oil & Paint Company Building	1101 3 <sup>rd</sup> St. S., Mpls	Determined Eligible (1)
HE-MPC-4636	Fire Station G, Engine House 5 (Mixed Blood Theatre)	1501 4 <sup>th</sup> St. S, Mpls	Determined Eligible (1)
HE-MPC-4918	Washington Avenue Bridge	Washington Avenue between Pleasant St. SE and 21 <sup>st</sup> Ave. S., Mpls.	Determined Eligible (3)
Not Assigned	East River Parkway	East River Parkway, Mpls.	Contributing to Eligible Grand Rounds (3)
Historic District	University of Minnesota Campus Mall Historic District	University of Minnesota Minneapolis Campus	Determined Eligible (1) (3)
HE-MPC-3046	University of Minnesota Old Campus Historic District (The Knoll)		Listed (3)
HE-MPC-3265	Mines Experiment Station Building	56 East River Road, Minneapolis	Determined Eligible (3)
HE-MPC-3171	Pioneer Hall	615 Fulton Street SE, Minneapolis	Determined Eligible (3)
Historic District	Prospect Park Historic District	Vicinity of I-94, SE Williams Ave, University Ave SE and Emerald St SE. Mpls	Determined Eligible (2) (3)
HE-MPC-3052 Listed with HE-MPC-3177 and included in historic district	Prospect Park Water Tower	55 Malcolm Ave, Mpls	Listed
HE-MPC-3177 Listed with HE-MPC-3052 and included in historic district	Tower Hill Park	55 Malcolm Ave, St. Paul, Mpls	Listed
Historic District	University-Raymond Historic District	Along University Ave. W., Hampden to Cromwell Ave., St. Paul	Determined Eligible (2); Certified local historic district

<b>Inventory No.</b>	<b>Property Name</b>	<b>Address</b>	<b>NRHP Status</b>
RA-SPC-6105	KSTP Production Studios & Transmission Tower	3415 University Ave, St. Paul	Determined Eligible (2)
RA-SPC-3931	Fire Station No. 25	2179 University Ave. W., St. Paul	Determined Eligible (2)
RA-SPC-6103	Great Lakes Coal and Dock Company Office Building	2102 University Ave, St. Paul	Determined Eligible (2)
RA-SPC-6309 Note: This item combined into a historic district with RA-SPC-6310	Minnesota Transfer Railway Company including Main Line, yard A, University Ave. bridge, round house and leads	East and west of Cleveland and Transfer Road, University Avenue	Determined Eligible (1) (2) (3)
RA-SPC-6310 Note: This bridge combined into a historic district with RA-SPC-6309	Minnesota Transfer Railway Company University Avenue Bridge	Bridge over University Ave near Prior Street, St. Paul	Determined Eligible (2) (3)
RA-SPC-3927	Krank Building (Iris Park Place)	1885 University, St. Paul	Listed
RA-SPC-6102	Porky's Drive-In Restaurant	1884 University Ave, St. Paul	Determined Eligible (2)
RA-SPC-3923	Griggs, Cooper & Company Sanitary Food Manufacturing Plant	1821 University Ave, St. Paul	Determined Eligible (2)
RA-SPC-3912	Quality Park Investment Company Building	1577-1579 University Avenue, St. Paul	Determined Eligible (2) (3)
RA-SPC-3903	St. Paul Casket Company Factory	1222 University Ave, St. Paul	Determined Eligible (2)
RA-SPC-3895	Brioschi-Minuiti Company Building	908-910 University Ave, St. Paul	Determined Eligible (2)
Not assigned	Raths, Mills & Bell Company Building	823 University Ave., St. Paul	Determined Eligible (3)
RA-SPC-3887	Fire Station No. 18	681 University Avenue	Determined Eligible (2)

<b>Inventory No.</b>	<b>Property Name</b>	<b>Address</b>	<b>NRHP Status</b>
RA-SPC-3889	Owens Motor Company Building	709-719 University Ave, St. Paul	Determined Eligible (2)
RA-SPC-3877	Minnesota Milk Company Building	370-378 University Ave. St. Paul	Determined Eligible (2) (3)
RA-SPC-3868	Ford Motor Company Building	117 University Ave, St. Paul	Determined Eligible (2)
RA-SPC-3867	Norwegian Evangelical Lutheran Church	105 University, St. Paul	Determined Eligible (2)
RA-SPC-5619	State Capitol Mall Historic District	University Ave and Robert St., St. Paul	Determined Eligible (1) (2) (3)
RA-SPC-0229	Minnesota State Capitol	75 Constitution Ave, St. Paul	Listed
RA-SPC-0557	Minnesota Historical Society Building	690 Cedar St, St. Paul	Listed
RA-SPC-6109  Note: also included in historic district (RA-SPC-5619)	State Capitol Power Plant	691 Robert St., St. Paul	Determined Eligible (2)
RA-SPC-0553	Central Presbyterian Church	500 Cedar St, St. Paul	Listed
RA-SPC-0554	St. Louis King of France Church and Rectory	506 Cedar St., St. Paul	Determined Eligible (1)
RA-SPC-1200	St. Agatha's Conservatory of Music and Fine Arts	26 Exchange St., St. Paul	Listed
RA-SPC-0550	St. Paul Athletic Club	340 Cedar Street, St. Paul	Determined Eligible (1) (3)
RA-SPC-5222	Minnesota Building	46 E. 4 <sup>th</sup> St., St. Paul	Determined Eligible (1) (3)
Historic District	St. Paul Urban Renewal	Approximately Wabasha, Kellogg, Robert, and East 6 <sup>th</sup> Street, St. Paul	Determined Eligible (3)
RA-SPC-3167	Pioneer Press Building	336 Robert St N, St. Paul	Listed
RA-SPC-4645	First National Bank Building	107 E. 4 <sup>th</sup> St, St. Paul	Determined Eligible (1)



<b>Inventory No.</b>	<b>Property Name</b>	<b>Address</b>	<b>NRHP Status</b>
RA-SPC-5223	Endicott Building	141 E. 4 <sup>th</sup> St, St. Paul	Listed
RA-SPC-4580	Lowertown Historic District	Vicinity of Kellogg Blvd & Jackson, 7 <sup>th</sup> and Broadway Sts, St. Paul	Listed (2)
RA-SPC-5225 Also included in Lowertown Historic District	St. Paul Union Depot Including elevated railroad track deck (determined eligible)	214 E. 4 <sup>th</sup> St, St. Paul	Listed (3)

<sup>1</sup> Property studied in: *Phase I and II Cultural Resources Investigations of the Central Corridor, Volume I*, BRW, Inc., 1995

<sup>2</sup> Property studied in: *Phase II Architectural History Investigation for the Proposed Central Transit Corridor Study*, The 106 Group, Inc. 2003-2004

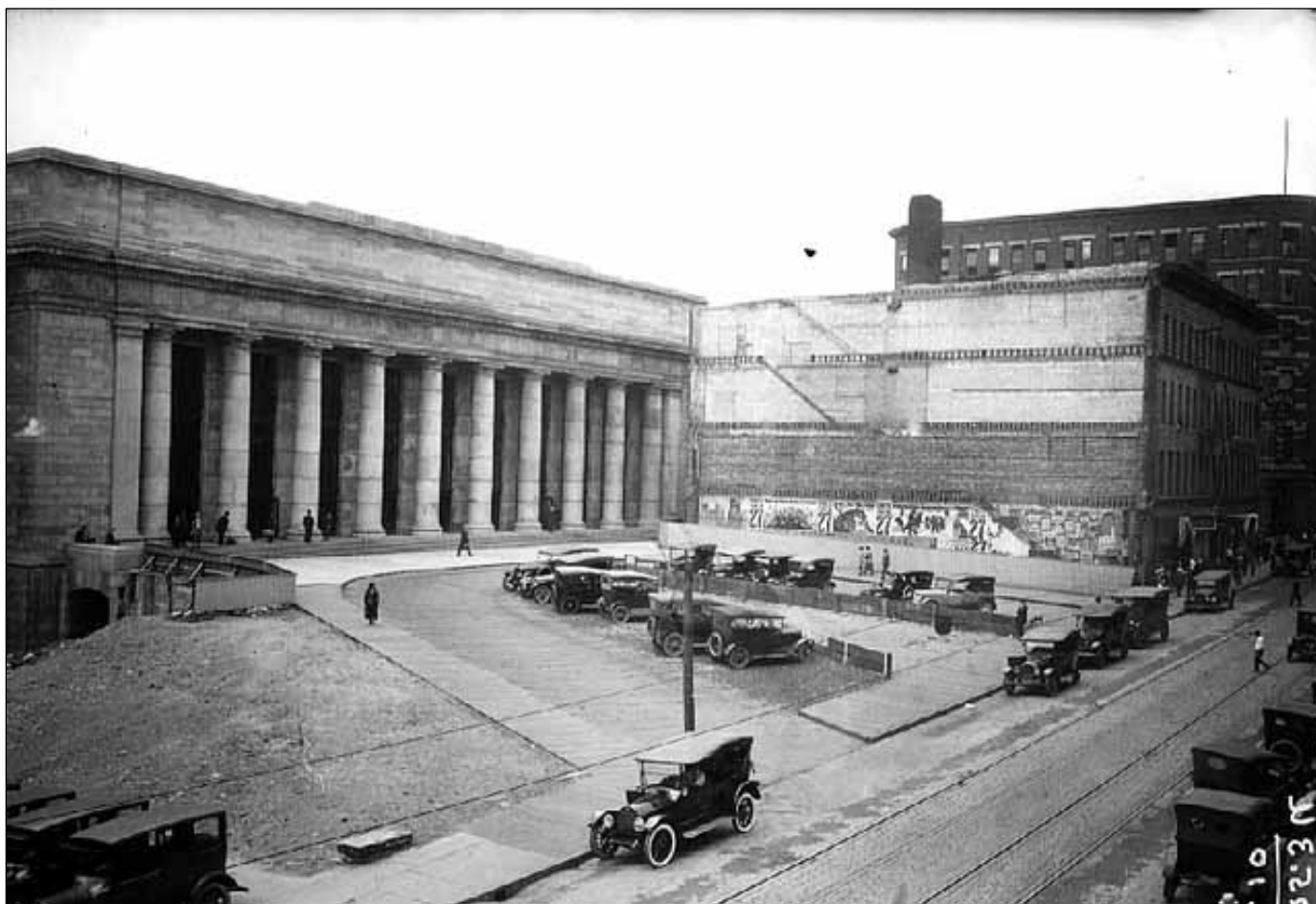
<sup>3</sup> Property studied in: *Supplemental Historic Properties Investigations and Evaluations for the Central Corridor Light Rail Transit Project*, Hess, Roise and Company, 2008

# **Downtown Saint Paul**

**Union Depot, Saint Paul (RA-SPC-5225)**  
**A Photographic Chronology of the Fourth Street Landscape**

The St. Paul Union Depot headhouse was completed in 1920 and is listed in the National Register of Historic Places. It is also a contributing property in the Lowertown Historic District. The primary facade of this imposing building is set back from Fourth Street on a semi-circular vehicular drive that encloses a green space between the drive and the sidewalk of the street. A CCLRT station on Fourth Street is proposed to be centered on the facade of the headhouse. The station will connect pedestrians to the existing walks that lead to the front entrance. However, the current design would take a portion of the green space along Fourth Street and close the drive to vehicular traffic.

The following photographs are a chronology of the landscaped area as it has been used through time. The current configuration is largely the same as the landscape shown in the early years of the Depot. The design is entirely compatible with the clean, unadorned lines of the building and provides both a setting for the building as well as a graceful access for passengers arriving by auto. The area continues to function in the same manner today. The landscape is a significant element in the overall design and siting of the headhouse building and is a defining characteristic of the property.



Union Depot, Fourth Street facade, under construction, 1920

*Photo: Minnesota Historical Society Collections*



Corner of East Fourth Street and Sibley Street, directly across from Union Depot, 1924. Note Italianate facade.

*Photo: Minnesota Historical Society Collections*

*Supplemental Historic Property Investigations and Evaluations for CCLRT Project:*

*Union Depot Photo Chronology*

*Hess, Roise and Company—Page 15*



East Fourth Street between Sibley and  
Wacouta Streets, 1925.  
Note Italianate facade.

*Photo: Minnesota Historical Society Collections*



East Fourth Street looking east from Wacouta Street, Union Depot at left, ca. 1925.

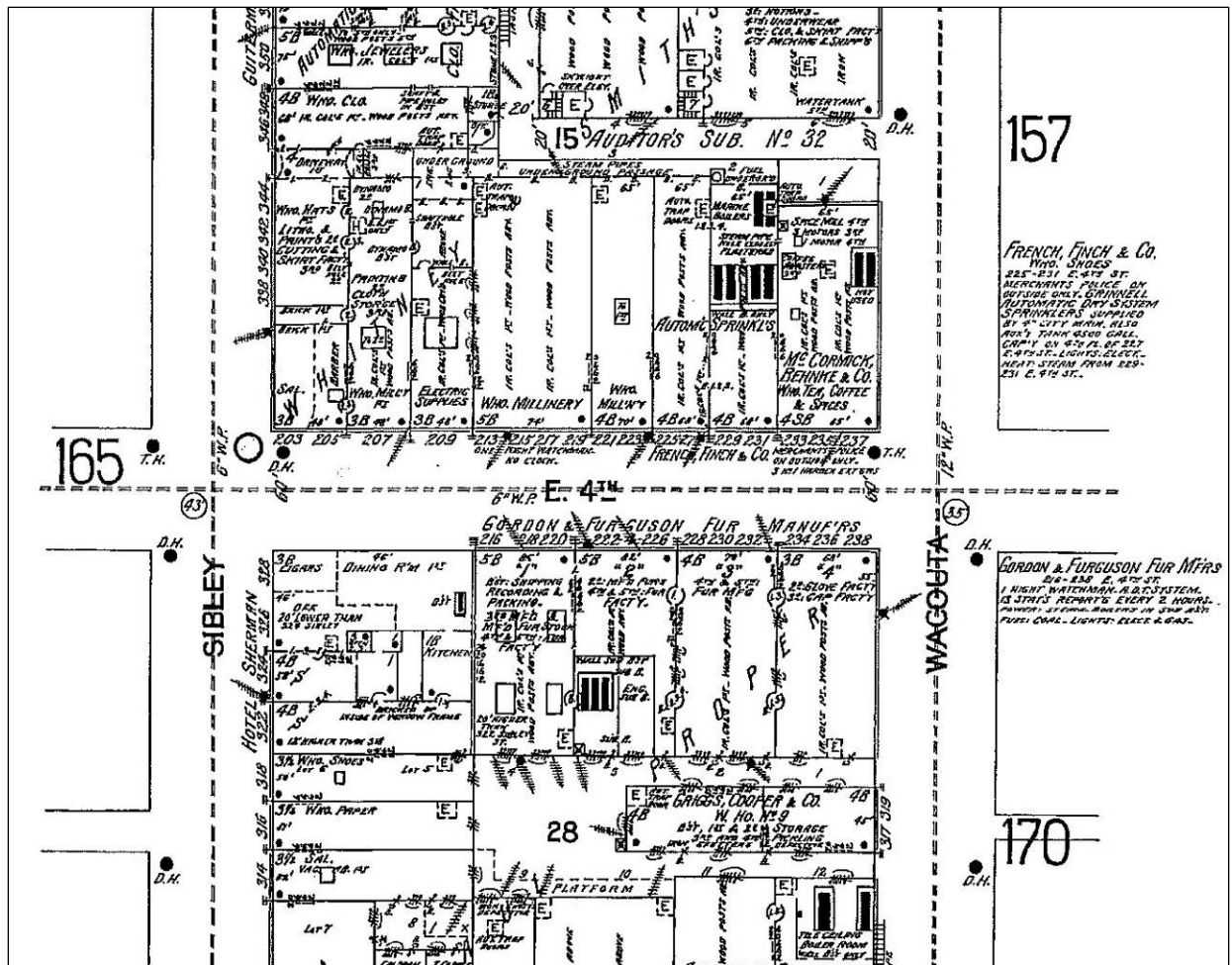
Note altered facades of buildings across Fourth.

*Photo: Minnesota Historical Society Collections*

*Supplemental Historic Property Investigations and Evaluations for CCLRT Project:*

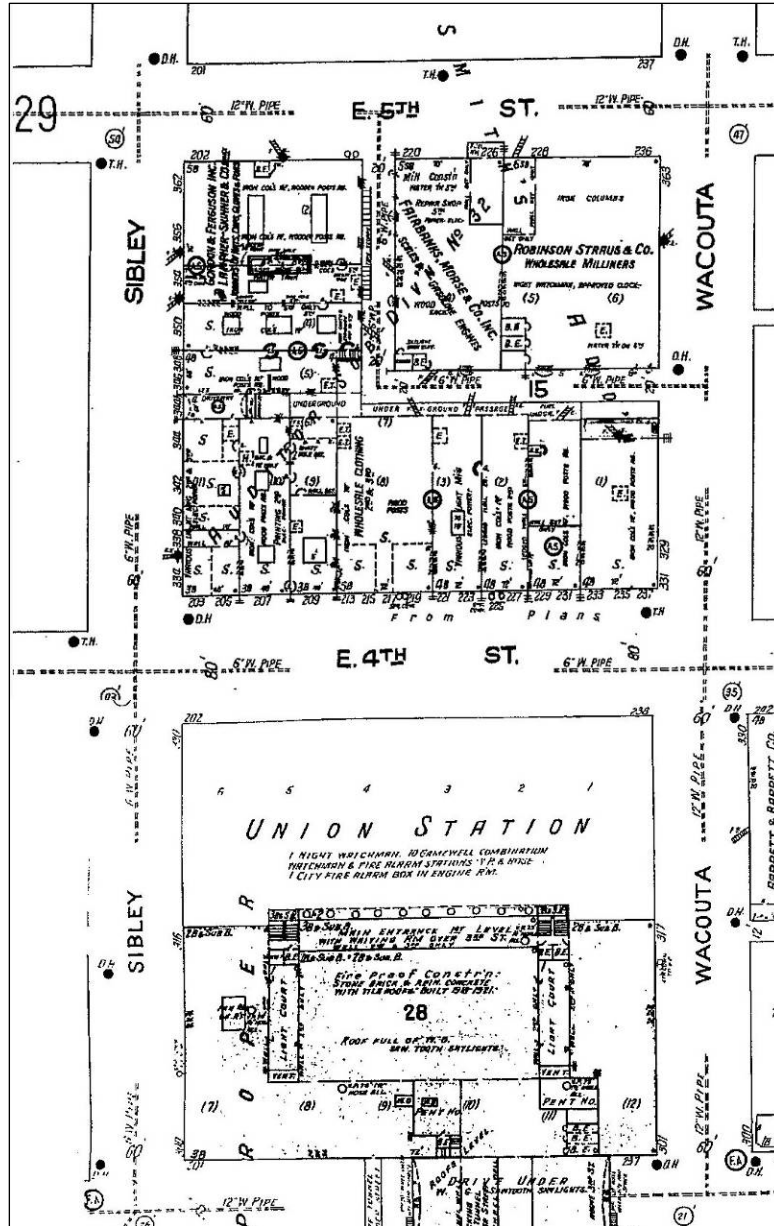
*Union Depot Photo Chronology*

*Hess, Roise and Company—Page 17*

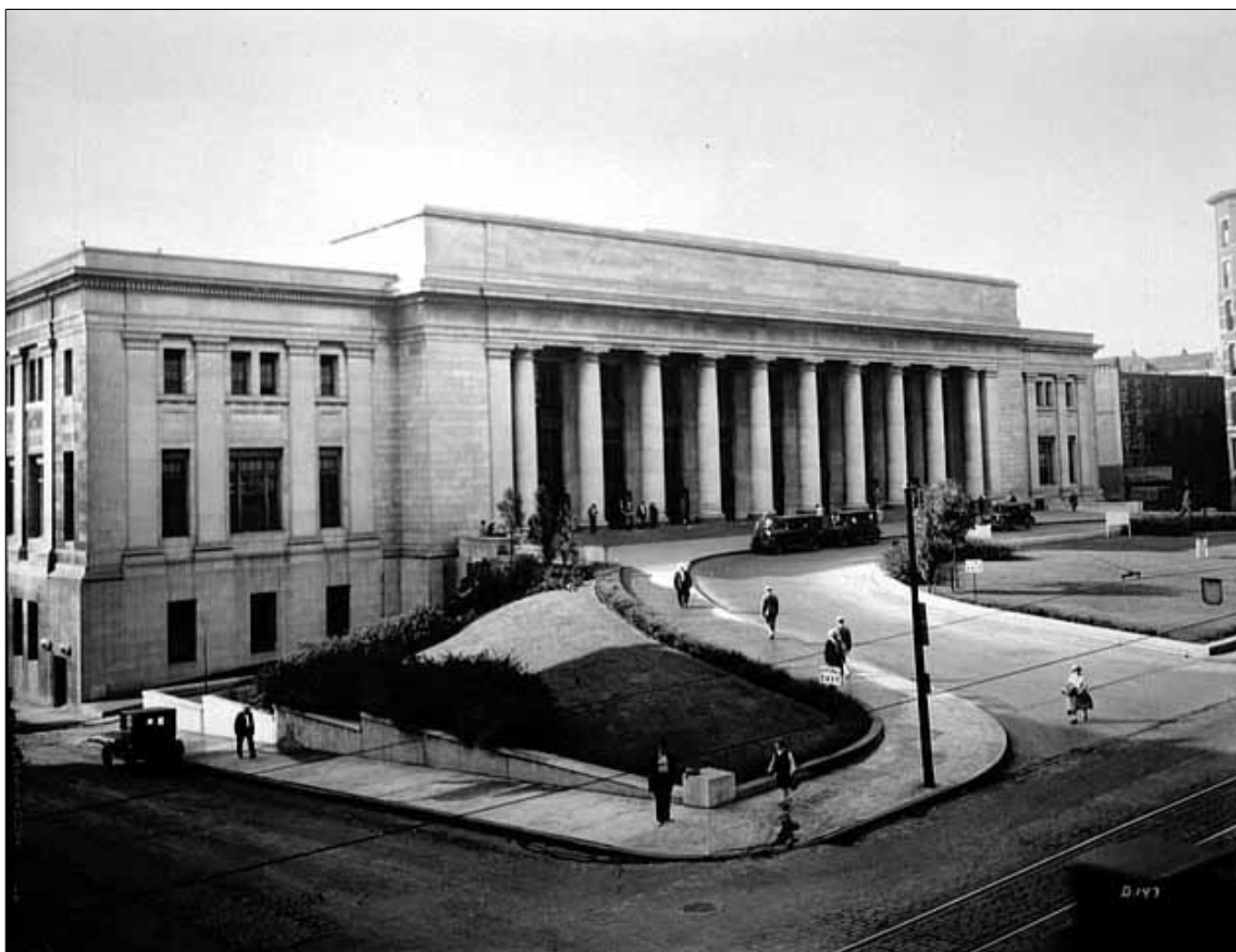


1903 Sanborn Map showing future site of Union Depot between Sibley and Wacouta Streets.  
 Note 60' width of East Fourth Street.





1926 Sanborn Map showing Union Depot location.  
 Note 80' width of East Fourth Street  
 between Sibley and Wacouta Streets.



Union Depot, Fourth Street at Wacouta Street , 1924 or 1925.  
Note streetcar tracks and grass in median.  
*Photo: Minnesota Historical Society Collections*



Union Depot, Fourth Street at Sibley Street, 1924 or 1925.  
Note original facade on building at left edge of picture.

*Photo: Minnesota Historical Society Collections*

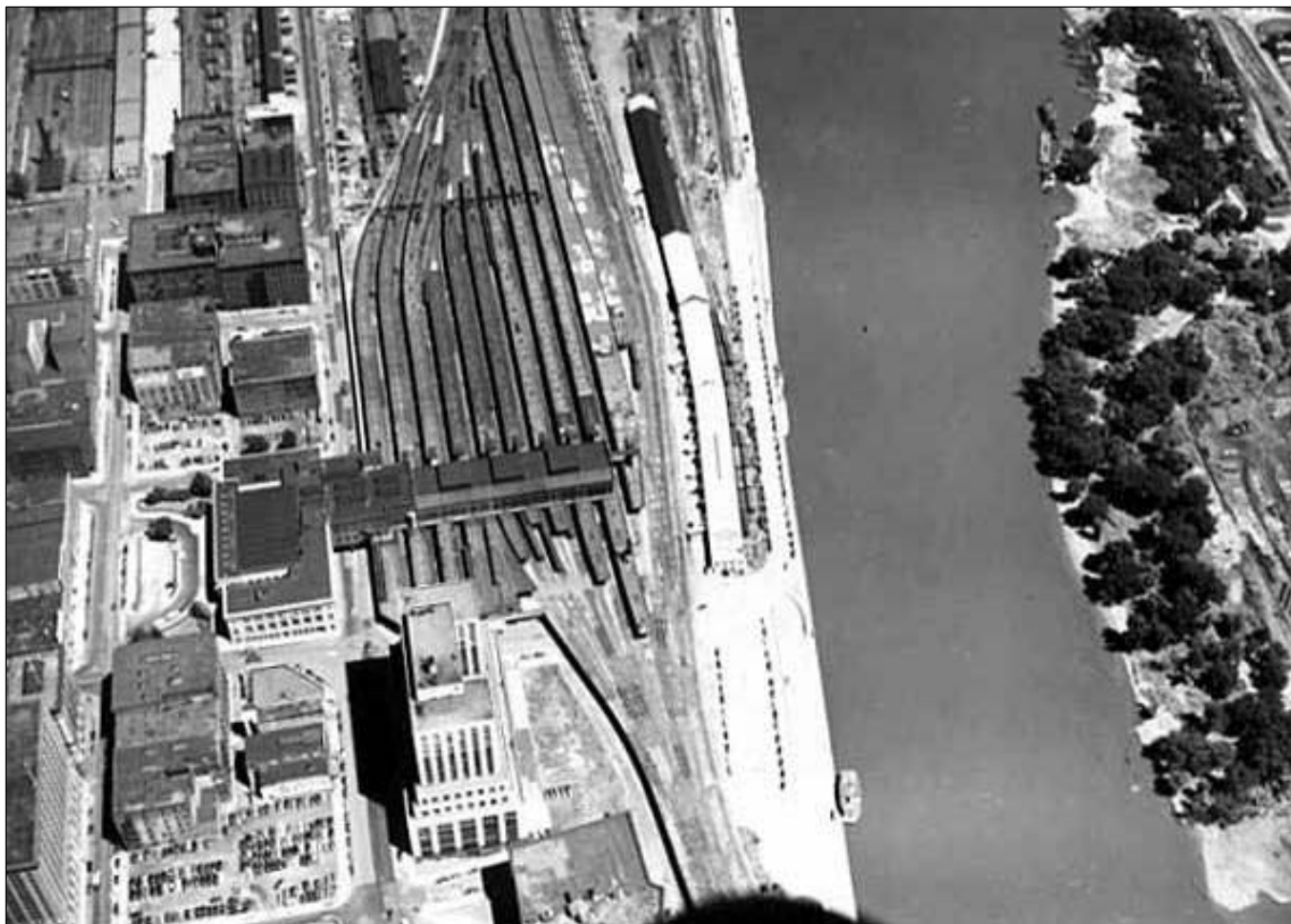
*Supplemental Historic Property Investigations and Evaluations for CCLRT Project:  
Union Depot Photo Chronology  
Hess, Roise and Company—Page 21*



Union Depot, Fourth Street facade, 1928.  
*Photo: Minnesota Historical Society Collections*



Aerial view, downtown Saint Paul, Union Depot at upper right, 1930.  
Note grassy driveway median.  
*Photo: Minnesota Historical Society Collections*



Aerial photograph of downtown Saint Paul, Union Depot at center left, 1945.

Note parking in driveway median.

*Photo: Minnesota Historical Society Collections*

*Supplemental Historic Property Investigations and Evaluations for CCLRT Project:*

*Union Depot Photo Chronology*

*Hess, Roise and Company—Page 24*



Union Depot, Fourth Street facade, 1953.  
Note parking in driveway median and  
cobblestones along East Fourth Street.  
*Photo: Minnesota Historical Society Collections*



Union Depot along East Fourth Street, ca. 1956.  
Note parking sign and width of East Fourth Street.  
*Photo: Minnesota Historical Society Collections*





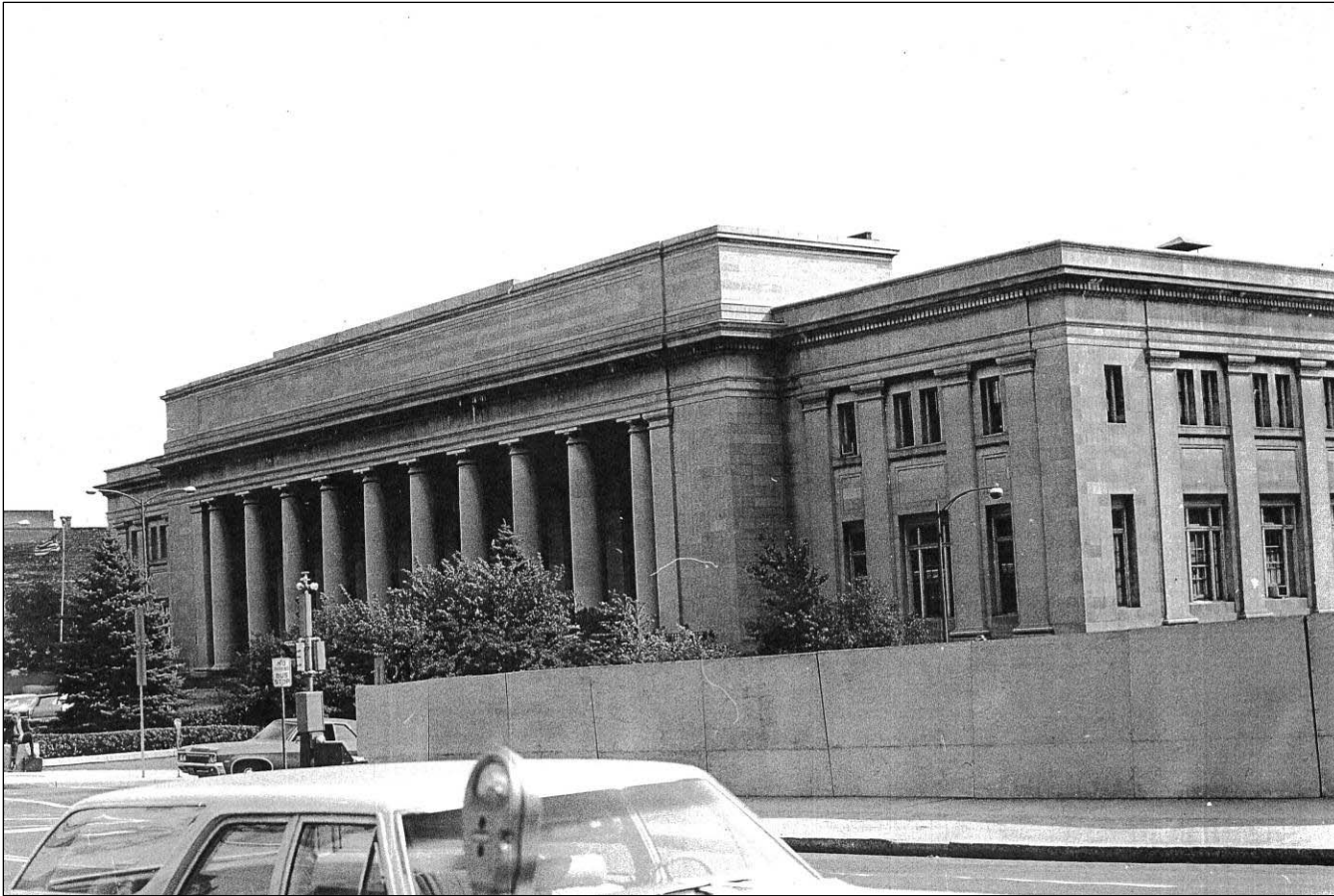
Union Depot drive-up ticket office, 1956.  
Note remodeled building facades along East Fourth Street behind ticket office.

*Photo: Minnesota Historical Society Collections*

*Supplemental Historic Property Investigations and Evaluations for CCLRT Project:  
Union Depot Photo Chronology  
Hess, Roise and Company—Page 27*

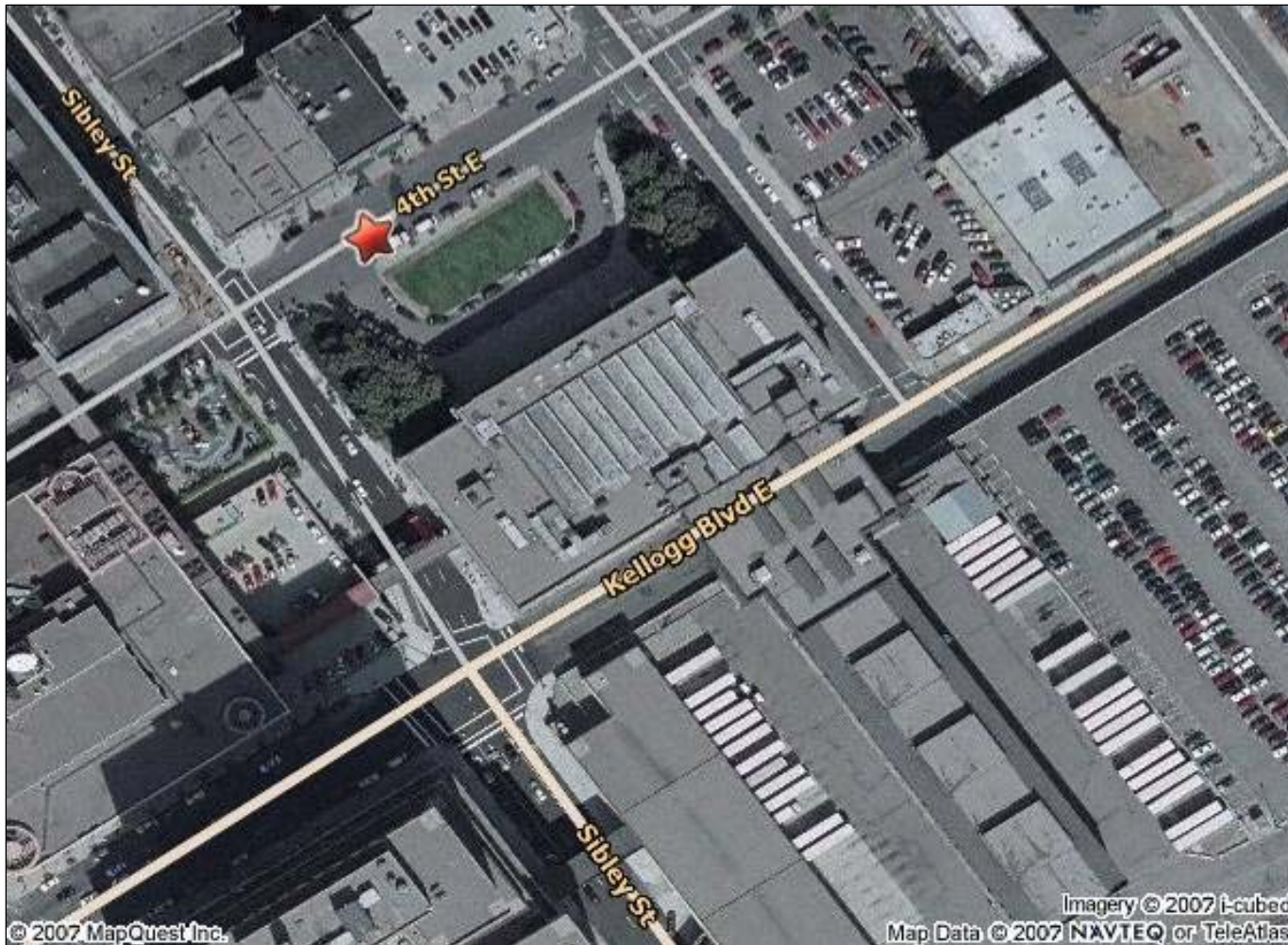


Union Depot, Fourth and Sibley Streets, 1964.  
*Photo: Minnesota Historical Society Collections*



Union Depot, Fourth and Sibley Streets, 1969.

*Photo: Minnesota Historical Society Collections*



Current aerial view, downtown Saint Paul, Union Depot at center.

*Photo: Mapquest*

**SAINT PAUL ATHLETIC CLUB (RA-SPC-0550)  
340 CEDAR STREET  
SAINT PAUL, MINNESOTA: NATIONAL REGISTER EVALUATION**



Saint Paul Athletic Club, ca. 1918  
*Photo: Minnesota Historical Society Collections*

## Introduction

The former home of the Saint Paul Athletic Club was completed in 1918. With a footprint of 110 feet by about 150 feet, the thirteen-story commercial building takes up nearly a quarter of a city block at the northeast corner of the intersection of Cedar Street and East Fourth Street in downtown Saint Paul.\* The building now houses the downtown clubhouse of the University Club, the Saint Paul location of the College of Saint Scholastica, a LifeTime Fitness center, and several other commercial offices. As a component of the public skyway system, the building has a second-level corridor along the north and east sides that connects to skyways across Cedar and Fourth Streets.

The historical significance of the Saint Paul Athletic Club Building is being evaluated as part of the Supplemental Draft Environmental Impact Statement (SDEIS) and Final Environmental Impact Statement (FEIS) for the planned construction of the Central Corridor Light Rail Transit project. The locally preferred alternative of the proposed light-rail route will traverse diagonally the block on which the athletic club building stands, potentially subjecting the structure to environmental and physical impacts.

## Description

The original twelve-story facade of the building is red brick with terra-cotta details. A single-story, glazed, rooftop dining room was added in 1961, and a nine-story, modern-style, brick-and-concrete addition was made to the north side of the building in 1979. The skyways also were constructed at that time. Alterations were made to the ground-level facades and many of the windows have been modified. Although these alterations have somewhat diminished the building's integrity, the exterior adequately conveys its historic character.

The building was constructed from plans by architect Allen H. Stem and associate architect Beaver Wade Day. Structural plans were completed by the Toltz Engineering Company. The athletic club project may have been the first collaboration between Day and Max Toltz, who with civil and structural engineer Wesley E. King formed the firm Toltz, King, and Day one year after the Athletic Club was completed. The general contractor was Charles Skooglun.

The eclectic exterior design is characteristic of the Renaissance Revival style and is more decorative than the typical Classical Revival-style commercial blocks of the era. The building departs from the usual base-shaft-capital design on the third through ninth floors, which exhibit many types of surface ornamentation on the principal facades. A variety of window sizes, forms, and types are present, as are recessed, multi-story arcades with engaged columns and pilasters. Terra-cotta details, including string courses, window sills and headers, column capitals, and relief panels, are present throughout the facade. The building design is distinctive, but is generally not considered to be an exceptionally fine example of Stem's body of work, which also includes the Saint Paul Hotel (1910), University Club (1913), and several architecturally notable houses in the Summit Hill neighborhood of Saint Paul.

---

\* The streets of downtown Saint Paul are not aligned with compass points. For ease of reference, Cedar Street is assumed to go north-south, and East Fourth Street to go east-west.

The lavish interior decoration features a lobby and mezzanine with glazed, terra-cotta ornament and a colorful, coffered ceiling of ornamental plaster. Intact dining rooms, lounges, and ballrooms on the third through sixth levels exhibit a variety of historic, period revival-style decorative motifs and materials. The historic building contains a two-story gymnasium on the seventh level and a tiled swimming pool room on the eighth floor. Stories ten through twelve of the original building were hotel-like sleeping rooms, which have been remodeled and are now used as office suites. The top floor addition is a penthouse dining room, also managed by the University Club. The basement level of the clubhouse has been extensively remodeled as classrooms and meeting spaces.

## History

The Saint Paul Athletic Club was first organized in 1913. The Articles of Incorporation, written in 1916, the same year that plans were made for the construction of a clubhouse, stated: “The general purpose and plan of operation shall be . . . to maintain a clubhouse, to promote and encourage all manly sports and physical culture, and to conduct a club for the purpose of providing refreshments, entertainment, exercise, and social diversion of its members.” The bylaws allowed for different classes of membership, including life members, resident and non-resident members, associate, honorary, and military members, and junior and female members who were children or wives of members.<sup>3</sup>

Charles Henry Genslinger (1856-1925?), an itinerant organizer of athletic clubs across the U.S., is credited with the formation and early management of the club. A native of Ohio, Genslinger settled in New Orleans and entered business there, first in printing and then as an organizer of the Bank of Commerce and Louisiana Fire Insurance Company. Genslinger also owned a professional baseball team. After a lengthy illness, he moved to New York City, where he set out on a new personal mission: the creation of athletic clubs that would promote physical well-being as well as social camaraderie among businessmen. Genslinger organized the New Manhattan Athletic Club in New York before returning to New Orleans and starting the Olympic Club, which became a prominent venue for boxing, an emerging sport at the time. In 1902, Genslinger moved to Saint Louis and soon established the Missouri Athletic Club, which opened the following year.<sup>4</sup>

Genslinger started other athletic clubs in Chicago and Pittsburgh before moving to Minnesota in 1912, where he aimed to form a club in Minneapolis. A core Minneapolis Athletic Club membership group was in place that fall and the infant club made plans to construct its headquarters on Second Avenue, next door to the Elks Club and one block away from the Minneapolis Club. A fourteen-story clubhouse was completed in 1915, but the club did not meet its membership goals until the end of 1918. Still, Genslinger was paid handsomely for his work;

---

<sup>3</sup> *Saint Paul Athletic Club Charter and Bylaws* (Saint Paul: Saint Paul Athletic Club, 1916), 3.

<sup>4</sup> The historic Missouri Athletic Club building is the second location for the club, built in 1914 after the original clubhouse was destroyed by fire. Although the present building was constructed after the departure of Charles Genslinger, the design and interior decoration of the Missouri Athletic Club bears a striking resemblance to the Saint Paul Athletic Club. Michael Allen, “Missouri Athletic Club Building,” National Register of Historic Places Registration Form, October 2006, available at the Missouri State Historic Preservation Office, Jefferson City, Missouri.

he received a ten percent commission on all membership fees he brought in during the first year of the club, for a salary of about \$18,000.

Charles Genslinger was named the managing director of the Saint Paul Athletic Club which had formed in 1913 and was promoted as the man in charge of construction and early operations. He was also lauded as “a guarantee that the Club will be one of the best in the United States,” although his whereabouts following the opening of the club in 1918 is largely unknown.

Early promotional materials emphasized the social aspects of the club, but its range of pursuits and activities can be surmised by a list of standing programming and management committees, which included:

- Athletics, given charge over field sports, gymnasium, fencing and boxing rooms, dressing and bath rooms, the employees therein, and contests and exhibitions in these departments within and without the clubhouse;
- Aviation;
- Baths;
- Billiards;
- Bowling;
- Cards and Chess;
- Entertainment;
- House, given charge of the restaurant, lounging rooms, living rooms, and other public gathering rooms, sleeping rooms, offices, and wine and cigar departments;
- Handball and Squash;
- Library;
- Music;
- Racquet and Tennis;
- Winter Sports; and
- Art.

In 1921, the articles of incorporation were amended to add standing committees for fishing, curling, and trap-shooting.

The Athletic Club sponsored sporting events in addition to providing athletic equipment and facilities for its members and the athletic focus of the club was apparent even before the clubhouse was built. For example, shortly after Genslinger established the framework for the club, the organization began sponsoring an ice hockey team. Athletic Club secretary W. D. Jenkins sent a letter to the membership describing the 1915 inaugural season of the team:

This will advise you that the Saint Paul Athletic Club has taken its initial step in the development of amateur sports, through the formation of the Saint Paul Athletic Club Hockey Team, which will represent the Saint Paul Athletic Club and the city of Saint Paul. Games will be played not only in this city but in other large cities and with the visiting teams from other large cities here; the first game to be played with the Minneapolis City Team, January [5th] in Saint Paul. Mr. Ray C. Johns is manager of the team and we trust you will give him all the



encouragement and support possible. It is planned to play from six to ten games at the Hippodrome in this city. Season tickets costing \$5.00 entitling the holder to two box seats for each game may be obtained. . . .<sup>5</sup>

The Athletic Club became widely associated with the success of its sponsored hockey team through reports in the popular press as well as the club's newsletter, *The ACE*. The team played at the highest level in the United States, winning regional and national games and tournaments in a league that was "amateur in name only," according to the *Pioneer Press*. The Athletic Club hockey team attracted crowds of thousands to games at its home ice at the state fairgrounds, fired up by a Club-sponsored drum corps and marching band. A special telephone line was connected to the lounge at the clubhouse so that accounts of the game could be heard by the membership. Players were compensated by the club for their travel and training expenses, and the team's elite players might have earned a small stipend. The team members were presumably given athletic memberships to the club that allowed them to use the facilities for training, dining, and recreation, and possibly lodging, as well.<sup>6</sup>

The Saint Paul Athletic Club-sponsored amateur hockey team played through the 1925-1926 season and then disbanded. By this time, the professional National Hockey League became established in the United States, and many of the best players were recruited for pro teams. Nonetheless, hockey historian Roger A. Goodin credits the success of the Athletic Club team with establishing an active fan base and love of the sport in Minnesota, which persists to this day.<sup>7</sup>

According to sports historian Steven Riess, the formation of athletic clubs like the one in Saint Paul was the result of demographic and physical changes to urban areas during the late nineteenth and early twentieth centuries. The economic expansion of industrial capitalism benefited the social elites and improved the standard of living for the middle class. Riess asserts that this economic disparity had a profound impact on the sporting pleasures of all urban social classes: "As widening income levels, substantial differences in discretionary time, and diverse social values resulted in different leisure options for different social classes, sport came to mark social boundaries and to define status communities." Exclusive organizations such as athletic and country clubs resulted from members of the urban elite—and aspirants to the class—who sought to define their social and business circles. Sports societies carried less status than other private membership clubs, but they enabled a segment of the elite to withdraw and close ranks against social inferiors, to promote an exclusive lifestyle, and to integrate their families into an elite subculture.<sup>8</sup>

---

<sup>5</sup> Roger A. Goodin, *Before the Stars: Early Major League Hockey and the Saint Paul Athletic Club Team* (Saint Paul: Minnesota Historical Society Press, 2005), 9-13.

<sup>6</sup> Goodin, 9, 12-13, 22, 25, 45, 166.

<sup>7</sup> Minnesota has been widely identified by sports writers as the State of Hockey. Michael Farber, "In Search of Hockeytown U.S.A.," *Sports Illustrated*, December 4, 2007, available at [http://sportsillustrated.cnn.com/2007/writers/michael\\_farber/12/04/hockeytown1210/index.html](http://sportsillustrated.cnn.com/2007/writers/michael_farber/12/04/hockeytown1210/index.html); Goodin, x, 167, 179.

<sup>8</sup> Steven A. Riess, *City Games: The Evolution of American Urban Society and the Rise of Sports* (Urbana, Ill.: University of Illinois Press, 1989), 53, 57-58, 60.

Athletic clubs were also made possible by several recent technological and social advances. Improved indoor lighting meant that games could be played indoors until well into the evening. The increased use of streetcars and automobiles made popular athletic competitions easier to reach and sporting events were actively promoted through the popular press. The rise of industrial capitalism improved the standard of living for the emerging white-collar middle class, allowing the spectators to become participants in amateur athletics and other leisure and recreational pursuits.<sup>9</sup>

This era also marked a new level of civic engagement by business groups in Saint Paul. During the late decades of the nineteenth century, most large American cities had at least one commercial organization that aimed to promote and strengthen the civic life of the city. Saint Paul had the earliest such organization in the state with the Board of Trade, which was formed in 1849. The Saint Paul Commercial Club was founded in 1891, merged with the weaker Chamber of Commerce in 1902, and exerted its influence through the early 1910s, when it leveraged federal investment in waterway improvements and expanded postal facilities, secured more than twenty national annual conventions, and had 1,400 members. Merchants and businessmen who had been members of subsidiary trade and commercial organizations voted to establish the Saint Paul Association of Commerce in 1911. The following year, the Association joined with the Commercial Club to erect the twelve-story Commerce Building (1912, NR 2007). The physical growth and civic prominence of these organizations are but one indication of the rise of the local business class around the turn of the century.<sup>10</sup>

The Saint Paul Athletic Club enjoyed a symbiotic relationship with the Association of Commerce, which joined a national trend when it endorsed the formation of the athletic club. The Association supported the fledgling Athletic Club by securing a \$500,000 bond for the construction of the clubhouse building, and in 1918 helped to institute a sliding-scale membership fee in an attempt to reshape the perception of elitism and broaden the membership of both organizations. Three years later, the Association of Commerce merged with the Athletic Club, which provided meeting and office space for the association in exchange for providing access to the association membership. The Association also sought to incorporate women into its membership, although access to most Athletic Club facilities would be limited to male members for many more decades.<sup>11</sup>

---

<sup>9</sup> While Reiss claims that the 1880s and early 1890s were “the glory years of the athletic clubs,” the early rise of such organizations appears to be more typical of Eastern cities. In the Midwest, a majority of athletic clubs were established after the turn of the twentieth century, as evidenced in the founding of the Illinois Athletic Club in Chicago, the Missouri Athletic Club in Saint Louis, and the clubs of Minneapolis and Saint Paul. Reiss, *City Games*, 53-93; John Rickards Betts, “The Technological Revolution and the Rise of Sport, 1850-1900,” in *The American Sporting Experience: A Historical Anthology of Sport in America*, Steven A. Reiss, ed., 147-151 (Champaign, Ill.: Leisure Press, 1984).

<sup>10</sup> Carole Zellie, “Commerce Building,” Historic Preservation Certification Application Part 1—Evaluation of Significance, March 2007, available at the State Historic Preservation Office, Minnesota Historical Society, Saint Paul.

<sup>11</sup> Typical of social and athletic clubs of the time, the facility was segregated by race and gender. The directors of the club wrote to peer organizations in other cities to inquire of their segregation policies, and separate areas and practices were established in the building for women and blacks. Saint Paul Athletic Club Association Records, Manuscript Collection, Minnesota Historical Society, Saint Paul; A. H. Stem, Saint Paul Athletic Club architectural plans, 1916, Toltz, King, and Day Papers, Northwest Architectural Archives, Elmer L. Andersen Library, University

The Athletic Club was constructed in the city's emerging business district, near the office buildings that housed most of its members during the workday. Beginning in the 1880s, Saint Paul's new office buildings were built along East Fourth, Fifth, and Sixth Streets. By the 1910s, the area was established as a core business district. Corner sites were in high demand due to their proximity to streetcar lines and pedestrian traffic. The Saint Paul Athletic Club was conveniently located at Fourth and Cedar Streets, along one leg of the State Capitol approach proposed by Cass Gilbert, directly on the streetcar line, and across the street from the Saint Paul City Hall and Ramsey County Courthouse.

While there were numerous private hotels and other social clubs in Saint Paul, the athletic club building was the first to combine extensive sports facilities with hotel-like dining and meeting rooms and sleeping chambers. The design of the building appears to be based on that of the Missouri Athletic Club in Saint Louis by prominent local architects William B. Ittner and George F. A. Bruggemann. Completed in 1916 (two years before the Saint Paul club), the ten-story Missouri Athletic Club was Renaissance Revival in style with highly ornamental interior spaces including a large lobby with mezzanine-level lounge and a grand ballroom with an elaborate plaster ceiling and a musicians' balcony. Other elements replicated in the Saint Paul Athletic Club included a gymnasium with a suspended walking track and a lap pool on the fifth floor, handball courts with spectator galleries, and three stories of private sleeping rooms.

The Saint Paul Athletic Club weathered the post-World War II redevelopment that vastly changed the look of downtown Saint Paul. Relatively few interior modifications were made, although the exterior was "modernized" by storefront alterations and a glass, rooftop dining room addition in 1959. In 1979, a nine-story modern addition with a larger, two-story gymnasium was constructed on the north side of the building. Skyways were added that same year to connect the club with the other downtown commercial buildings.

The Athletic Club filed for bankruptcy in 1990 and its former clubhouse was in jeopardy for many years. Despite an auction of the furnishings in 1992 and plans to demolish the building, it remained standing and ultimately was reopened as the downtown branch of the University Club and a LifeTime Fitness health club in 1996.

## Architecture

The exterior of the Saint Paul Athletic Club Building is largely intact, with a few window modifications and the removal of some historic details. The ground-level facade was altered prior to 1994 by the removal of several storefront windows and the installation of pre-cast concrete panels. The exterior appearance retains sufficient character to convey its historic integrity of location, design, setting, materials, workmanship, feeling, and association.

The interior of the building is also significant and also conveys a strong sense of historic integrity. Intact interior architectural elements include the terra-cotta-clad lobby and mezzanine, ornamental plaster ceilings in several rooms, wood paneling and beams, marble wainscoting and flooring, and a mostly intact spiral staircase with wrought-iron railing.

---

of Minnesota; Zellie, "Commerce Building"; Mary Lethert Wingerd, *Claiming the City: Politics, Faith, and the Power of Place in Saint Paul* (Ithaca, New York: Cornell University Press, 2001), 224.

The extensive terra-cotta ornament in the lobby is particularly noteworthy. The walls of the lobby and mezzanine levels have wainscoting of glazed terra-cotta blocks with projecting terra-cotta bases, frieze bands, and crown molding. The plaster walls above the wainscoting are scored and polished to resemble stone. Two-story piers that support the mezzanine balcony are clad entirely in terra cotta, and the segmental-arched balcony openings are also terra cotta. The balcony railings are terra-cotta tracery with hexagonal cut-outs similar to the design of the terra-cotta spandrel panels on the exterior. Polychromatic terra cotta is present on the frieze lining the edge of the balcony floor, the underside of the balcony soffit, and on the bases and capitals of the smooth, pink-marble columns that surround the lobby. The fireplace surround is also polychromatic terra cotta. The lobby floor is patterned in pink marble, and the ceiling has octagonal coffers with colorful, ornamental plaster.

Intact dining rooms, lounges, and ballrooms on the third through sixth levels exhibit a variety of period revival-style decoration, with more ornamental plaster on the ceilings and wood and marble wall paneling and trim. Several of the upper corridors have marble floors and many flights of the main staircase have marble landings and treads. The building contains a two-story gymnasium on the eighth level and a tiled swimming pool room on the seventh floor, which originally included decorative concrete furniture by the Brioschi-Minuti Company.

The Brioschi-Minuti Company was a partnership of Carlo Brioschi (1879-1941; also known as Charles Brioschi) and Adolfo Minuti, decorative plaster sculptors who met in New York City after emigrating from Italy prior to the turn of the century. At the urging of architects Reed and Stem, Brioschi and Minuti relocated to Saint Paul in 1909 to work on the Saint Paul Hotel, which was constructed the following year. The firm, one of the first of its kind in the Twin Cities, worked with the region's foremost architects and contributed decorative plaster ornament to several important buildings in the area. In addition to the Saint Paul Hotel and Saint Paul Athletic Club, Brioschi-Minuti designed and executed architectural ornamentation for the Saint Paul Cathedral, the historic Minnesota Historical Society Building (NR 1973), and the State and Orpheum Theaters in Minneapolis, Northrop Auditorium at the University of Minnesota, and the White House during the Theodore Roosevelt administration. The Brioschi-Minuti Company also worked in bronze, creating doors for the Plummer Building at Mayo Clinic in Rochester and sculptural monuments of Christopher Columbus and men of statewide prominence, two of which are located on the State Capitol grounds. Brioschi-Minuti's second office and workshop, erected in 1922 at 908-910 West University Avenue in Saint Paul, has been identified as eligible for listing in the National Register under Criterion B.<sup>12</sup>

An album of photographs by the Brioschi-Minuti Company—presumably representative of the company's work—includes six interior views of the Saint Paul Athletic Club. Comparing the existing ornament with these historic photographs and others in the collection of the Minnesota

---

<sup>12</sup> The 106 Group Ltd., "Phase II Architectural History Investigation for the Proposed Central Transit Corridor, Hennepin and Ramsey Counties, Minnesota," September 2004, prepared for the Ramsey County Regional Railroad Authority, 204, available at the State Historic Preservation Office, Minnesota Historical Society, Saint Paul; Susan Granger, Scott Kelly, and Kay Grossman, "Olson, Floyd B., Memorial Statue," *Historic Roadside Development Structures on Minnesota Trunk Highways*, December 1998, prepared for Minnesota Department of Transportation, Saint Paul, available at <http://www.dot.state.mn.us/roadsides/historic/files/iforms/HE-MPC-9013.pdf>

Historical Society illustrates the integrity of the building's interior architecture, as shown in the following photographs.<sup>13</sup>



Saint Paul Athletic Club  
Lobby, ca. 1920  
Brioschi-Minuti  
Photograph Album.  
*Photo: Minnesota  
Historical Society  
Collections*



Saint Paul Athletic Club  
Lobby, view from mezzanine, 2007  
*Photo: Erin Hanafin Berg*

---

<sup>13</sup> Brioschi-Minuti Photograph Album, ca. 1925, available at the Minnesota Historical Society, Saint Paul.  
*Supplemental Historic Property Investigations and Evaluations for CCLRT Project:  
Saint Paul Athletic Club: National Register Evaluation  
Hess, Roise and Company—Page 39*



Saint Paul Athletic Club Third-Floor Main Dining Room, ca. 1920,  
Brioschi-Minuti Photograph Album.

*Photo: Minnesota Historical Society Collections*



Saint Paul Athletic Club Third-Floor Main Dining Room,  
now University Club Downtown, 2008.

*Photo: Erin Hanafin Berg*  
*Supplemental Historic Property Investigations and Evaluations for CCLRT Project:*  
*Saint Paul Athletic Club: National Register Evaluation*  
*Hess, Roise and Company—Page 40*



Saint Paul Athletic Club, Fifth-Floor Main Lounge, ca. 1920  
Brioschi-Minuti Photograph Album.  
*Photo: Minnesota Historical Society Collections*



Saint Paul Athletic Club, Fifth-Floor Main Lounge,  
now LifeTime Fitness, 2008.  
*Photo: Erin Hanafin Berg*  
*Supplemental Historic Property Investigations and Evaluations for CCLRT Project:*  
*Saint Paul Athletic Club: National Register Evaluation*  
*Hess, Roise and Company—Page 41*



Saint Paul Athletic Club,  
Fourth-Floor Ladies Dining  
Room, ca. 1920,  
Brioschi-Minuti Photograph  
Album.

*Photo: Minnesota Historical  
Society Collections*



Saint Paul Athletic Club,  
Fourth-Floor Ladies Dining Room, now  
University Club Downtown, 2008

*Photo: Erin Hanafin Berg*

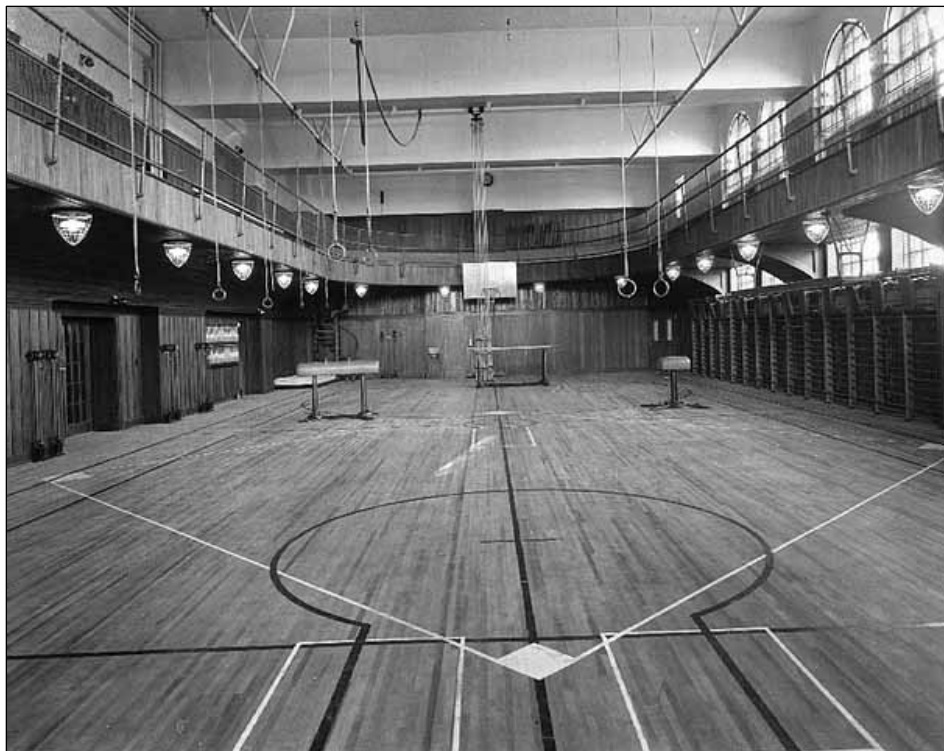




Saint Paul Athletic Club, Eighth-Floor Swimming Pool, ca. 1920  
Brioschi-Minuti Photograph Album.  
*Photo: Minnesota Historical Society Collections*



Saint Paul Athletic Club Eighth-Floor Swimming Pool,  
now LifeTime Fitness, 2008.  
*Photo: Erin Hanafin Berg*  
*Supplemental Historic Property Investigations and Evaluations for CCLRT Project:*  
*Saint Paul Athletic Club: National Register Evaluation*  
*Hess, Roise and Company—Page 43*



Saint Paul Athletic Club, Seventh-Floor Gymnasium, ca. 1925.  
*Photo: Minnesota Historical Society Collections*



Saint Paul Athletic Club, Seventh-Floor Gymnasium,  
now LifeTime Fitness, 2008.  
*Photo: Erin Hanafin Berg*  
*Supplemental Historic Property Investigations and Evaluations for CCLRT Project:*  
*Saint Paul Athletic Club: National Register Evaluation*  
*Hess, Roise and Company—Page 44*



Saint Paul Athletic Club Third-Floor Corridor,  
now University Club Downtown, 2008.  
*Photo: Erin Hanafin Berg*



Saint Paul Athletic Club Third-Floor Corridor,  
now University Club Downtown, 2008.  
*Photo: Erin Hanafin Berg*  
*Supplemental Historic Property Investigations and Evaluations for CCLRT Project:  
Saint Paul Athletic Club: National Register Evaluation  
Hess, Roise and Company—Page 45*



Saint Paul Athletic Club Second-Floor  
Billiard Room, now College of Saint Scholastica  
Student Center, 2008



Saint Paul Athletic Club, Fourth-Floor  
Private Dining Room, now University Club  
Downtown, 2008



Saint Paul Athletic Club, Fourth-Floor Corridor,  
now University Club Downtown, 2008.

*Photos: Erin Hanafin Berg*  
*Supplemental Historic Property Investigations and Evaluations for CCLRT Project:*  
*Saint Paul Athletic Club: National Register Evaluation*  
*Hess, Roise and Company—Page 46*

## **Significance**

The Saint Paul Athletic Club Building is locally significant as a historic athletic and social club for the city's influential residents. The Athletic Club is associated with societal and business interests of the growing city during most of the twentieth century. The club is also important as a promoter and sponsor of athletic activity and teams during the 1910s and 1920s, when amateur sports began to be actively pursued by the upper middle-class and organized sports, including hockey, got their start in Minnesota. The building is associated with these historical trends through its extensive athletic facilities, its large, ornate dining and meeting rooms, and its ancillary spaces. Consequently, the building meets National Register Criterion A in the areas of Social History/Recreation.

On the basis of its extensive interior ornamentation, the Saint Paul Athletic Club Building also meets National Register Criterion C in the area of Architecture. Although the design does not appear to be among the finest by Stem and Day, the two were prominent local architects whose work has influenced the development of Saint Paul. The building is also notable for the interior ornamental plaster work of the Brioschi-Minuti Company.

**MINNESOTA MUTUAL LIFE INSURANCE COMPANY BUILDING,  
345 CEDAR STREET, SAINT PAUL  
AND THE  
SAINT PAUL URBAN RENEWAL HISTORIC DISTRICT:  
NATIONAL REGISTER EVALUATION**



## Building Description

The former Minnesota Mutual Life Insurance Company Building at 345 Cedar Street in downtown Saint Paul has been occupied by the Pioneer Press newspaper since 1984. This modest International Style building was designed by Saint Paul architecture firm Ellerbe Associates and completed in 1955. The exterior of the eight-story structure is clad in square panels of smooth limestone veneer facing Fourth, Fifth, and Cedar Streets, and light-tan brick facing the alley. Horizontal window bands at each story span the entire width of the Cedar Street facade. The bands' square, aluminum sashes are regularly interspersed with solid, square panels. A cornice with an angled underside of square, yellow, enameled-aluminum panels projects above the eighth story, which has a band of large, continuous windows. The base of the building is clad in dark, polished granite. A one-story, flat-roofed, granite-and-glass entrance block projects from the center of the building facing Cedar Street. An angled aluminum slab canopy juts over the entrance doors. The side facades are blank except for single large window openings at the fourth-story level on each facade, which are screened by thick, vertical metal bars.



The exterior integrity of the building is very good, although minor changes such as altered signage have been made. Skyways project from the second-story level of the Fourth and Cedar Street facades and bridge the alley to the former Northern States Power Building (1930) at Fifth and Wabasha Streets. Because skyway designs have been standardized in downtown Saint Paul, it is often difficult to date individual structures. These skyways appear to have been built during the early 1970s. The remodeled lobby, which is visible through the glass-front entrance, has had a more detrimental effect on the integrity of the building. A significant characteristic of the original building was the large lobby mural by artist Birney Quick, which depicted the history and development of the state. Apparently the mural was removed or obscured by the remodeling. Wood and marble paneling in the original lobby has also been removed.



Detail photographs of the building cornice (upper) and Cedar Street entrance (lower), 2008.

*Photos: Erin Hanafin Berg*

## History of Minnesota Mutual Life Insurance Company

The Minnesota Mutual Life Insurance Company has been located in downtown Saint Paul since its inception in 1880. The company—the first life insurer in the state—was organized in a small office at the Fire and Marine Building at Jackson and Third Streets. Initially called the Bankers Association of Minnesota, the company’s name was changed to Banker’s Life Company in 1884. Just after the turn of the twentieth century, the company adopted the name Minnesota Mutual Life and shortly thereafter moved to the Commercial Building at Cedar and Sixth Streets. Continued growth caused the company to relocate to the Commerce Building at Fourth and Wabasha in 1912. In 1934, the company acquired the thirteen-story Builder’s Exchange Building, constructed in 1924, at Sixth and Jackson Streets.

Twenty years later, Minnesota Mutual Life built a new home office at 345 Cedar Street, the first building constructed for sole occupancy by the company’s 1,000 employees. The 1955 opening marked several milestones for the company: seventy-five years in business; nearly \$1.5 billion of insurance in force; and the title of Saint Paul’s largest life insurer and one of the twenty-five biggest mutual life insurance companies in the nation. In the decades leading up to its hundredth anniversary year (1980), Minnesota Mutual Life continued to grow. The company considered relocating its headquarters to Woodbury but opted to stay in downtown Saint Paul, opening a new office tower at Sixth and Robert Streets in 1981. Minnesota Mutual Life expanded to another tower across the street in 2000 and recently changed its name to Securian Financial Group.



Builder’s Exchange Building, 156 East Sixth Street, acquired by Minnesota Mutual Life in 1934. *Photo: Minnesota Historical Society*

## Stagnating Surroundings in Downtown Saint Paul

Minnesota Mutual Life’s growing prosperity and rise in prominence was paralleled by myriad changes in its downtown surroundings. The company’s initial growth was matched by the commercial expansion of the city during the boom years of the 1880s through the turn of the twentieth century. The buildings constructed during this time were mostly low-rise commercial blocks interspersed with taller Romanesque Revival-style buildings such as the Globe Building (1887) at Fourth and Cedar Streets. Several significant commercial buildings were constructed downtown during the 1910s and early 1920s, including the Saint Paul Hotel (1910), the Saint Paul Athletic Club (1918), the Hamm Building (1919), and the Builder’s Exchange (1924), which was later occupied by Minnesota Mutual Life. While the company advanced in the 1920s, the surrounding city faltered, shaken by the farming crisis that gripped the region. A de



facto moratorium on downtown development was in place with only one large commercial building, the Hotel Lowry, constructed during the latter half of the decade.

Saint Paul's commercial core was somewhat reinvigorated by the construction of several notable Art Deco and Art Moderne-style buildings beginning in 1929. The Minnesota Building, completed that year on the southeast corner of Fourth and Cedar Streets, heralded a new stylistic era, if not enduring prosperity. Privately financed construction included the Northern States Power Building (1930) on Wabasha and Fifth Streets, immediately adjacent to the city hall and county courthouse. The First National Bank tower (1931), the Women's City Club (1931), and the Tri-State Telephone Building (1936) were also developed during the early years of the Great Depression. Two governmental projects—the new Saint Paul City Hall and Ramsey County Courthouse (1931) and U.S. Post Office (1934)—were built along Kellogg Boulevard, itself a Public Works Administration project, with the aim of reviving the local economy and the physical condition of the aging downtown.

Virtually no investment was made in downtown Saint Paul during the late 1930s and

commercial construction was halted completely during the war years. The old city hall and county courthouse building was demolished in 1933 and the site landscaped by the WPA as Victory Square. During World War II, the Red Cross set up its headquarters tent on the site, as it had on the previous courthouse square during World War I. The cleared site contrasted with the surrounding blocks of old, deteriorated, low-rise commercial buildings. Most of the buildings were vacant or underused on their upper floors and had not been well maintained. As Saint Paul headed toward the mid-twentieth century, its nineteenth-century buildings looked antiquated and dilapidated. Retail businesses slid from their height of prosperity in the 1910s, when downtown was the city's primary shopping destination and several department stores were constructed. Annual sales fell more than \$15 million between 1948 and 1954. Assessed property values fell, too.



Victory Square, Cedar and Fourth Streets, looking toward Northern States Power Building at Fifth and Wabasha Streets, 1938.

*Photo: Minnesota Historical Society Collections*

### **Downtown Embraces Urban Renewal**

By the late 1940s, after more than a decade of slowed development and disinvestment, the economic future of downtown Saint Paul was uncertain. In 1944, a group of concerned businessmen had formed the Central Business Development Committee to strategize for the revitalization of downtown. The committee hired industrial designer and planner Raymond

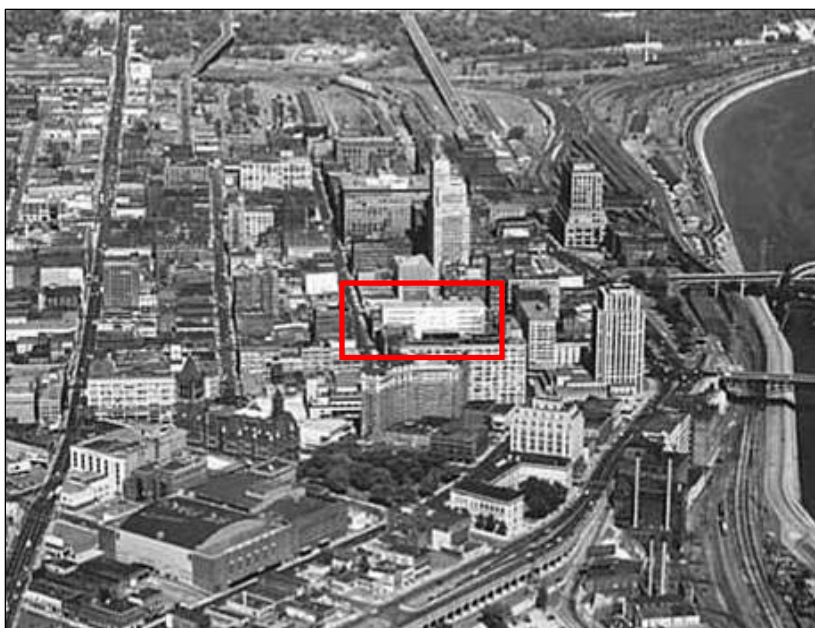
Loewy to develop a plan, which called for cosmetic improvements to improve and modernize the appearance of the commercial core. Loewy also suggested riverfront apartments on Kellogg Boulevard, a convention hotel, and pedestrian “crossovers” at the second level of buildings. Although never adopted as a formal city plan, Loewy’s suggestions and design principles guided downtown revitalization for many decades.

Loewy’s approach was similar to efforts that had been initiated across the country in response to the U.S. Housing Act of 1949, which provided the framework for urban renewal as public policy. Enabled by state and federal laws, Saint Paul formed a housing and redevelopment authority (HRA) to oversee the local use of grant funds and eminent domain to acquire and assemble land. The HRA initially focused its efforts on constructing public housing and clearing the 103-acre residential area in front of the state capitol building, leaving plans for the downtown core to the city planning board and the Central Business Development Committee.

Minnesota Mutual Life stepped gallantly into this economically and physically neglected commercial district in the mid-1950s. The company’s decision to build on the site of Victory Square reportedly came about by chance, but the recent planning initiatives undoubtedly were a factor. A Saint Paul city official urged company president Harold Cummings to put the square back on the tax rolls by building there, and the company’s subsequent low-bid offer resulted in the acquisition of half the block. Other business leaders considered Minnesota Mutual’s decision to be brave and courageous, considering the long-term lack of investment in downtown. An eight-story building was completed in 1955, along with a two-story parking ramp that was built on the remaining vacant parcel of Victory Square to serve the company’s hundreds of employees.

The 1955 Minnesota Mutual Life Building marked a shift in building style downtown. Although Loewy’s modernist plans had been realized on a small scale by the remodeling of several building facades, the lack of new building

construction meant that there had been little opportunity to embrace the new style that Loewy advocated. The Minnesota Mutual Life Building’s clean lines and form introduced International Style modernism to an area that had been dominated by the decorative styles of previous eras—including the Romanesque Revival Globe Building, the Classical Revival Saint Paul Athletic Club, and the Art Deco Minnesota Building on the building’s adjacent corners. The two



Aerial view of downtown Saint Paul ca. 1958, Minnesota Mutual Life Insurance Building outlined in red.

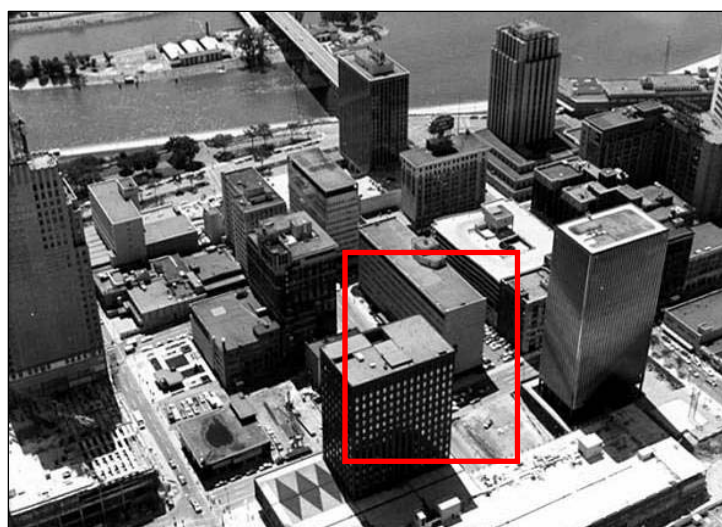
*Photo: Minnesota Historical Society Collections*

decades of downtown development that followed the Minnesota Mutual Life Building would see an utter devotion to the ideals of the International Style.

Although the new building made a bold statement on Victory Square—both stylistically and economically—there was still work to do before the city’s redevelopment goals would be embraced in earnest. The lack of subsequent private development validated the planners’ opinion that private initiatives were inadequate to address the challenges faced by downtown. Minnesota Mutual’s new headquarters stood as for many years as the single substantial example of private investment. A 1958 report by the City Planning Board stated, “Apparently, the sporadic efforts of individual interests have not been able to revitalize the Central Business District. There appears to be little factual basis for optimism concerning the ability of individual action alone to bring Downtown up to competitive standards.” The report concluded that the City’s powers of eminent domain would be required to solve the problem of land assembly that thwarted private improvements.<sup>14</sup>

The same study indicated that sixty-four percent of the city’s downtown commercial buildings were “poor” or “very poor” in appearance, thus justifying their removal. Following a shift in political structure and the election of Mayor George Vavoulis in 1960, the work of the planning commission and HRA became more fruitful. Vavoulis and the newly reinvigorated Saint Paul Chamber of Commerce formed the Metropolitan Improvement Committee (MIC) to spearhead the private development efforts that were enabled by the public planning functions. Minnesota Mutual Life president Harold Cummings was one of eleven businessmen appointed to the MIC, which commissioned a plan for downtown Saint Paul and worked to have it adopted by the HRA in 1962. Called the Capital Centre plan, its goals were to create a strong central core on twelve city blocks in the financial and retail heart of the city. Most of the blocks were to be cleared using public powers of eminent domain but rebuilt by private interests.

With the Capital Centre plan under consideration, several privately financed construction projects were initiated. The historic Globe Building across Fourth Street from the Minnesota Mutual Life Building was razed in 1959 and a new Degree of Honor Building was constructed on the site. A short distance away, a new YWCA was built on Kellogg Boulevard. Cummings and the other members of the MIC also lured a luxury convention hotel to Kellogg Boulevard; the Saint Paul Hilton (formerly Radisson, now Crowne Plaza) was opened in 1965. The Dayton’s Department Store had expanded to Saint Paul in 1958 at



Aerial photograph of downtown Saint Paul, ca. 1965, showing the Minnesota Mutual Life Building (outlined in red) and nearby redeveloped blocks. *Photo: Minnesota Historical Society*

<sup>14</sup> Jeffrey A. Hess and Paul Clifford Larson, *Saint Paul’s Architecture: A History* (Minneapolis: University of Minnesota Press, 2006), 202.

the urging of Philip Nason (the president of First National Bank who also served on the MIC). Dayton's privately acquired an entire block of the "hole in the doughnut," the most blighted area bounded by Wabasha, Minnesota, Fifth, and Seventh Streets, and opened its new store at 411 Cedar Street in 1963.

In 1961, the federal government built a new courts building on North Robert Street and Kellogg Boulevard, just a block away from the new YWCA. The city also received a \$19-million federal grant to fund the Capital Centre project, a forty-three acre redevelopment area that involved the demolition of more than one hundred buildings. With this level of federal investment, Saint Paul's downtown redevelopment reached a mature phase. Between 1965 and 1974, the physical fabric of downtown Saint Paul was dramatically remade as blighted blocks were replaced by modernist office towers and plazas.<sup>15</sup> In the mid-1970s, this phase of the redevelopment lost momentum, but a second wave of construction commenced after the election of Mayor George Latimer in 1976 and was marked by the completion of Town Square, the World Trade Center, and Galtier Plaza.

### **Minnesota Mutual Life in Context**

The Minnesota Mutual Life Building is surrounded by other Modern-era buildings that illustrate the extensive redevelopment of the center city between 1955 and the mid-1970s. Although few of the structures are architecturally distinguished by themselves, as a group these buildings effectively convey the stylistic and planning goals of the Modern era and illustrate an important period in the city's history. They also retain a fairly high degree of physical integrity. The maps and photographs that follow illustrate the location and appearance of these buildings in relation to Minnesota Mutual Life in both contemporary and current views.

The quarter-block parcel to the southwest of the Minnesota Mutual Life Building is occupied by the **Victory Ramp**, possibly one of downtown's earliest parking structures, which was begun in 1955 and expanded to its present size of eight stories by around 1965. The **Degree of Honor Building** at 325 Cedar Street, just across East Fourth Street, was completed in 1962. Four buildings along Kellogg Boulevard—one block south of the Minnesota Mutual Life Building—were built during this period:

- the **Saint Paul Hilton** (ca. 1965, now Crowne Plaza), 11 East Kellogg Boulevard;
- the **YWCA** (1961, now Paul and Sheila Wellstone Elementary School), 65 East Kellogg Boulevard;
- **Kellogg Square** (1970-ca. 1975), 111 East Kellogg Boulevard; and
- **Federal Courts Building** (1961, now Warren E. Burger Federal Building), 316 North Robert Street.

The nine-block area north and west of the Minnesota Mutual Life Building was the target for the Capital Centre redevelopment, which took over two decades to complete. The section closest to the Minnesota Mutual Life Building was the first to develop with the following buildings:

- **Dayton's Department Store** (1963, now Macy's), 411 Cedar Street;

---

<sup>15</sup> Saint Paul HRA announced the end of the Capital Centre project in March 1974. Hess and Larson, 214.

- **Osborn Building and Plaza** (1968, now Ecolab Center), 370 North Wabasha Street;
- **Northwestern National Bank** (1971, now Alliance Bank Center), 55 East Fifth Street;
- **Capital Centre Building** (1973, also known as the Northern Federal Building, now Ecolab University Center), 366 North Wabasha Street; and
- **Midwest Federal** (1971, also known as First Federal Savings and Loan), 360 Cedar Street.

The early phase of the Capital Centre redevelopment extended north and east to Sixth and Jackson. Blocks in this area were redeveloped with the following buildings:

- **American National Bank Building** (1974, now U.S. Bank), 101 East Fifth Street;
- **First Bank Addition** (1969), 332 Minnesota Street;
- **Farm Credit Banks** (1965, now AgriBank), 375 Jackson Street; and
- **Minnesota Department of Economic Security** (1967, now Metropolitan Council), 390 North Robert Street.

Other buildings were constructed during this period under the framework of urban renewal, but they stand outside this contiguous area, which best represents the earliest and most assertive efforts towards downtown revitalization. Buildings north of East Sixth Street and east of Jackson Street were constructed during subsequent phases of redevelopment and are too recent to warrant historical evaluation.

### **Historical Significance**

Despite the local prominence of the Minnesota Mutual Life Insurance Company and its successor, Securian, there does not appear to be a strong association to its former building at 345 Cedar Street, which was but one of the company's many locations in downtown Saint Paul. Thus it is not eligible under Criterion A for its associations with Minnesota Mutual Life. The building is associated with Harold Cummings, the company's president at the time, but his role within the greater community is unclear. Cummings was undoubtedly important within the company and he reportedly was so involved in downtown improvement projects that he was known as "Mr. Saint Paul," but there is no definitive proof of his individual significance. So the building would not be eligible under Criterion B for its associations with Cummings. Although the building was the first of many in downtown Saint Paul constructed in the International Style, its design by Ellerbe Associates, a prolific local firm, does not appear to be exceptional. The building's integrity has been compromised on the interior by the removal of its historic mural, which was an integral component of architecture from that period. Consequently it is not eligible for listing under Criterion C. In sum, the Minnesota Mutual Life Building does not appear to meet the criteria for individual listing in the National Register of Historic Places.

The building's role as the harbinger of mid-century redevelopment of the downtown core is notable, however, and the building will be contributing to a recommended National Register district that recognizes the significance of downtown redevelopment efforts between 1955 and 1974. The latter dates would be the end of the period of significance for the Saint Paul Urban Renewal Historic District. The proposed district contains a number of earlier buildings that are National Register-listed or National Register-eligible or have the potential for listing. The

earlier buildings should also be considered contributing to the district because they tell part of the downtown development story.

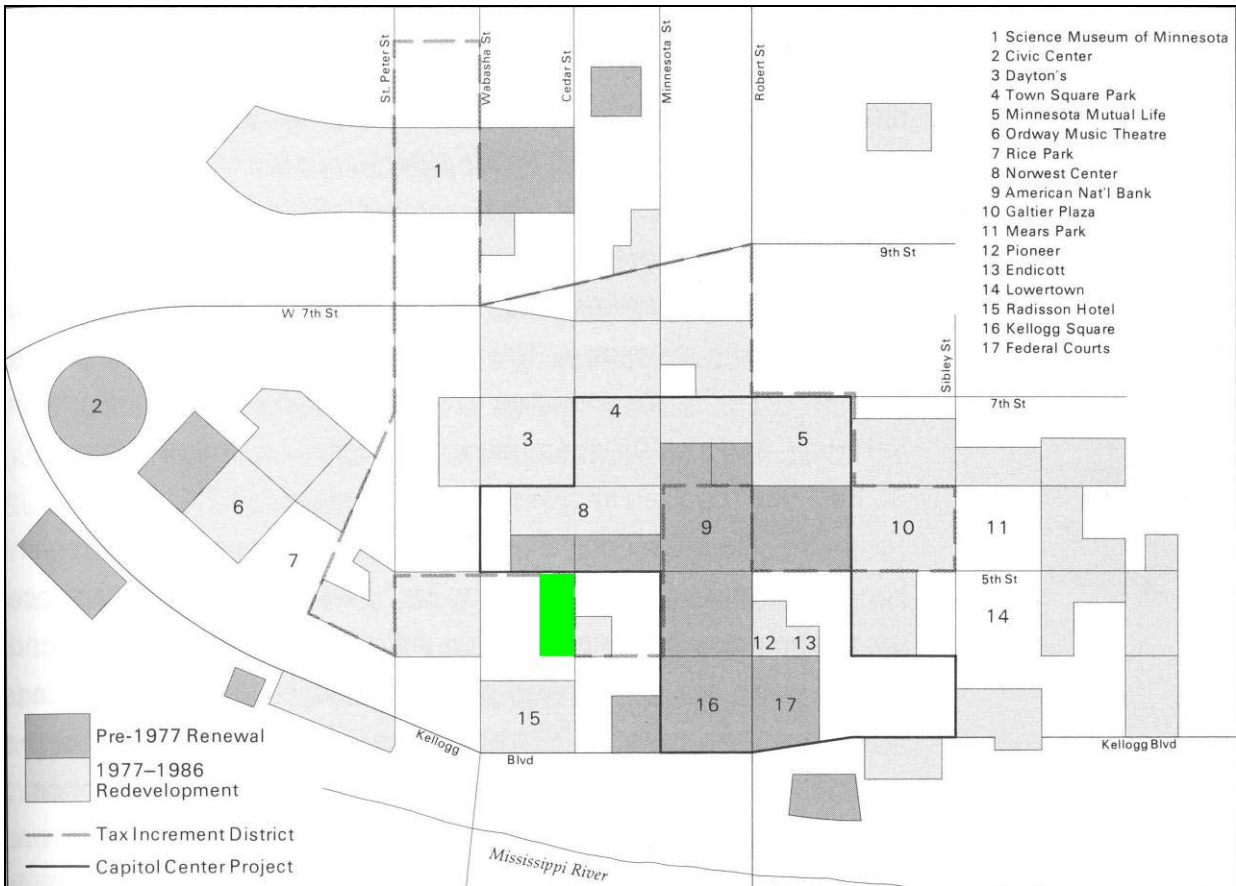
The Minnesota Mutual Life Insurance Company Building stands as a testament to the inability of private enterprise alone to transform the economic condition of downtown Saint Paul. Other buildings of the 1950s and 1960s within the potential historic district signify the willingness of private business to invest with the assurance of civic engagement (and public funding). Later buildings completed in the late 1960s and early 1970s most accurately represent the mature phase of publicly financed urban renewal as it occurred in Saint Paul.

Many of the buildings constructed as part of the Capital Centre plan were completed between 1960 and 1974, too late to have been routinely surveyed, inventoried, or analyzed for their historic or architectural significance. However, considering the 2014 target completion date of the Central Corridor LRT project, resources should be considered that will be fifty years old at the time of completion (i.e., anything built before 1964). This is the case with eight of the sixteen buildings that contribute to the urban renewal theme of the recommended district. Some of the buildings along Fourth and Cedar Streets are among the oldest in the urban renewal area and will readily meet the fifty-year age limit for National Register listing. These buildings also are most likely to be impacted by the Central Corridor LRT, and their historical context and development need to be considered.

One-third of the recommended contributing buildings to the proposed Saint Paul Urban Renewal District will be less than fifty years old, so the district has been evaluated under Criteria Consideration G: Properties That have Achieved Significance Within the Last Fifty Years.<sup>16</sup>

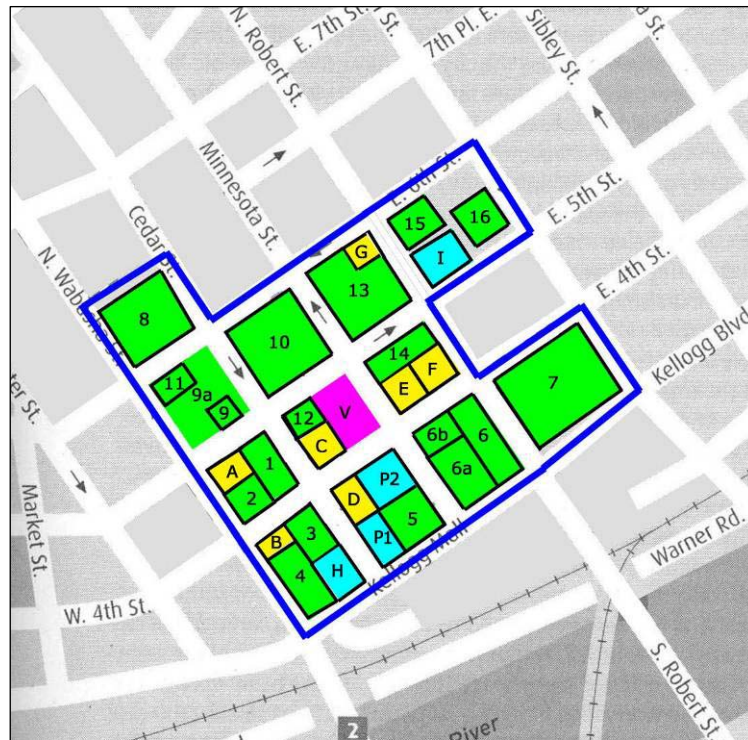
---

<sup>16</sup> *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Department of the Interior, National Park Service, 1991), 42-43.



Map showing Downtown Saint Paul Redevelopment Areas,  
 Location of Minnesota Mutual Life Insurance Company is highlighted in green.

Map from Judith A. Martin and Antony Goddard, *Past Choices/Present Landscapes: The Impact of Urban Renewal on the Twin Cities* (Minneapolis: Center for Urban and Regional Affairs, 1989), 71.



### Saint Paul Urban Renewal Historic District Recommended Boundaries

#### Contributing Properties (built between 1955 and 1974)

1. **Minnesota Mutual Life Insurance Company** (1955), 345 Cedar Street
2. **Victory Ramp** (1955-1960), E. Fourth and N. Wabasha Streets
3. **Degree of Honor Building** (1962), 325 Cedar Street
4. **Saint Paul Hilton** (ca. 1965), 11 E. Kellogg Boulevard
5. **Saint Paul YWCA** (1961), 65 E. Kellogg Boulevard
6. **Kellogg Square** (1970), 111 E. Kellogg Boulevard
- 6a. **Kellogg Square Parking Ramp** (1970)
- 6b. **Kellogg Square Townhouses** (1973)
7. **Federal Courthouse** (1961), 316 N. Robert Street
8. **Dayton's** (1963), 411 Cedar Street
9. **Osborn Building** (1968), 370 North Wabasha Street
- 9a. **Osborn Plaza** (1968)
10. **Northwestern National Bank** (1971), 55 E. Fifth Street
11. **Capital Centre Building** (1973), 366 N. Wabasha Street
12. **First Federal Savings and Loan** (1971), 360 Cedar Street
13. **American National Bank Building** (1974), 101 E. Fifth Street
14. **First Bank Addition** (1969), 332 Minnesota Street
15. **Minnesota Department of Economic Security** (1967), 390 N. Robert Street
16. **Farm Credit Banks** (1965), 375 Jackson Street

#### Other Properties (\*\* are contributing)

- A. **Northern States Power Company\*\*** (1932), 360 N. Wabasha Street
- B. **Commerce Building\*** \*\* (1912), 10 E. Fourth Street
- C. **Saint Paul Athletic Club\*** \*\* (1918), 340 Cedar Street
- D. **Minnesota Building\*** \*\* (1930), 42-48 E. Fourth Street
- E. **First National Bank\*** \*\* (1931), 332 Minnesota Street
- F. **First Farmers and Merchants Bank\*\*** (1916), E. Fourth and N. Robert Streets
- G. **The Buttery\*\*** (ca. 1930), 395 N. Robert Street
- H. **Radisson Hotel Addition** (1996), Kellogg Boulevard and Cedar Street
- I. **Farm Credit Banks** (1979), 135 E. Fifth Street
- P1. **Parking Structure** (2001), 45 E. Kellogg Boulevard
- P2. **Parking Structure** (2001), 50 E. Fourth Street
- V. **Vacant lot** (surface parking)

\* National Register listed or eligible properties.





**1.**  
*Minnesota Mutual Life Insurance Company (1955),  
345 Cedar Street, 2007*



**2.**  
*Victory Ramp (1955-1960),  
East Fourth and North Wabasha Streets, 2007*



**3.**  
*Degree of Honor Building, 325 Cedar Street  
left: 1962. Photo: Minnesota Historical Society  
Collections  
below: 2008*





4.  
*Saint Paul Hilton (now Crowne Plaza), 11 East Kellogg Boulevard*  
*left: 1965. Photo: Minnesota Historical Society Collections*  
*below: 2008*





5.  
*YWCA, 65 East Kellogg Boulevard*  
*left: 1961. Photo: Minnesota Historical*  
*Society Collections*  
*below: 2008*





**6.**  
***Kellogg Square, 111 East Kellogg Boulevard***  
*left: 1975. Photo: Minnesota Historical Society*  
*Collections*  
*below: 2008*



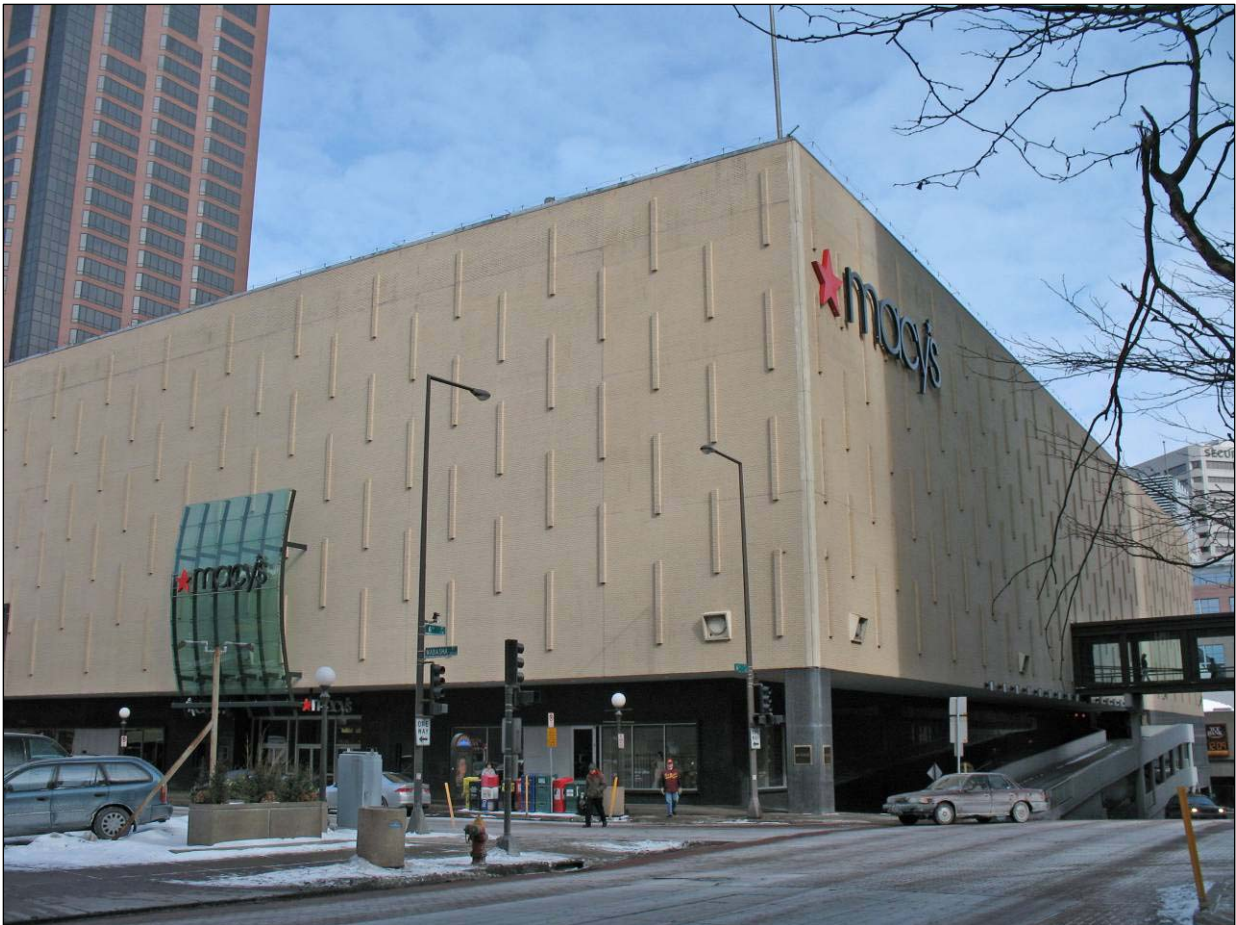


7.  
*Federal Courthouse (now Warren E. Burger Federal Building), 316 North Robert Street*  
*above: 1961. Photo: Minnesota Historical Society Collections*  
*below: 2008*





8.  
*Dayton's* (now Macy's), 411 Cedar Street  
left: 1963. Photo: Minnesota Historical  
Society Collections  
below: 2008





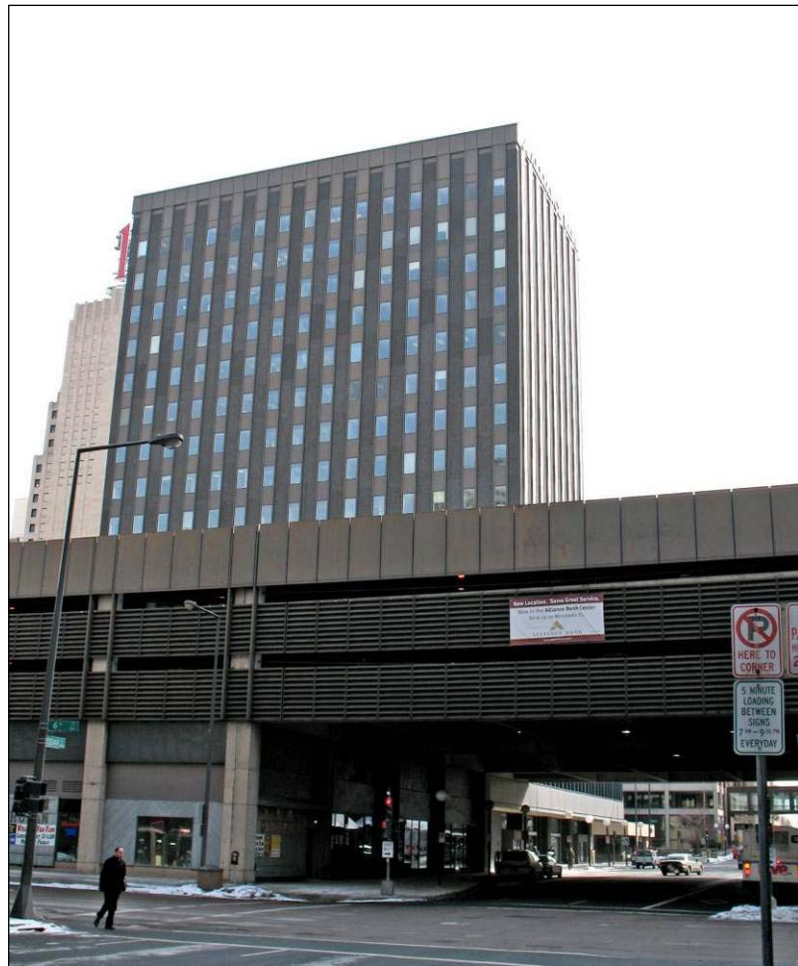
**9, 9a.**  
***Osborn Building and Plaza (now Ecolab),***  
***370 North Wabasha Street***  
***left: 1968. Photo: Minnesota Historical Society***  
***Collections***  
***below: 2008***





10.

*Northwestern National Bank (now Alliance Bank), 55 East Fifth Street  
left: 1971. Photo: Millett, AIA Guide  
below: 2008*







11.  
*Capital Centre Building (now Ecolab), 366 North Wabasha Street*  
*left: 1973. Photo: Minnesota Historical Society Collections*  
*below: 2008*





**12.**  
**Midwest Federal** (also known as *First Federal Savings and Loan*),  
 360 Cedar Street  
 left: 2008



**13.**  
**American National Bank** (now *US Bank*)  
 101 East Fifth Street  
 above: 1975, Photo: *Minnesota Historical Society Collections*  
 right: 2008





**14.**  
***First Bank Addition,***  
***332 Minnesota Street,***  
***left: 2008***



**15.**  
***Minnesota Department of Economic Security***  
***(now Metropolitan Council)***  
***390 North Robert St.***  
***left: 2008***



**16.**  
***Farm Credit Banks (now AgriBank)***  
***375 Jackson Street***  
***left: 2008***

## **Recommendations**

The Minnesota Mutual Life Insurance Company Building, 345 Cedar Avenue, Saint Paul, does not have sufficient significance under Criteria A, B, or C to be eligible for individual listing in the National Register of Historic Places.

The Minnesota Mutual Life Insurance Company Building is a contributing building to the recommended Saint Paul Urban Renewal Historic District. Its date of construction, 1955, places it at the beginning of the urban renewal period (1955 to 1974) which is the major theme of the district.

The Saint Paul Urban Renewal Historic District is recommended for National Register listing under Criterion A in the areas of Community Planning and Development and Politics/Government. Because one-third of the buildings within the district boundaries are less than fifty years old, the district has been evaluated under Criteria Consideration G.

# Capitol Area

**Minnesota State Capitol Mall Historic District:  
An Evaluation of the Cedar Street and John Ireland Boulevard Approaches  
and Boundary Delineation**



The Minnesota State Capitol Mall and Approaches in 1983  
*Photo: Minnesota Historical Society Collections*

## Background

In 1995, the State Capitol Mall was evaluated as part of the Cultural Resources Investigations for the Central Corridor project. At that time it was placed into a historic context that was called Urban Renewal in Saint Paul.<sup>17</sup> It was recommended for National Register listing under Criterion A for its significance in community planning and development. The State Capitol Mall was characterized as originating from a plan by Cass Gilbert that was modified by Clarence Johnston, Jr., and Arthur Nichols, and brought to fruition by the impact of urban renewal.<sup>18</sup>

The area that was reviewed was bounded by University Avenue on the north, Robert Street on the east, Twelfth Street on the south, and Rice Street on the west. Seven contributing buildings were identified:

Minnesota State Capitol Building, 1893-1904,<sup>19</sup> Cass Gilbert, National Register listed  
Minnesota Historical Society, 1915-1917, Clarence H. Johnston, Sr., National Register listed

State Office Building, 1932, Clarence H. Johnston, Jr.

Veterans' Administration Building, 1953, W. Brooks Cavin, Jr.

Transportation Building, 1956, Ellerbe Architects

Centennial Building, 1958, Thorshov and Cerny

Armory Building, 1961-1962, Bettenburg, Townsend, Stolte, and Comb

The evaluation also listed the following sculpture, as identified in the 1986 survey of public buildings in Minnesota by Patricia Murphy<sup>20</sup>:

John A. Johnson, 1912, Andrew O'Connor

Knute Nelson, 1928, John K. Daniels

Christopher Columbus, 1931, Charles Brioschi

"The Promise," 1955, Alonzo Hauser

"Earthbound," 1956, John K. Daniels

Governor Floyd B. Olson, 1958, Amerigo Brioschi

"Memorial to the Living," 1981 Roger Brodin

Charles A. Lindbergh, 1985, Paul Granlund

It also noted the Vietnam Memorial, erected in 1992 and designed by Richard Laffin, architect; Stan Sears, Jake Castillo, and Nina Archibald, sculptors. Memorials have been

---

<sup>17</sup> "Phase I and II Cultural Resource Investigations of the Central Corridor, Minneapolis, Hennepin County, and St. Paul, Ramsey County," July 1995, 8-15 – 8-26.

<sup>18</sup> Cultural Resources 1995, 9-89 – 9-91.

<sup>19</sup> These are the dates given in the 1995 report. The dates more commonly used are from 1895, when Gilbert received the commission for the building, until 1905 when the building opened.

<sup>20</sup> Patricia Murphy, *The Public Buildings of the State of Minnesota: An Architectural Heritage* (Saint Paul: Minnesota Historical Society, 1986), 58.

added to the Mall commemorating Roy Wilkins (1995), Peace Officers (1995), and Korean War Veterans (1998).<sup>21</sup>

There was no specific boundary proposed or boundary map attached with this evaluation.

In 1995 study, the proposed CCLRT route would have run through a tunnel under the lawn in front of the capitol. With the DEIS that was released in 2006, the route had been changed to extend along University Avenue on the north side of the Capitol. The change in route required further evaluation of components of the State Capitol Mall as well as the State Capitol Power Plant, designed by Cass Gilbert and located at the southwest corner of University Avenue and Robert Street. It was recommended that the Power Plant be included in the boundaries of the State Capitol Mall Historic District .<sup>22</sup>

In the review of the DEIS, SHPO concurred that the Minnesota State Capitol Mall and the State Capitol Power Plant are eligible for the National Register, but stated that a boundary map was needed and concurred that the Power Plant be included in the historic district. In October 2007 MnDOT-CRU and SHPO concurred on a boundary map. Subsequently, public review of the preliminary engineering studies for the route of the CCLRT in the area of the State Capitol Mall, especially along Cedar Street, has raised further issues about the historic nature of the approaches to the State Capitol and whether they should be included in the boundary of the historic district.

---

<sup>21</sup> See Minnesota State Capitol Mall Map on the website of the Capitol Area Architectural and Planning Board, [www.caapb.state.mn.us/capmap.htm](http://www.caapb.state.mn.us/capmap.htm).

<sup>22</sup> “Phase II Architectural History Investigation for the Proposed Central Transit Corridor, Hennepin and Ramsey Counties, Minnesota,” submitted by the 106 Group Ltd. to Ramsey County Regional Railroad Authority, September 2004, 246-251.



## The Minnesota State Capitol Mall and Its Approaches

When Cass Gilbert designed the State Capitol, he envisioned his grand Beaux-Arts building in a setting inspired by the contemporary City Beautiful movement with plazas and axial and radial avenues that would culminate at the Capitol building. Even though the building was sited on a hill above downtown Saint Paul, the Capitol Commissioners were initially unable to acquire the amount of land needed for such a setting, and Gilbert's commission was limited to the building only. As the Capitol building was taking form, Gilbert began a campaign to advocate for a plan that would provide a proper setting. The earliest Gilbert plan dates from 1902, and it was refined and expanded in 1903.<sup>23</sup>

The latter had sufficient support that the Saint Paul City Council appointed a citizens' committee to investigate the Capitol approaches proposed in Gilbert's plans. "The Report of the Capitol Approaches Commission to the Common Council of St. Paul" was issued in 1906. The plan envisioned three approaches to the capitol: a central approach on axis that would lead from the front of the Capitol downtown to Seven Corners; a Cedar Street mall with formal gardens between Cedar and Wabasha with governmental buildings facing the gardens; a Summit Avenue or Cathedral mall that would lead from Summit and Dayton, the site of the Cathedral of Saint Paul, then being constructed, to the front of the Capitol. Cedar Street was in place, but street widening, realignment and some other improvements were necessary for the approach to be realized. The other two approaches would require major land acquisitions, demolition of existing buildings, and new construction.<sup>24</sup>

The following year, the legislature authorized a commission to acquire additional land to add to the Capitol grounds and oversee their beautification. Despite these powers, it took between forty and fifty years for the ideal of the Capitol approaches to be realized.

Historian Gary Phelps, among others, has chronicled the financial and political setbacks that kept Gilbert's plans from realization. The Minnesota Historical Society Building (1915-1917) was the only building constructed along what would have been the Cedar Street Mall. In a 1909 version of his plan, Gilbert had sited a building there. Cass Gilbert himself maintained a keen interest in the realization of his grand plan, and he was brought back to Saint Paul in 1931 by a coalition of business groups, the Saint Paul City Council, the Saint Paul Planning Board, and the Ramsey County Board of Commissioners to again advise on the plans in response to a proposal by Governor Theodore Christenson to build a utilitarian office building north of the Capitol. Nothing was done about the approaches, but the Minnesota State Office Building was built in 1932 on the west side of the Capitol,

---

<sup>23</sup> Gary Phelps, *History of the Minnesota State Capitol Area* (Saint Paul: Capitol Area Architectural and Planning Board, 1985). Phelps's study is now available on the CAAPB website: [www.caapb.state.mn.us/history](http://www.caapb.state.mn.us/history). See "Gilbert's 1902 Plan" and Gilbert's 1903 Plan."

<sup>24</sup> George Herrold, "Capitol Approaches, St. Paul, Minnesota, 1903 to 1956," unpublished typescript, available in Minnesota State Archives, Minnesota Historical Society.

opposite the Historical Society Building. Meanwhile the area around the Capitol had deteriorated into crowded slum-like conditions.<sup>25</sup>



Minnesota State Capitol and the surrounding area in 1930. Wabasha Street extends diagonally across the lawn.

*Photo: Minnesota Historical Society Collections*

Finally some action was taken on implementing plans for the Capitol area during World War II. In 1944 the Saint Paul Planning Board hired the firm of Clarence H. Johnston, Architects-Engineers, and landscape architects Morell and Nichols, Inc., to develop a new master plan. The two firms had long experience working together at the University of Minnesota, among other projects, where they had also brought together components of a Cass Gilbert design. Clarence H. Johnston, Jr., and his associate Edward Nelson and Arthur Nichols reported to the planning board in November. Their plan incorporated Gilbert's scheme for radial avenues along Cedar Street and a new route towards the Cathedral. The central axis would only extend south as far as Park Place, where a new State Veterans Building would be located. The planners were also informed of a new federal highway route that would form a boundary south of the Capitol. Governor Edward Thye organized the State Veterans' Memorial Committee and the Capitol Approach Committee to implement the Saint Paul Planning Board Study and create a memorial to honor the veterans returning from the war. The committee recommended that a veterans' building be sited in accordance with the 1944 master plan on axis with the front of the Capitol. Morell and Nichols, Inc. was retained to implement the report's recommendations. The Morell and Nichols plan is the basis of the Minnesota State Capitol Mall as it exists today.<sup>26</sup>

<sup>25</sup> Phelps, "Gilbert's 1909 Plan"; "Gilbert's 1931 Plan"; Jeffrey A. Hess and Paul Clifford Larson, *St. Paul's Architecture: A History* (Minneapolis: University of Minnesota Press, 2006), 169-172.

<sup>26</sup> Phelps, "Johnston/Nelson/Nichols Plan, 1944"; "Nichols/Nason Plan, 1945"; Cultural Resources Investigation 1995, 9-90.

The central mall had been truncated by the placement of the Veterans' Service Building and the route of what became Interstate 94. However, the Cedar Street Mall, leading downtown as far as Tenth Street, and the Summit Mall, leading to the Cathedral, were important elements of the 1945 plan, even though they took about twenty years to be fully realized. Both the Cedar Street mall and the Summit Mall were depicted as wide formal avenues with planted center medians flanked by tree-planted boulevards.<sup>27</sup>

The new Capitol Mall plan could not be implemented until the city of Saint Paul dealt with an acute postwar housing shortage. The Federal Housing Act of 1949 made funding available for new housing. The Housing and Redevelopment Authority proposed the demolition of 2,500 buildings on 119 acres of land surrounding the Capitol. The plan was approved by the federal government in 1953. Demolition began and new public housing was constructed elsewhere. With the site cleared, four new government buildings were constructed between 1953 and 1962 in the Capitol Mall area, sited in accordance with the Nichols plan. The first sections of the radial streets, Cedar Street to Twelfth Street and Summit Mall (renamed John Ireland Boulevard in 1961) to Saint Anthony Avenue, also began to be implemented in 1953. Both streets were configured with planted center medians and flanked by tree-planted boulevards. The boulevards on the Summit Mall were wider than those on Cedar Street, since they were newly created without the constraints of earlier street patterns and buildings as was the case on Cedar Street.<sup>28</sup>

The passage of the Federal Aid Highway Act in 1956 provided the funds for the implementation of the new highway south of the Capitol. Controversy over the route west of the Capitol area led to extensive delays, but Interstate 94 south of the Capitol was opened in 1967. Cedar Street and John Ireland Boulevard with their planted center medians were carried on bridges over the freeway and extended as far as Tenth Street and the intersection of Summit and Dayton Avenues. The flanking boulevards were continued beyond the bridges, but were much narrower than those on the Capitol grounds.<sup>29</sup>

The two approaches retain their formal qualities, providing grand views to and from the Capitol. These views are accentuated by the width of the two streets and the planted center medians. The flanking boulevards have been retained through the Capitol grounds, but have been minimized or removed beyond the bridges because of more recent building construction.

---

<sup>27</sup> Newspaper articles of the period show "Summit Mall" superimposed on aerial photographs of the site, and projected "before and after" photographs. The area around the Capitol was still heavily built up with residences and commercial buildings that would have to be removed before the plan could be realized.

<sup>28</sup> Cultural Resources Investigations, 8-23 – 8-25; 9-91; Donald L. Empson, *The Street Where You Live: A Guide to the Place Names of St. Paul* (Minneapolis: University of Minnesota Press, 2006), 143.

<sup>29</sup> Cultural Resources Investigations, 8-25; Phelps, "Brief Chronology, 1950-1967." Contemporary aerial and other photographs available through the Minnesota Historical Society Visual Resources Database illustrate the progress of the construction of Cedar Street and John Ireland Boulevard.

The Capitol Area Architectural and Planning Commission was established in 1967 and renamed the Capitol Area Architectural and Planning Board in 1975. It is charged with “preserve[ing] and enhance[ing] the dignity, beauty, architectural integrity of the Capitol, the buildings immediately adjacent to it, the Capitol grounds, and the Capitol area.” Both the full length of John Ireland Boulevard and Cedar Street as far as Tenth Street are within the area of its jurisdiction. The 1992 improvements to the highway approaches around downtown Saint Paul and the Capitol and the rebuilding of the bridges on Cedar Street and John Ireland Boulevard were reviewed by the CAAPB.<sup>30</sup>

---

<sup>30</sup> Phelps, “The Capitol Area Architectural and Planning Commission.”



Cedar Street in 1953 as demolition began.

*Photo: Minnesota Historical Society Collections*



Cedar Street in 1954 after the planted medians have been installed.

*Photo: Minnesota Historical Society Collections*



Aerial view of the Capitol with Summit Mall ending at St. Anthony Avenue at the left and Cedar Street at the right, ca. 1954.

*Photo: Minnesota Historical Society Collections*



Aerial view of the Capitol looking towards downtown along Cedar Street. A bridge crosses Interstate 94 in the middle ground.

*Photo: Minnesota Historical Society Collections*



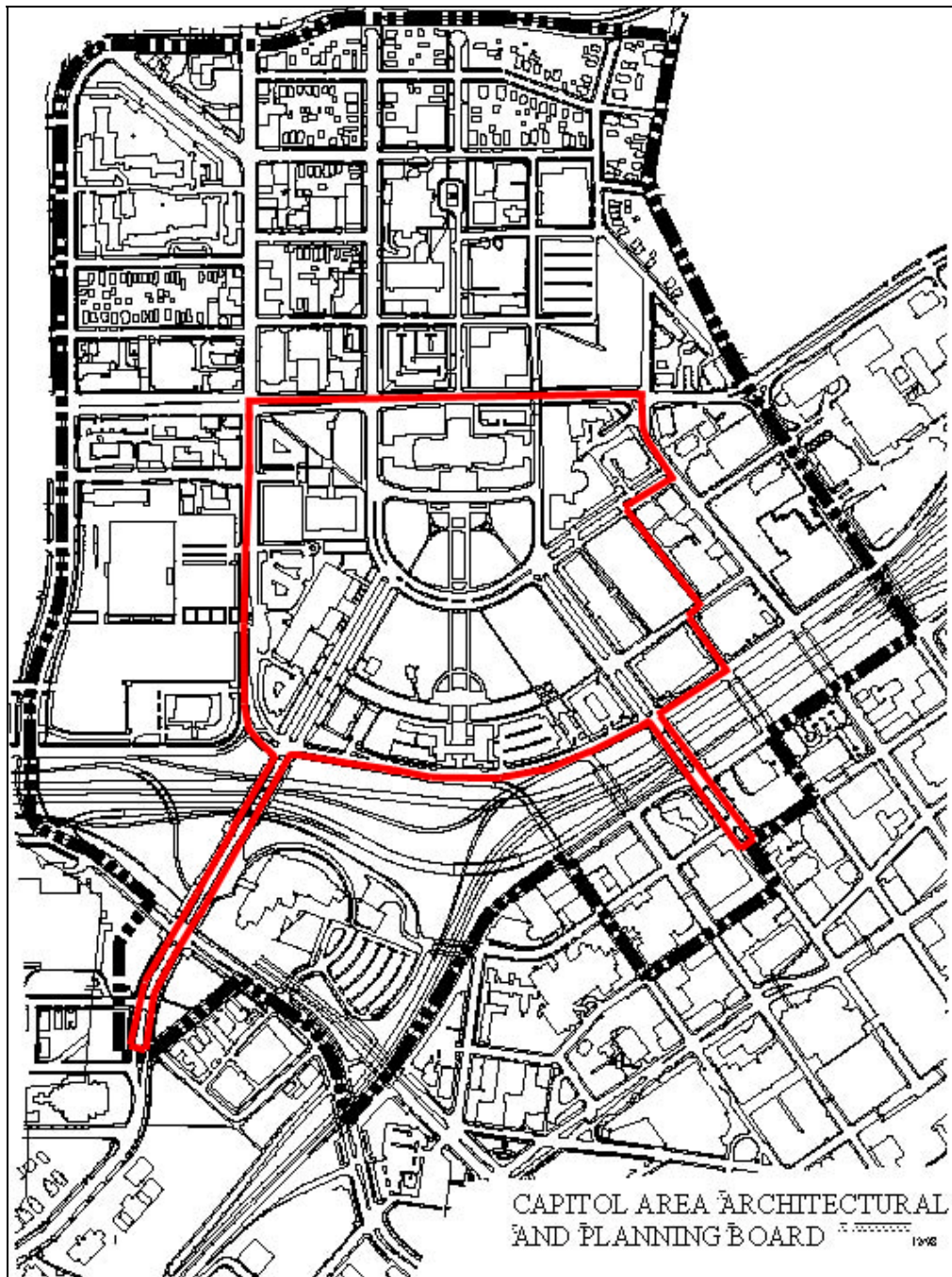
John Ireland Boulevard from Constitution Avenue (now Martin Luther King Jr. Boulevard) to the Cathedral of Saint Paul in about 1970.

*Photo: Minnesota Historical Society Collections*



Rebuilding the Cedar Street bridge over Interstate 94 in 1992.

*Photo: Minnesota Historical Society Collections*



The dotted line indicates the jurisdiction of the CAAPB. The red line indicates the boundaries of the Minnesota State Capitol Mall Historic District including the approaches along John Ireland Boulevard and Cedar Street. The line is based on discussions with Mn/DOT-CRU and SHPO.



## **Recommendations**

The 1995 report recommended that the Minnesota State Capitol Mall is eligible for listing in the National Register under Criterion A in the area of community planning and development because of the role that urban renewal under the Federal Housing Act of 1949 and the Federal Highway Act of 1956 played in bringing Cass Gilbert's vision for the Capitol area to fruition.

The reasoning of the 1995 report is valid but perhaps too limiting. A more inclusive view will also identify the State Capitol Power Plant as a contributing building to the proposed historic district, as well as being eligible for listing in its own right.

Additional areas of significance under Criterion A could include politics/government for the role played by the local and state governments in the realization of the Capitol Mall plan.

It would also seem appropriate to recommend listing under Criterion C in the area of landscape architecture, in recognition of the importance of a succession of landscape architects and planners to the realization of Cass Gilbert's original design. Such a listing would include the area generally associated with the Mall, as well as the formal approaches, with their grassy medians and flanking boulevards, created by John Ireland Boulevard from the Cathedral to Martin Luther King Jr. Boulevard and by Cedar Street from Tenth Street to Martin Luther King Jr. Boulevard.

## Leif Erikson Lawn in the State Capitol Mall Historic District: A Historical Study

### Summary

Present-day Leif Erikson Lawn sits on the state capitol grounds in Saint Paul at the corner of University Avenue and Park Street North/Reverend Martin Luther King Junior Boulevard, immediately west of the capitol building. From about 1890 to 1950, at least four streetcar lines (and probably earlier horsecars) traveled a diagonal route along Wabasha Street, which extended in front of the capitol and bordered the park site on the south. Around the turn of the twentieth century, several attached dwellings were built east of Saint Peter Street, which bisected the parcel north-south. A three-story commercial building was constructed on the smaller triangular parcel west of Saint Peter Street. The residential buildings were razed and the east side of the site was designated as part of the capitol grounds by the mid-1920s. The west side of the site vacated and Saint Peter Street removed by 1936. The angled section of Wabasha Street bordering the site was removed around 1950, when the capitol approach was redeveloped and the area's streets realigned.<sup>31</sup>

The Minnesota Leif Erikson Monument Association was organized in March 1931, just one month before a state bill designating October 9 as Leif Erikson Day was signed by Governor Floyd B. Olson. The date was associated with the first organized immigration from Norway to the United States. In October of that year, a statue honoring Christopher Columbus was unveiled and dedicated on the east side of the capitol mall. The rivalry between Columbus and Erikson supporters seems to have been a motivating factor in the drive to erect a monument to Leif Erikson. In the 1930s and 1940s, the monument association sponsored radio broadcasts, pamphlets, newspaper articles, and other materials that compared the exploration achievements of Erikson and Columbus.<sup>32</sup>

The Leif Erikson monument was formally dedicated on October 9, 1949. The dedication ceremony was attended by dignitaries from Norway, Iceland, and Alaska, and a crowd of between 3,000 and 5,000 people. Speakers at the dedication ceremonies proclaimed the event a “testament to truth.”<sup>33</sup>

The monument was designed and sculpted by John Karl Daniels over a period of fourteen years. The twelve- or thirteen-foot bronze sculpture of Erikson stands atop a twelve-foot high, polished-granite base that is angled on the west side like the prow of a ship. Erikson's gaze also looks westward. A copper box containing a list of the sponsoring organizations and contributors

---

<sup>31</sup> John W. Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota Press, 2007), reviews the history of streetcar lines through the area. *Insurance Maps of Saint Paul, Minnesota* (New York: Sanborn Map Co.) vol. 1, 1885, vol. 4, 1903, vol. 1, 1926, updates 1939, 1951.

<sup>32</sup> Leif Erikson Monument Association, “Articles of Incorporation, May 7, 1931,” available at Minnesota Historical Society; Vestfoldlaget, Amerika, Organizational Records, 1925-1958 (P2234), available at Minnesota Historical Society.

<sup>33</sup> “Erikson Fete Set Today,” *Minneapolis Sunday Tribune*, October 9, 1949; “Norse Leaders Fly In For Leif Erikson Statue Fete,” *St. Paul Sunday Pioneer Press*, October 9, 1949; Reuben Monson, “5,000 Pay Tribute to Explorer Leif Erickson at Unveiling of Statue on Capitol Grounds,” *St. Paul Pioneer Press*, October 10, 1949; “Leif Erikson Statue Unveiled,” *Minneapolis Morning Tribune*, October 10, 1949; “Statue of Leif Erikson Unveiled at State Capitol,” *Minneapolis Star Tribune*, October 10, 1949; “Erikson Statue Up, Medic Ends 1-Man Fund Drive,” *St. Paul Dispatch*, October 10, 1949.

to the monument fund and a copy of *Voyage to Vineland*, a narrative account of Erikson's journey, was sealed into the base of the monument. The inscription on the east side of the base reads:

Leif Erikson, Discoverer of America, 1000 A.D. Erected through popular subscription sponsored by the Minnesota Leif Erikson Monument Association Inc. Presented to the State of Minnesota during its territorial centennial October 9, 1949. Designed and executed by John Karl Daniels, Sr.

The Leif Erikson monument was installed around the same time that the redesign of the capitol grounds got underway. The design of the lawn park evolved as plans for the capitol mall took shape, but there is no evidence that the monument has ever been moved or disrupted. The approximate dimensions and configuration of the lawn—a half-block, triangular, open area north of the State Office Building grounds—were established by 1954. The western half of the block was also used as a parking lot by this time and the diagonal route of Wabasha Street was still open to vehicle traffic as late as 1959. The removal of Wabasha and the extension of Leif Erikson Lawn to the State Office Building grounds took place between 1960 and 1980.<sup>34</sup>

The landscape elements at the site also have changed. Photographs taken during the dedication ceremony show only deciduous trees on the site. Now, several mature conifers—which appear to be Norway pine and Norway spruce—frame the monument on three sides and are clustered closely together on the north, as if protecting Leif Erikson from University Avenue. Two wide, concrete sidewalks—one leading from the monument directly to the south and another angling towards the front entrance of Christ Lutheran Church on the opposite side of University Avenue—were added in the early 1950s. A third walkway on the former site of the Wabasha streetcar route was in place by at least 1980. A paved area with benches, about halfway between the monument and the State Office Building, was also in place by that time. The walkway south of this seating area passes under an archway of ornamental trees. Light standards and mature deciduous trees stand along both sides of the former Wabasha streetcar route. The triangular surface parking area on the west half of the block is bordered by a mature evergreen hedge.

### Timeline

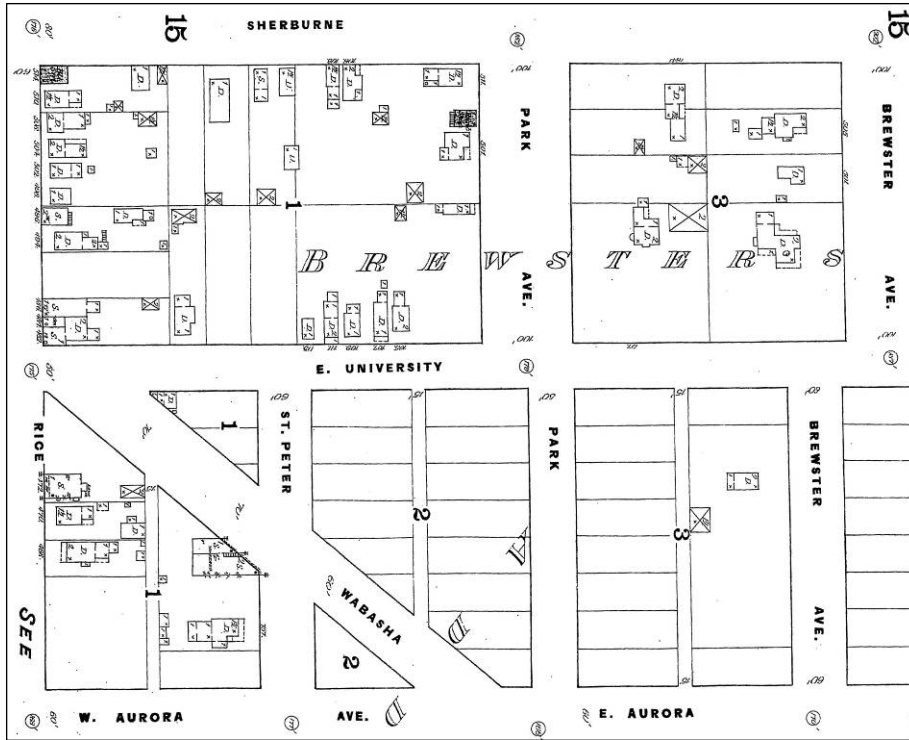
ca. 1890	Horsecar and streetcar lines were well established along Wabasha Street North near the intersection with University Avenue. Lines that utilized the diagonal tracks bisecting the park area include: Saint Paul-Minneapolis (University), Como-Harriet-Hopkins, Hamline-Cherokee, and Rice.
1896-1905	State capitol building under construction
ca. 1899	Commercial and residential buildings built on site at Wabasha and Saint Peter Streets

---

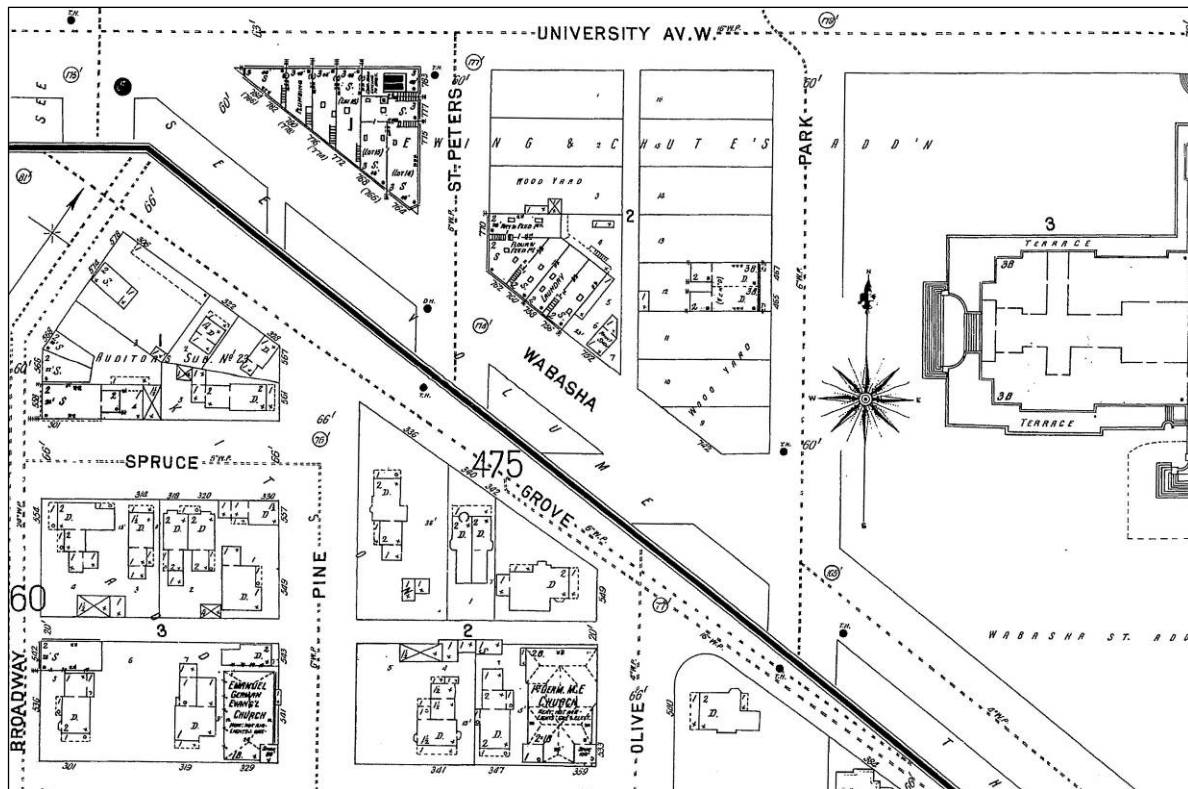
<sup>34</sup> Gary Grafenberg, *An Updated Capitol Area History* (Saint Paul: Capitol Area Architectural and Planning Board, 1996).

1906	Cass Gilbert co-authored report to Capitol Approaches Commission, recommending a more symmetrical form to the capitol grounds  Capitol approach sidewalk extended to Wabasha Street; streetcar cables readily visible in historic photographs
1907	Capitol Grounds Commission formed, charged with acquiring land to develop “a more symmetrical form” to the grounds per Gilbert’s recommendation
1911	State purchased a few lots west of the Capitol building for a small park (now Leif Erikson Lawn)
March 17, 1931	Minnesota Leif Erikson Monument Association organized, incorporated May 7, 1931
October 1931	“Columbus: A Collection of Historical Facts” published by Columbus Memorial Association of Minnesota upon the occasion of the dedication of a state monument to Christopher Columbus
October 12, 1931	Statue of Christopher Columbus unveiled and dedicated on state capitol grounds
1932	State Office Building built directly south of future Leif Erikson Lawn
September 18, 1934	Radio address given on K.S.T.P., “Leif Erikson and Christopher Columbus”
ca. 1935	Residential buildings and large trees cleared from east side of park area
June 1940	Park area used for milking contest
1946	Vestfoldlaget i Amerika, a social and cultural organization of Norwegian-Americans, involved in a campaign to erect a statue of Leif Erikson on the state capitol grounds in Saint Paul
Summer 1949	Buildings in area south of the capitol building demolished to construct new capitol approach
October 1949	Statue installed; “Amerika in the Making,” an eight-page pamphlet, distributed in advance of statue dedication
October 9, 1949	Dedication of Leif Erikson monument
December 1949	Streetcars still operational on Wabasha Street
1952-54	Entire Twin Cities streetcar system converted to bus

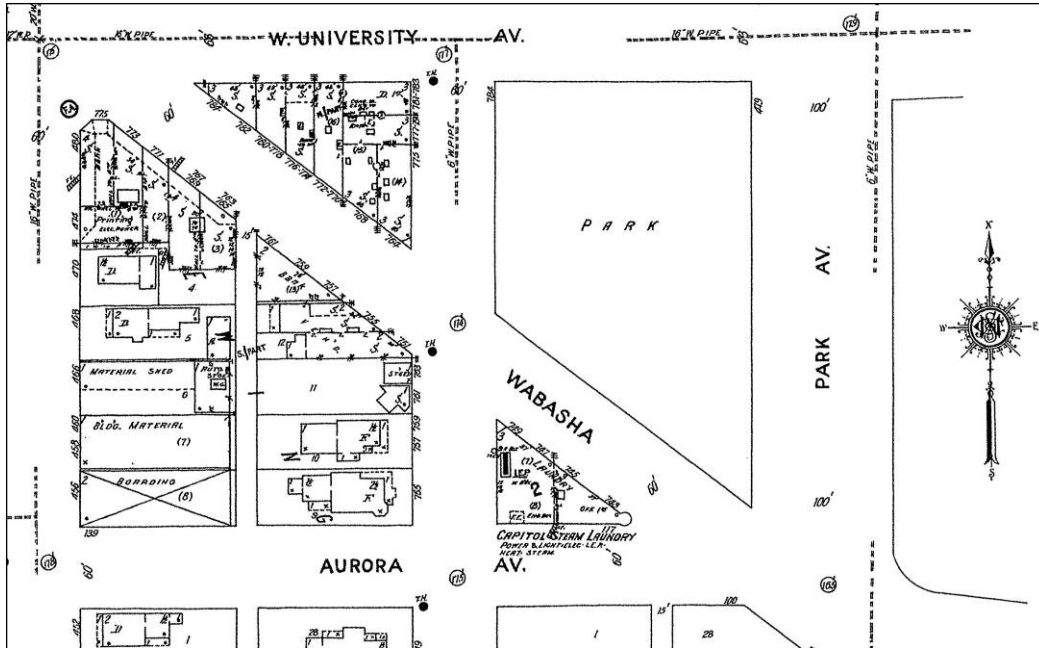
- ca. 1960 Capitol approach redevelopment completed; tree cover added to Leif Erikson Lawn
- ca. 1981 Wabasha Street closed and replaced with sidewalk; present paving configuration in place and heavy tree cover around monument established by 1984



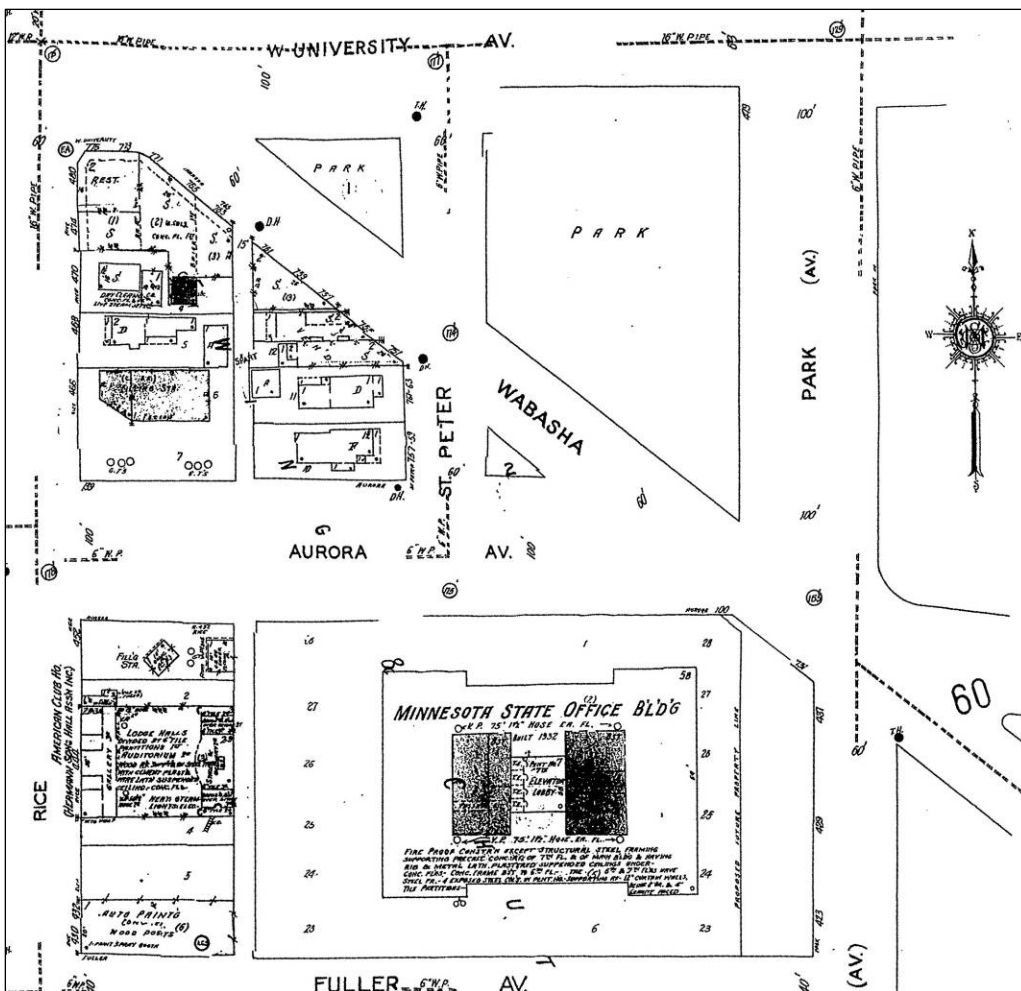
Vicinity of present-day Leif Erikson Lawn, intersection of University Avenue and Park Avenue (presently Rev. Dr. Martin Luther King Jr. Boulevard), Saint Paul (Sanborn Map Company, 1885)



Area of present-day Leif Erikson Lawn, Saint Paul, State Capitol grounds at right (Sanborn Map Company, 1903)



Area of Leif Erikson Lawn, Saint Paul (Sanborn Map Company, 1926, updated to 1939)



Area of Leif Erikson Lawn, Saint Paul (Sanborn Map Company, 1926, updated to 1951)



State capitol building with Wabasha Street streetcar in foreground, 1910. *Photo: Minnesota Historical Society Collections*

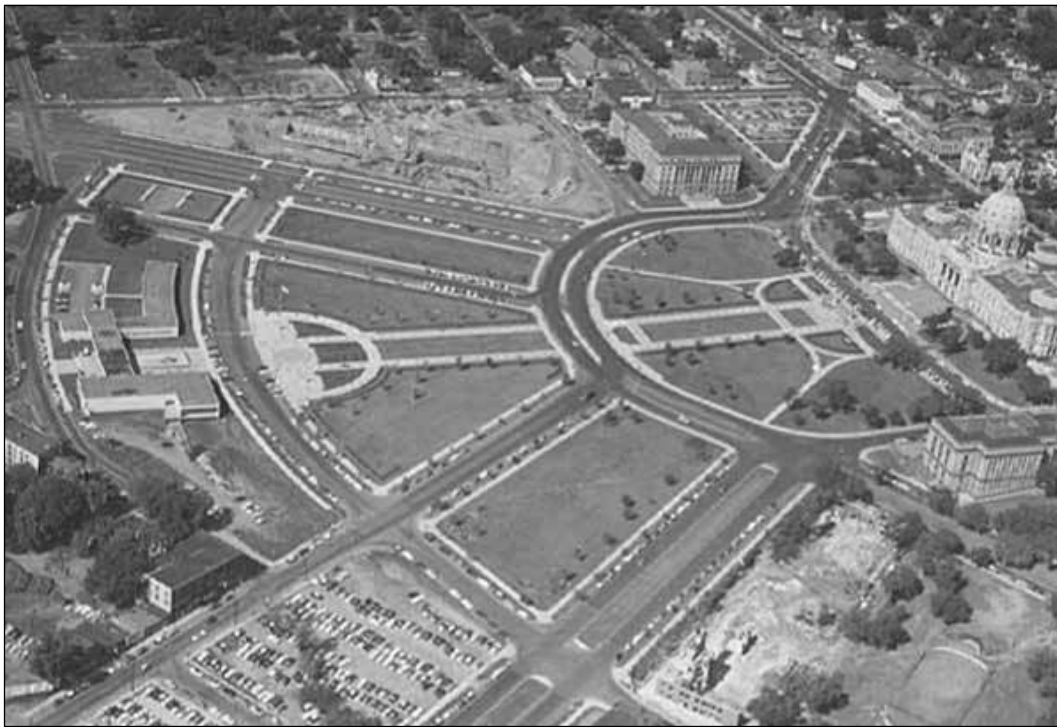


State capitol grounds, Saint Paul, ca. 1930; area of present-day Leif Erikson Lawn at center left. *Photo: Minnesota Historical Society Collections*





State capitol grounds, Saint Paul, 1936;  
area of present-day Leif Erikson Lawn at center left.  
*Photo: Minnesota Historical Society Collections*



State capitol area during redevelopment, ca. 1950;  
Leif Erikson Lawn at upper right, prior to abandonment of Wabasha Street.  
*Photo: Minnesota Historical Society Collections*



Sculptor John K. Daniels working on statue of Leif Erikson, ca. 1948.  
*Photo: Minnesota Historical Society Collections*



Installation of statue at State Capitol Grounds, October 1949.  
*Photo: Minnesota Historical Society Collections*



Two images of the Leif Erikson Monument unveiling and dedication, October 9, 1949.  
*Photo: Minnesota Historical Society Collections*





Leif Erikson monument, state capitol grounds, Saint Paul, 1950

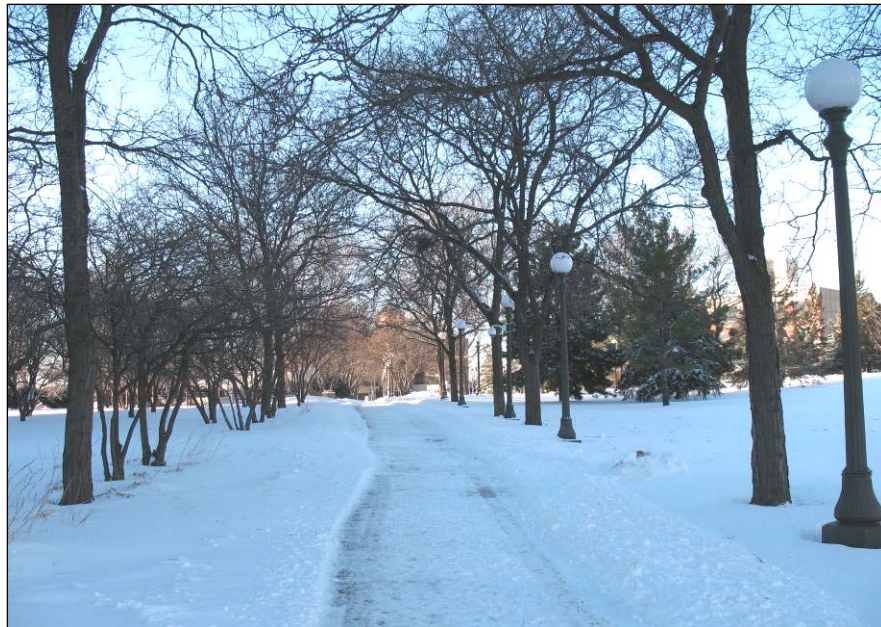
*Photo: Minnesota Historical Society Collections*



Leif Erikson Lawn, looking west from atop State Capitol, 1959.

*Photo: Minnesota Historical Society Collections*

Note deciduous trees, sidewalks through park,  
and vehicles along Wabasha Street.



Looking northwest towards University Avenue and Rice Street from near southeast corner of Leif Erikson Lawn, December 2007. Leif Erikson monument stands within the grove of trees in the center of the photograph.

*Photo: Erin Hanafin Berg*



Leif Erikson monument,  
looking north from diagonal  
sidewalk at southern border  
of park, December 2007.

*Photos: Erin Hanafin Berg*



Looking northeast along  
walkway leading from  
Leif Erikson monument to  
Christ Lutheran Church,  
December 2007.

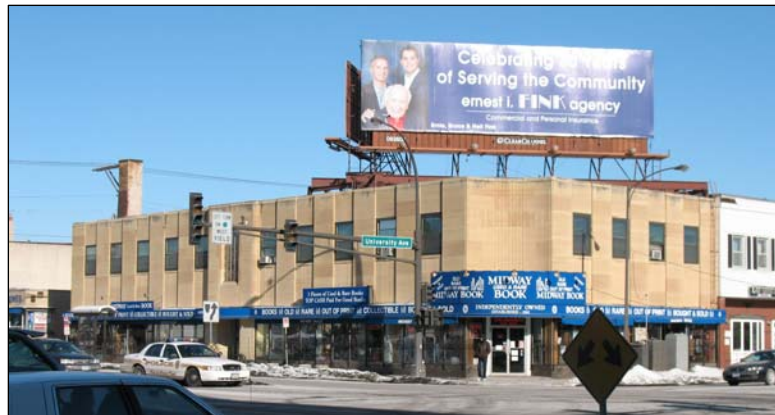


Leif Erikson monument, looking east toward State Capitol, December 2007.  
*Photo: Erin Hanafin Berg*

# Midway East



**MINNESOTA MILK COMPANY BUILDING (RA-SPC-3877),  
TIP TOP TAP (RA-SPC-3906), AND  
QUALITY PARK INVESTMENT COMPANY BUILDING (RA-SPC-3912):  
CONTEXT STUDY AND NATIONAL REGISTER EVALUATION**



## INTRODUCTION

This report focuses on the Minnesota Milk Company Building; the commercial building at 1575-1579 University and 490 Snelling (sometimes called the Quality Park Investment Company Building); and the Tip Top Tap. It discusses the three buildings in the context of the development of University Avenue and Art Deco and Art Moderne architecture. The Saint Paul HPC has previously prepared historic context studies that have addressed University Avenue: “Transportation Corridors: 1857-1950” and “Neighborhood Commercial Centers: 1874-1960.” Aspects of these studies were further expanded in the Phase II Architectural History Investigation to develop a historical context for the Midway Industrial District of Saint Paul.<sup>35</sup>

Hess Roise conducted additional field work and research to confirm the construction dates and learn the early histories of the Minnesota Milk Company Building, Tip Top Tap, and the commercial building at 1577-1579 University Avenue. These buildings were constructed or remodeled between 1931 and 1945, a historical period that typically is associated with the Great Depression and World War II. Privately funded construction and development are perceived to have been stagnant during this period, due first to economic constraints and then to wartime materials shortages. Since the preparation of the Saint Paul HPC historic context studies and the Phase II historical context, more research has been carried out and published on development in Saint Paul and architectural trends between the 1920s and 1940s, both downtown and especially along University Avenue, one of Saint Paul’s principal thoroughfares. In addition, more work has been done on several important architects from that period including Charles Hausler, Ellerbe and Associates, and Toltz, King and Day.<sup>36</sup>

---

<sup>35</sup> Carole Zellie and Garneth O. Peterson, “Saint Paul Historic Context Studies: Transportation Corridors: 1857-1950,” 2001, prepared for the Saint Paul Heritage Preservation Commission; Carole Zellie and Garneth O. Peterson, “Saint Paul Historic Context Studies: Neighborhood Commercial Centers: 1874-1960,” 2001, prepared for the Saint Paul Heritage Preservation Commission; Phase II Architectural History Investigation, 35-48.

<sup>36</sup> Jeffrey A. Hess and Paul Clifford Larson, *Saint Paul’s Architecture: A History* (Minneapolis: University of Minnesota Press, 2006), 165; Larry Millett, *AIA Guide to the Twin Cities: The Essential Source on the Architecture of Minneapolis and Saint Paul* (Saint Paul: Minnesota Historical Society Press, 2007); Richard Hemmings, “Minnesota Building,” Historic Preservation Certification Application—Part 1 Evaluation of Significance, October 2006, prepared for Leo M. Sand, MNB Development, LLC, available at Minnesota State Historic Preservation Office.

## ART DECO/ZIGZAG MODERNE

The Art Deco style (the name is derived from the Exposition des Arts Decoratifs, held in Paris in 1926) is also called the Zigzag Moderne style because of its chevron and ziggurat forms. Hess and Larson cite Saint Paul architects Charles Hausler and Toltz, King and Day as among the “most active exponents [of the style]. They created some of the most distinctive buildings of the Depression era in the city.”<sup>37</sup>



The Saint Paul Casket Company Building has been found eligible for National Register listing under Criterion C as an early example of the Art Deco style.

*Photo: Erin Hanafin Berg*

Early Art Deco examples and precursors to the style are present along the corridor and have been previously recognized for their importance. The **Saint Paul Casket Company Building** at **1222 University Avenue** was constructed in 1922, but displays elements that became hallmarks of the Art Deco style such as vertical emphasis, facade setbacks, symmetrical massing, and a prominent tower. The building was designed by architect A. H. Stem and has been found to be eligible for the National Register for its architectural significance.<sup>38</sup>

Similarly, the **Krank Manufacturing Company Building** at **1885 University Avenue** is a three-story design by Toltz, King, and Day Architects, with Roy Childs Jones as chief designer.<sup>39</sup> Polychromatic terra cotta and brickwork patterning enliven a facade composed primarily of narrow pilasters that separate vertical lines of windows. The Krank Building (1926) was listed in the National Register in 1983 under Criteria A and C. These buildings and later prominent examples of the Art Deco style such as the **Minnesota Milk Company Building, 370-378 University** (see more detailed analysis that follows), and the 1930 Cinderella Cosmetics Building at 2218 University (demolished) appear to have influenced and periodically reinforced the visual language of the street’s architecture during this surprisingly active period of development.



The Krank Manufacturing Company Building was listed in the National Register in 1983.

*Photo: Erin Hanafin Berg*

<sup>37</sup> Hess and Larson, *Saint Paul's Architecture*, 156.

<sup>38</sup> The 106 Group Ltd., “Phase II Architectural History Investigation,” 191-196.

<sup>39</sup> Hess and Larson, *Saint Paul's Architecture*, 142.

## ART MODERNE

Hess and Larson describe two trends of the Moderne movement as expressed in Saint Paul's architecture. One version of the style was assertively anticlassical, with an inventive use of materials and informal arrangement of elements, and was usually reserved for small to midscale buildings like clubhouses, restaurants, theaters, and neighborhood businesses. A second, more formal interpretation borrowed heavily from classical styles, often with a symmetrical exterior arrangement that expressed the structural frame, a clearly articulated base and crown, understated classical details, and traditional materials such as limestone, granite, and marble. Although this style, which Hess and Larson termed Classical Moderne, was usually reserved for much larger buildings such as the Ford Twin Cities Assembly Plant (1924, an early local example), the Saint Paul City Hall and Ramsey County Courthouse (1932), and the historic Northern States Power Company Building (1932) in downtown Saint Paul, neighborhood commercial buildings also reveal the style's broad influence.

At the corner of University and Snelling Avenues, a two-story commercial building at **1577-1579 University Avenue**, also known as the **Quality Park Investment Company Building, now Midway Book**, stands as one of the best Classical Moderne examples along the corridor and effectively represents the economic and development trends under which the style was propagated. (See discussion that follows for a more detailed analysis.)

## STREAMLINE MODERNE

As the hardships of the Depression waned, University Avenue experienced vigorous redevelopment, evidenced in the large number of buildings constructed during the late 1930s through the early 1950s. A number of these University Avenue buildings are Streamline Moderne in style. The style is typified by rounded corners, horizontal lines, and sleek materials such as metal, polished stone, and glass.

The **Tip Top Tap** (now Town House Bar) at **1415 University** was remodeled in the Streamline Moderne style in the early 1940s by noted designer Werner Wittkamp. (See further discussion in the following section.)

**MINNESOTA MILK COMPANY BUILDING, 370-378 UNIVERSITY AVENUE (RA-SPC-3877)**

The Minnesota Milk Company Building was remodeled in the Art Deco style around 1932. The two-story building has a limestone facade with a base of polished black granite. Characterized by narrow pilasters with ziggurat capitals, vertical bands of multi-light windows (now enclosed with concrete block), a chevron frieze, and a square tower with a relief sculpture of two children flanking a milk bottle, the building is recognized as one of local architect Charles Hausler's distinctive Art Deco designs. Although its integrity has been diminished by window alterations and an addition to the rear, the building retains its historic decorative features and it is easily identified as a product of the early 1930s. Furthermore, its role as a dairy is readily apparent through its facade ornament. Hess and Larson characterize it: "The new plant skillfully blends the concrete slab-and-pilaster look of Albert Kahn's factories with the chevron friezes and ziggurat tower of Zigzag Moderne. It illustrates the facility with which a leading designer of the period could move from the picturesque historicism of the 1920s into the severe geometries of the newer fashions."<sup>40</sup>



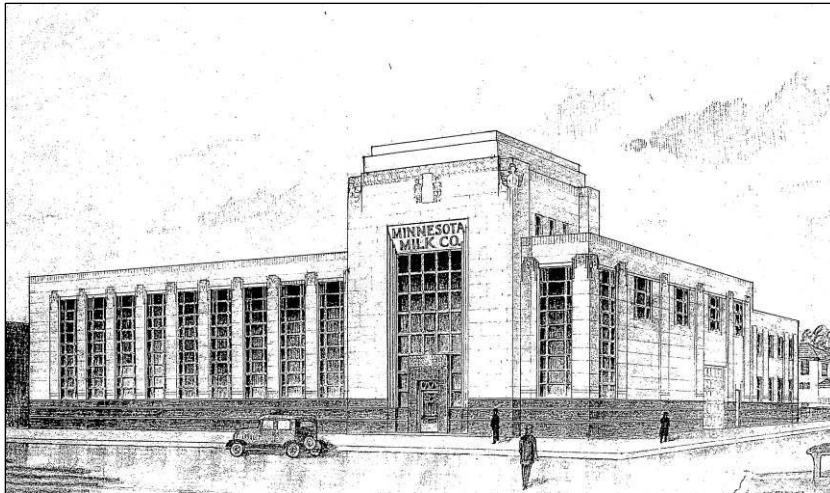
The Minnesota Milk Company Building at 370-378 University Avenue displays many characteristics of the Art Deco style.

*Photo: Erin Hanafin Berg*

Hausler had been Saint Paul's first City Architect from 1914 to 1923. (He also served as a member of the Minnesota Senate, a part-time position, from 1922 to 1938.) He designed many schools, branch libraries, fire stations, and park buildings during his tenure with the city, and evidently accepted several commissions while in the Senate; his remodeling design for the Minnesota Milk Company Building was completed in 1932. Hausler also designed the Minnesota Building at Fourth and Cedar Streets, a ten-story, Art Deco skyscraper finished in 1930, before he left the Senate. After resuming his full-time architectural practice, Hausler remained active in the field until his death in 1971.

<sup>40</sup> Hess and Larson, *Saint Paul's Architecture*, 156.

The Minnesota Milk Company has historical significance in the context of agriculture and industry. The company, one of several dairies in Saint Paul at the time, advertised itself as the home of “scientifically pasteurized” milk and cream at least as early as 1920. Pasteurization was not required by state law until 1949, although Saint Paul began to regulate the treatment of milk products by municipal ordinance in the 1910s. The Minnesota Milk Company distributed a booklet entitled *Safe Milk*, which appeared to be a customizable trade publication promoting pasteurization. In 1927, another booklet,



Charles Hausler’s rendering of the Minnesota Milk Company Building is in the collection of the Northwest Architectural Archives at the University of Minnesota.

*A Journey with Mr. B. Otte*, was published as “a short story dedicated to little children for their good health and happiness” but was really a marketing tool to promote the sale of pasteurized milk. The story included illustrations of children cheerfully drinking their milk and photographs of milk delivery wagons and the plant interior. The booklet concluded with a hope that customers would “remember Minnesota Milk Company’s pure, healthful products” and an invitation to visit the plant.<sup>41</sup>

As one of few remaining early twentieth-century dairies in the city, and the only building that can easily be distinguished as such (thanks to its exterior relief sculpture and long continued use as a dairy), the Minnesota Milk Company building is significant under Criterion A in the areas of agriculture and industry for its early promotion and distribution of pasteurized dairy products. The



Relief sculpture of a milk bottle is centered near the tower frieze.

Photo: Erin Hanafin Berg

<sup>41</sup> Other Saint Paul dairies that advertised in the 1933 Polk’s city directory were: Midway Creamery Company, 1565 West Como Avenue; Saint Paul Milk Company, 197-203 South Franklin Avenue; and Sanitary Farm Dairies, 888-890 East Minnehaha Avenue. The Twin Cities Milk Producers Association Plant, 710 Arcade Street, was also in operation at this time. Some of these buildings are extant, but altered. *A Journey with Mr. B. Otte!* (Saint Paul: Minnesota Milk Company, 1927); *Safe Milk* (Saint Paul: Minnesota Milk Company, 1920).

remodeled building in the Art Deco style became a powerful advertising statement for the Minnesota Milk Company and its pasteurized milk products. Despite the alterations to the building, it still conveys a strong image that relates to the original client.

### TIP TOP TAP (RA-SPC-3906)

The former **Tip Top Tap** (sometimes called the Tip Top Tavern), located at **1415 University Avenue**, is now known as the Town House Bar. This one-story brick building was remodeled in 1946 in the Streamline Moderne style popular at the time. The exterior design is marked by a distinctive marquee-like canopy of stacked, curvilinear slabs above a semi-cylindrical entrance bay. The front facade is clad with random-laid narrow courses of dressed limestone, which had been painted and was restored in 2006.<sup>42</sup>



The 1946 remodeling of the Tip Top Tap was the work of designer Werner Wittkamp. The Streamline Moderne exterior appears to be intact. *Photo: Erin Hanafin Berg*

The 1946 remodeling of the Tip Top Tap was the work of Russian-born set designer Werner Wittkamp. Wittkamp had worked in Hollywood and Berlin before coming to Saint Paul around 1930. He designed the Art Deco-style Cinderella Cosmetics Factory at 2218 University Avenue (demolished) as well as several significant restaurant and hotel interiors. The Lowry Ballroom, in downtown Saint Paul, stands as an excellent example of his work and is one of the most intact Art Deco interiors in the state. Some of Wittkamp's later works, including the Willwerscheid Mortuary on Grand Avenue in Saint Paul, are also intact.<sup>43</sup>

The exterior design of the Tip Top Tap is less notable, although distinctively Streamline Moderne in character. The interior has been extensively altered, although the curvilinear forms of the ceiling soffits are intact. Interior walls of lap siding, rustic posts and rails in the seating area, rectangular platforms, and a straight wood bar detract from any historic sense of the space. The stage, which was originally located at the north end of the room, has been relocated to the side opposite the bar.

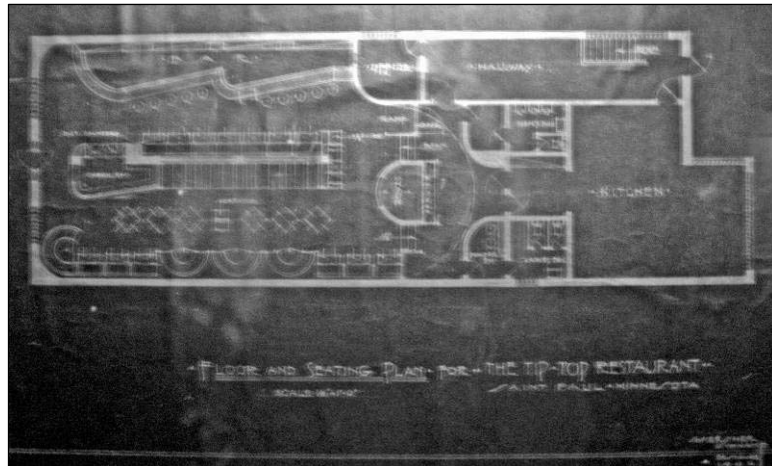
<sup>42</sup> R. L. Polk's *Saint Paul City Directory*, 1946, 1949.

<sup>43</sup> The bar owner possesses original blueprints of the Wittkamp remodeling, two of which are framed and displayed in the bar. These are interesting primary documents of this period style. Hess and Larson, *Saint Paul's Architecture*, 155; Millett, *AIA Guide to the Twin Cities*, 501.

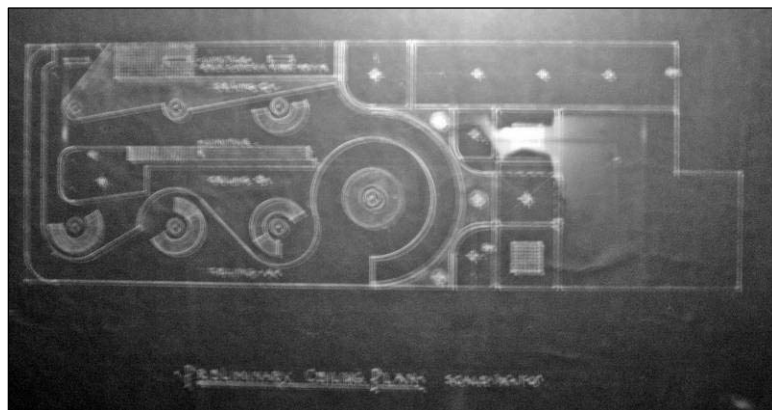


The interior of the Tip Top Tap has been altered; the only remnants of the 1946 remodeling are the curvilinear forms on the ceiling.  
 Photo: Erin Hanafin Berg

The exterior design of the Tip Top Tap does not appear to be particularly significant, and the altered interior does not contribute to the history of the building. The Tip Top Tap is not eligible for National Register listing under Criteria A, B, or C.



Wittkamp's blueprints of the Floor and Seating Plan (above right) and Preliminary Ceiling Plan (below right) are framed and on display in the Town House Bar. The floor plan is signed and dated. Photos: Erin Hanafin Berg





**QUALITY PARK INVESTMENT COMPANY BUILDING, NOW MIDWAY BOOK,  
1577-1579 UNIVERSITY AVENUE/490 SNELLING AVENUE (RA-SPC-3912)**

The building at the northeast corner of Snelling and University Avenues was constructed in 1934, replacing a two-story commercial building and rooming house that was demolished the previous fall. Notices in the *Improvement Bulletin* reported that the building was owned by the Quality Park Investment Company and the Brown and Bigelow Company, two prominent Saint Paul companies located in the Midway area that apparently weathered the early years of the Depression and reinvested in commercial real estate. The designers were local architects Ellerbe and Company. The corner storefront of the two-story building was leased to the Walgreen Drug Company prior to its completion. The location was the company's first in Saint Paul outside of downtown and only its fifth in the city.<sup>16</sup>

Walgreen's formula for expansion had a proven record of success by the time the store located at 1579 University Avenue. Charles W. Walgreen Sr. opened his first drug store in 1901 in a dense residential area of Chicago's South Side. After expanding to nine stores, the company was incorporated in 1916 and continued to grow dramatically within the Chicago metropolitan area. The company expanded to the Twin Cities in 1925, when it acquired four existing drugstores in downtown Saint Paul and several in Minneapolis.



The west facade of the Quality Park Investment Company Building at University and Snelling Avenues is visible in the background of this 1948 photograph.

*Photo: Minnesota Historical Society Collections*

<sup>16</sup> *The Improvement Bulletin*, October 27, 1933; *R. L. Polk's City Directory*, Saint Paul, 1939.

The Walgreen's store at Snelling and University Avenues was strategically placed to draw customers from the burgeoning residential areas of the Midway district and conveniently located along two major thoroughfares and streetcar routes. Then, as now, the company sited new stores in close proximity to competitors—in this case, diagonally opposite Courtney's Drug at 1580 University. At this location, Walgreens also conformed to its established practice of leasing only the corner store in a larger building—rather than acquiring the entire building and subleasing the remaining space—to minimize its financial risk.<sup>17</sup>



The new Walgreen's location was convenient to streetcar lines and automobile thoroughfares, as shown around 1935 in this view looking west on University towards Snelling. The Quality Park Investment Company Building is near the right edge of the photograph.

*Photo: Minnesota Historical Society Collections*

A passage in *Pharmacist to the Nation: A History of Walgreen Company* describes how the company historically chose locations for new stores:

Greatest reliance was placed on close observation of passerby traffic, not merely its size at varying times of a day but the percentage of likely patrons among them. Whenever he could, [Charles W.] Walgreen [Sr.] himself participated in those surveys . . . to use [his] eyes and get the feel of the location. . . . He himself seemed to have an instinct for picking good locations, as would become increasingly clear. . . . Generally, a store was established only when he and the other investigators came to agreement on a location's suitability and satisfactory rental arrangements were made.<sup>18</sup>

Most early twentieth-century drugstores included soda fountains, but they were made a fixture of Walgreen's stores, especially following the success of an in-house invention—the malted milkshake, first created by a Walgreen's soda fountain manager in 1922. Walgreen's stock went public in 1927 and the company weathered the stock market crash that preceded the Great Depression. In the following years, the company continued to expand and by 1934 had 483 stores and 12,000 employees throughout the United States.

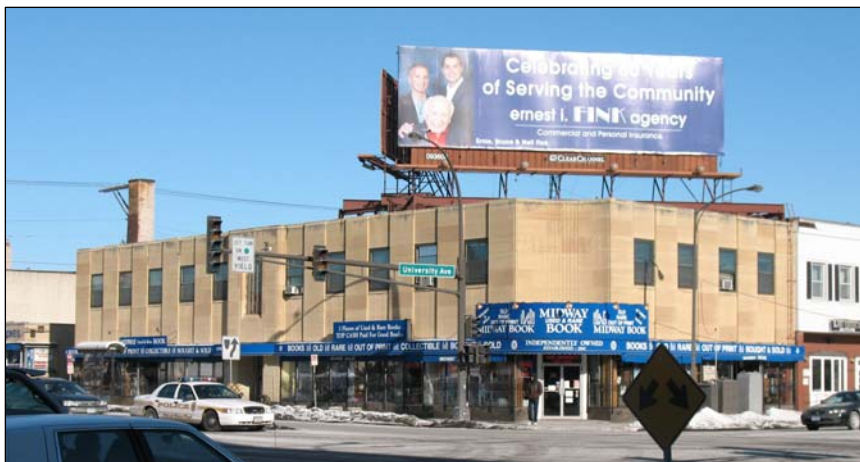
<sup>17</sup> Herman Kogan and Rick Kogan, *Pharmacist to the Nation: A History of Walgreen Co., America's Leading Drug Store Chain* (Chicago: Walgreen Co., 1989), 64.

<sup>18</sup> *Ibid.*

The commercial character of the Snelling and University intersection was well established when Walgreen’s moved into the neighborhood. The new building housed several small stores in addition to the chain drugstore. A liquor store shared the building’s University Avenue frontage, while the Snelling Avenue side was occupied by an independent businessman, a shoe store, a flower shop, and a dry cleaner. The second-story offices were slow to lease, but housed seven businesses in 1934. The following year, the offices were occupied by twelve businesses and practitioners, including two dentists, three physicians, a couple of credit agencies, a law office, and a partnership of structural engineers. By 1937, the upstairs office suites, which had their own entrance on Snelling Avenue, were identified as the “Four-Ninety North Snelling Building” in the city directory.

Although the building was designed by Ellerbe and Company, their rival Charles Hausler occupied a second-story office at 490 North Snelling when he returned to full-time architectural practice in 1939. As Hausler was a prominent architect in his own right, his decision to rent an office in a rival’s building and his relationship with the much larger Ellerbe firm are intriguing. Hausler competed with Ellerbe to be the local architect to partner with Chicago firm Holabird and Root for the construction of the Saint Paul City Hall and Ramsey County Courthouse. The job ultimately was granted to Ellerbe in 1931, after that firm set up a temporary office and showroom to display examples of its work in Hausler’s newly opened Minnesota Building.<sup>19</sup>

Compared to other Ellerbe designs, the building at 1577-1579 University is small in size. Nonetheless, it is successful in execution and is a good example of the Classical Moderne style. The exterior of buff limestone is animated by smooth piers separating the upper-story one-over-one windows, narrow, fluted panels below the windows, and a concave corner with a center section of vertical ribbing. The first-story show windows are set



The 1934 building design, by Ellerbe Associates, is typical of the Classical Moderne style. *Photo: Erin Hanafin Berg*

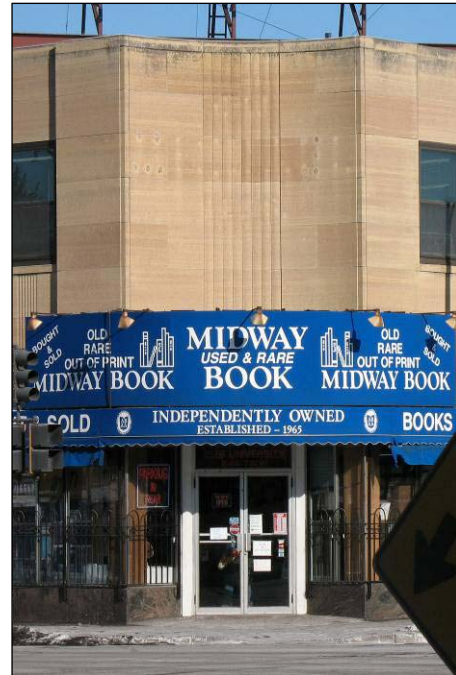
above a polished granite base. On the Snelling Avenue facade, the center bay projects from the upper-level facade, emphasizing the entrance to the second-story offices. The projecting section has ribbed, rounded edges and a multi-light, arched window located

<sup>19</sup> Hausler’s office was in the Minnesota Building, which he designed, after the building first opened. He might have been unable to keep up with downtown rents during the 1930s and moved to the Snelling Avenue office when he re-established full-time practice. Richard Hemmings, “Minnesota Building,” Historic Preservation Certification Application—Part 1.

above the door. While differentiated from its neighbors by its stylistic details, it is compatible with them in height, scale, and its relationship to the streets. Other period works by the firm include the aforementioned Saint Paul City Hall and Ramsey County Courthouse and the six-story Northern States Power Company Building (1930) in downtown Saint Paul. The Northern States Power building is also Classical Moderne in style; although superior in design to the University Avenue building, its context in the commercial core of the city is also far different.

According to *The Ellerbe Tradition*, a biographical and historical account of the firm's rise to prominence, the company was able to survive the Great Depression better than most other architectural firms. The company had sixty-five employees at the onset of the Depression, and commissions in progress and planning contracts were sufficient to maintain a full work schedule for the entire staff for several years. After the company depleted its cash reserves, however, engineers, draftsmen, and architects were laid off and only the firm's principals were kept on staff. The University Avenue building, completed in 1934, might have been an example of what the company's history referred to as "financial first aid," as few other significant projects were completed during the mid-Depression years.<sup>44</sup>

The 1577-1579 University/490 Snelling building represents a period that is often assumed to have been stagnant or declining, yet is marked in this instance by speculative construction of a commercial building and the local expansion of a national corporation, the Walgreen Drug Store Company. The building design embodies the distinctive characteristics of this era in its type, materials, details, and architectural style. It is associated with the work of a significant architectural firm and is important in the context of commercial development of the city of Saint Paul. Consequently, it is eligible for National Register listing under Criterion C in the area of architecture.



The corner entry of the building exhibits features of the Classical Moderne style.  
*Photo: Erin Hanafin Berg*

<sup>44</sup> Thomas F. Ellerbe, *The Ellerbe Tradition: Seventy Years of Architecture and Engineering* (Minneapolis: Ellerbe, Inc., 1980), 48; Ellerbe Architects Papers, 1914-1959, Detailed Contents Online Finding Aid, Northwest Architectural Archives, Elmer L. Andersen Library, University of Minnesota, <http://special.lib.umn.edu/findaid/xml/naa004.xml>.

## RECOMMENDATIONS

The **Minnesota Milk Company Building** at **370-378 University Avenue** is significant in the areas of agriculture and industry as an urban dairy that promoted and distributed pasteurized milk products. The building is eligible for National Register listing under Criterion A.

The Streamline Moderne design of the **Tip Top Tap** at **1415 University Avenue** is relatively intact on the exterior, but has been severely compromised on the interior. It does not appear to have any strong associations with historic events or historic persons to meet Criteria A or B for National Register listing. It does not have sufficient architectural character or distinction to meet Criterion C for National Register listing.

The commercial building known as the **Quality Park Investment Company Building, now Midway Book**, at **1575-1579 University Avenue/490 Snelling Avenue** is an intact example of the Classical Moderne style as executed by prominent local firm Ellerbe and Associates. The building appears to be eligible for National Register listing under Criterion C in the area of architecture, as it embodies the distinctive characteristics of a type, period, and style. It achieves further interest for its association with the Walgreen Drug Store Company and as a representative example of private Depression-era commercial development.

**ST. MATTHEW'S EVANGELICAL LUTHERAN CHURCH (RA-SPC-0879)  
507 NORTH DALE STREET, SAINT PAUL: NATIONAL REGISTER EVALUATION**



## Introduction

St. Matthew's Evangelical Lutheran Church, now Rock of Ages Missionary Baptist Church, 507 North Dale Street at Sherburne Avenue, was surveyed in 1982 as part of the Historic Sites Survey carried out by the Ramsey County Historical Society and the Saint Paul Heritage Preservation Commission. At that time it was described: "This small brick church, built in 1918, is one of several small brick churches in the Frogtown area, and one of the most intact. The original wood shingled spire and unusual blue-gray stained glass windows are especially interesting. The church should be preserved because of its high visibility along busy Dale Street and the relief the church provides from the heavily commercial Dale Street/University Avenue intersection one block to the south." It was subsequently identified in the final survey report as a site of major significance.<sup>45</sup>

In the "Historic Context Study of Churches, Synagogues, and Religious Buildings" prepared for the Saint Paul Heritage Preservation Commission (HPC) in 2001, St. Matthew's was cited as an example of the financial challenges faced by an immigrant congregation as it sought to construct a new building. It was also listed among the buildings recommended for further designation study.<sup>46</sup>

Because the site of the church building falls within the APE for the Central Corridor LRT project, within one block of a planned station stop, it was evaluated as part of the Phase I Architecture History Investigation. The report briefly considered the architectural and historic merits of the building: "This small brick church, built in 1918, is one of several small brick churches in the area, and one of the most intact. Although the original congregation may have been associated with the German immigrant community, this building was constructed later and does not appear to be significantly associated with early immigrants. Although designed by William Alban, it does not appear to significantly represent his work." It was recommended "as not eligible for the NRHP due to its lack of historical significance."<sup>47</sup>

The following discussion looks at the architecture and history of the church in greater detail.

## Description

The former St. Matthew's Evangelical Lutheran Church building in the Gothic Revival style is located at the southwest corner of the intersection of Dale Street and Sherburne Avenue. It is 40 feet wide by 80 feet deep with the facade fronting Dale Street. The structure, resting on a watertable of local limestone, is veneered with dark red-brown brick with contrasting stone detail (now painted). The gabled facade is dominated by a center entrance tower with a pointed-arch doorway set in a stone surround surmounted by a cross. The paired entrance doors with

---

<sup>45</sup> Historic Sites Survey, Ramsey County Historical Society and Saint Paul Heritage Preservation Commission (RA-SPC-0879), available at Minnesota State Historic Preservation Office (SHPO); Patricia A. Murphy and Susan W. Granger, *Historic Sites Survey of Saint Paul and Ramsey County, 1980-1983: Final Report* (Saint Paul: Ramsey County Historical Society and Saint Paul Heritage Preservation Commission, 1983), 70, 74.

<sup>46</sup> Carole Zellie and Garneth O. Peterson, "St. Paul Historic Context Study: Churches, Synagogues, and Religious Buildings: 1849-1950," prepared for St. Paul Heritage Preservation Commission, 2001, 12, 21.

<sup>47</sup> "Phase I Architectural History Investigation," 43.

strapwork hinges are set below a transom containing art-glass panels with foliate patterns. The tower is flanked by pointed-arch window openings on the main facade. The tower is square in section as it rises above the roofline. Louvered openings are set on all sides. The tower rises to a crenellated parapet with finials at the corners. A shingled octagonal spire surmounted by a cross rises from the tower. The side walls of the church have regularly spaced shallow brick buttresses that flank pointed-arch window openings. Many of the openings retain their original translucent art-glass panels. The steep roof is shingled. The original cornerstone was replaced with one that reads “First Church of the Nazarene, 1950.”

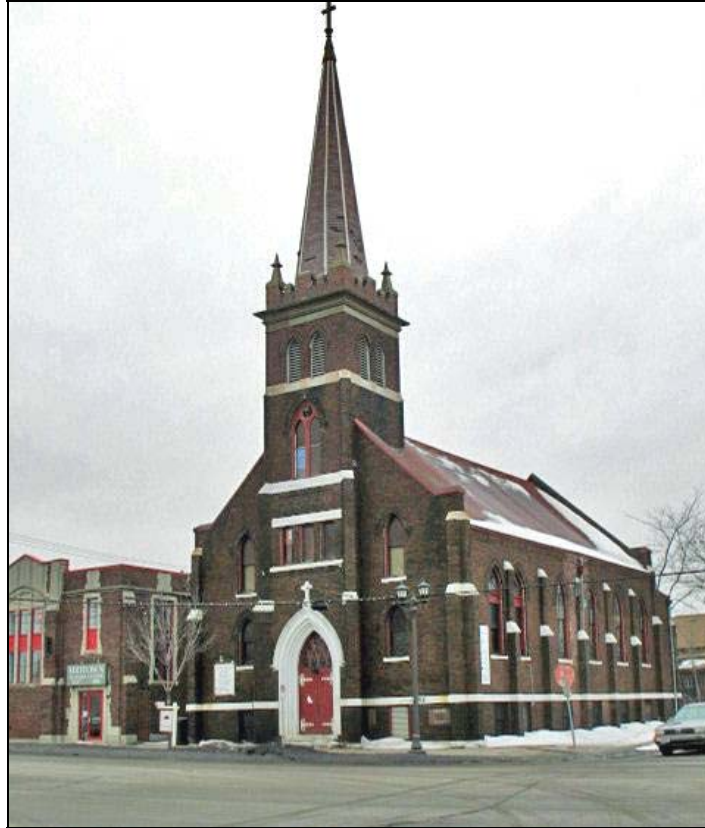
To the south of the church building and linked to it by a brick-sided wing is the two-story Sunday school building with the address of 501 North Dale Street. The building is about 50 feet wide and 80 feet deep and faced with reddish brown wire-cut brick, although of a slightly lighter shade than the brick on the church building. Like the church, it has contrasting stone detail inspired by the Gothic style. A wide center bay projects slightly from the facade and has a triple window group set in a keyed surround and surmounted by a shallow gable. The main entrance, also in a keyed surround, is at the north edge at ground level. A recent sign reading “Midtown Business Center” above the entrance obscures some of the stone detail. A cornerstone by the entrance reads “A.D. 1932.” Shallow buttresses flank window openings along the sides of the building.



Former St. Matthew’s Evangelical Lutheran Church and Sunday School (at left),  
501 and 507 North Dale Street

*Photo: Marjorie Pearson*





Church looking west from Sherburne Avenue.  
*Photo: Marjorie Pearson*



Sunday School building, now Midtown Business Center  
*Photo: Marjorie Pearson*

## History of the Church and Buildings

St. Matthew's Evangelical Lutheran Church had its beginnings in 1887 when the Rev. Dr. Edward Kaiser resigned the pastorate of St. Paul's German Evangelical Church at 11th and Minnesota and applied for membership in the Evangelical Lutheran Joint Synod of Ohio and Other States, one of the several branches of the adherents of the Lutheran Confessions in the United States at that time. (The Ohio Synod had been established in 1818 and eventually joined with two other Lutheran synods to form the American Lutheran Church.) Soon thereafter, Dr. Kaiser was appointed as a Lutheran missionary for the city of Saint Paul. He decided to establish a new church in the Frogtown area of the city where there were many German Lutheran immigrants. The congregation initially met in temporary quarters at 474 University Avenue but soon determined that a growing congregation needed a permanent home. On June 25, 1888, the congregation purchased a site at Dale and Sherburne. Due to limited funds, the first building, designed by Saint Paul architect Moritz L. Weiser, was a frame structure, 40 feet by 80 feet, that was to be veneered with brick when funds allowed. The cornerstone was laid on August 19, 1888, and the building was dedicated on November 28, 1888. The Sanborn Insurance Map indicates that the building was heated by stoves and lighting was provided by gas lamps. In 1890, the congregation built a separate building for a Sunday school at the south edge of its lot.<sup>48</sup>

According to a history of the church, in 1912, the congregation "succeeded in carrying out her original plan to make a more serviceable and imposing structure out of the old church. The church was raised, a full basement added, the steeple was given form to correspond with the structure, the walls were brick-veneered. To sum it up, the church was remodeled so completely that it gave the appearance of an entirely new building." The building was dedicated on December 1, 1912.<sup>49</sup> This description suggests many of the features of the existing building. The local limestone watertable, in particular, seems to be a remnant of the very first building.

On February 1, 1918, a major fire gutted the church building. The congregation resolved to rebuild immediately. Building permit records indicate that the architect for the rebuilding was William L. Alban. If, in fact, the rebuilt church largely replicated the 1912 building, Alban may have been the architect for that building.<sup>50</sup>

William Linley Alban (1873-1961) had studied architecture in Chicago. He had worked as the chief draftsman in the offices of Didrich Omeyer and Martin P. Thori. After Thori's death in 1905, Alban joined with James Fischer to buy the business from Omeyer who retired; the firm was called Thori, Alban, and Fischer. The neo-classical First Methodist Church (1909), 43 North Victoria, was a product of that firm. Between about 1910 and 1915, Alban was in partnership with Charles Hausler, who was appointed as the first Saint Paul City Architect. The Alban and

---

<sup>48</sup> "A Brief History of St. Matthew's Evangelical Lutheran Church," *The Visitor* 11 (December 1937): 3-5; the Historic Sites Survey form lists the original architect. For background on different branches of Lutheranism in the United States, see [www.biblehistory.com/Lutheran.html](http://www.biblehistory.com/Lutheran.html). Zellie and Peterson, 10, cite Dr. Kaiser's first church as an example of an immigrant church. *Insurance Maps of Saint Paul* (New York: Sanborn Map Company, 1903), vol. 3, sheet 326.

<sup>49</sup> "A Brief History," 4.

<sup>50</sup> The building permit for the 1918 work is No. 71399. William L. Alban is listed as the architect and Edward Birkholz as the contractor. Birkholz had also been the contractor for the 1912 building. The Historic Sites Survey form gives the permit information. "A Brief History," cites the contractor information for both building campaigns.

Hausler partnership was responsible for at least two church buildings, Central Baptist Church (1913), 420 North Roy Street, and Knox Presbyterian Church (1914), 1536 West Minnehaha Avenue, inspired by the design of Frank Lloyd Wright's Unity Temple. They also designed a notable bungalow (1911) at 130 North Lexington Avenue and a house at 1259 West Hague (1913). Alban also designed the Fairmount Avenue Methodist Episcopal Church (1917) at 1523 West Fairmount, the Payne Avenue State Bank (1923) at 961 North Payne Avenue, and the Pilgrim Baptist Church (1928), 732 West Central Avenue, built for Saint Paul's oldest African-American congregation.<sup>51</sup>

The traditional and handsomely executed Gothic Revival features of the former St. Matthew's church are compatible with the liturgy and worship practices of the Lutheran church. The Voetteler-Holtkamp-Sparling organ installed in 1919 also enhanced the worship services. The art-glass windows installed along the sides of the sanctuary and above the entrance door are characteristic of Arts and Crafts design of the period.<sup>52</sup>

In 1931 the congregation decided that it had outgrown its original Sunday school building. Architect Carl Buetow, also a congregation member, was asked to submit designs for a new building. The cornerstone for the new Sunday school was laid on July 24, 1932, and the building was dedicated on November 23, 1932. Buetow's design reflected the Gothic details and materials of the church building. The two buildings were linked with an underground kitchen between the two.<sup>53</sup>

After the end of World War II, with changes in the Frogtown neighborhood, St. Matthew's decided to build a new church at 701 North Lexington Parkway at Van Buren Avenue, nearby the residence of its pastor, the Rev. Kurt Kerl, who lived at 623 North Lexington.

In 1950, the Dale Street church became the home of the First Church of the Nazarene, which changed the cornerstone when it took possession. St. John's Church of God in Christ took over in 1964. It has been owned by the Rock of Ages Missionary Baptist Church since the late 1970s, but the building is in poor physical condition and up for sale, as of 2007. The Sunday school building was sold to the Midtown Business Center in about 2000.<sup>54</sup>

---

<sup>51</sup> Hess and Larson, 84-85, 97-98, 252 note 66, 253 note 82; Historic Sites Survey form; Larry Millett, *AIA Guide to the Architecture of the Twin Cities* (Saint Paul: Minnesota Historical Society, 2007), 387, 486, 487, 550, 567, 572, 574.

<sup>52</sup> "A Brief History," 4-5.

<sup>53</sup> "A Brief History," 5.

<sup>54</sup> Historic Sites Survey form; Ramsey County property records. The Preservation Alliance of Minnesota listed the church building on its "10 Most Endangered Places List for 2008" because of the poor condition and limited financial resources of the congregation.



The spire of St. Matthew's is seen looking north across University Avenue in 1952.  
*Photo: Minnesota Historical Society Collections*



Children of St. Matthew's in front of the first Sunday School building in about 1913.  
*Photo: Minnesota Historical Society Collections*

## Significance and Recommendation

The former St. Matthew's Evangelical Lutheran Church does not seem to be eligible for National Register listing. As a religious property, the church requires evaluation under criteria consideration A and justification on architectural, artistic, or historic grounds. The congregation, which is typical of many ethnically based churches, does not appear to be associated with any major historic themes or events, which would qualify it for National Register listing under Criterion A. There do not appear to be any persons of sufficient historic significance to qualify it for listing under Criterion B. The Gothic Revival design and art-glass elements of the church are typical of their type, period, and style, but do not stand out within the local context, and the church does not possess high artistic value. Further, the building is not the work of a master. Consequently the church does not appear to be eligible for National Register listing under Criterion C.<sup>55</sup>

---

<sup>55</sup> *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: National Park Service, 1990, rev. 1991), 12-20, 26-28.

**UNIVERSITY AVENUE CONGREGATIONAL CHURCH (RA-SPC-3342),  
507 NORTH VICTORIA STREET/868 SHERBURNE AVENUE, SAINT PAUL**



## Introduction

This church building falls within the enlarged APE for the proposed Victoria Avenue Station. It has been identified in a number of studies and surveys over the years. The first of these, in 1963-1964, was *Historic St. Paul Buildings*, a joint project of the City of Saint Paul Planning Board and the local American Institute of Architects chapter. It was inventoried in the Historic Sites Survey of the Ramsey County Historical Society and the Saint Paul Heritage Preservation Commission in 1982. At that time it was characterized: “The University Avenue Congregational Church is an excellent turn of the century example of the Carpenter Gothic phase of the Gothic Revival style. It is one of the more inventive and intriguing designs of one of Minnesota’s most prominent and intriguing architects, Clarence H. Johnston, Sr.” It was subsequently identified in the final survey report as a site worthy of designation. It was cited as one of the churches worthy of further investigation in the 2001 Historic Context Study. Most recently, architecture critic Larry Millett has called it “one of Frogtown’s gems. Designed by Clarence Johnston, it’s a sophisticated version of the so-called Carpenter Gothic style.”<sup>56</sup>

## Description

The church building is located at the southwest corner of the intersection of Victoria Street and Sherburne Avenue on a site that is approximately 100 feet along Victoria and 80 feet along Sherburne. The wood-frame building of Gothic design is 43 feet wide facing Victoria and 60 feet deep along Sherburne.<sup>57</sup> It is set on a basement of rusticated local limestone. The interior worship space is formed by two intersecting gable sections, which are punctuated by a corner tower with battered walls. The tower contains the main entrance which is approached by a flight of wood steps and sheltered by an overhanging hood carried on brackets. The tower rises to a drum with louvered openings that are flanked by console brackets and capped by an octagonal spire with flared eaves carried on brackets. The paired windows in the tower and the spandrels between them are replacements for the originals. Each gable end has a large pointed-arch window opening with art-glass set in wood tracery. The gable eaves are articulated by carved wood forms with trefoil motifs (symbolizing the Trinity) that create pointed arches. A small wing at the west end contains a residential apartment. The original wood siding of the church has been replaced by the current aluminum or vinyl siding, which closely matches the width of the original and has been carefully applied to retain the details of the carved woodwork.

A one-story wing of red brick extends along the south wall of the church. It was added in 1962 to create a street-level entrance and provide additional classroom and meeting space for the congregation. In 1966 the sanctuary was remodeled and refurnished to give it a more modern, up-to-date look. The Arts and Crafts style art-glass windows that light the interior were retained, as were the pews, but otherwise much of the early twentieth-century detail was removed.<sup>58</sup>

---

<sup>56</sup> H. F. Koepfer, *Historic St. Paul Buildings* (Saint Paul: St. Paul City Planning Board, 1964), 108; Historic Sites Survey (RA-SPC-3342); Murphy and Granger, 70, 73; Zellie and Peterson, 16, 22; Millett, 497.

<sup>57</sup> *Insurance Maps of Saint Paul* (New York: Sanborn Map Company, 1926 through 1939), vol. 3, sheet 341; Historic Sites Survey form.

<sup>58</sup> *Historic Saint Paul Buildings* describes it: “The structure is marred by a newly built brick side entrance which completely ignores the spirit of the church’s design.” *University Avenue Congregational Church, A Brief History of Our Church* (Galion, Ohio: United Church Directories, [1968]), np.



Former University Avenue Congregational Church, 507 North Victoria Street.  
View to southwest.  
*Photo: Marjorie Pearson*



Church as seen from Sherburne Avenue.  
*Photo: Marjorie Pearson*



## History of the Church and Property

The University Avenue Congregational Church had its beginnings in 1889, when a Sunday school was organized in the home of Mrs. Selina Stone on Milton Street. The congregants formally organized in 1895 and worshiped in a small building at Sherburne Avenue and Avon Street. As the congregation grew, a new building was needed. In 1907 Mr. R. R. Briggs donated the land at Victoria and Sherburne, and Saint Paul architect Clarence H. Johnston, Sr., was given the commission for a new church design. The Reverend Orville C. Clark was the minister at the time, and he helped raise the necessary funds to meet the \$8,000 budget. Several notable Saint Paul businessmen contributed including James J. Hill (\$1,000), Frederick Weyerhaeuser (\$500), and J. W. Dyer (\$100). The new building was dedicated on Easter Sunday, April 12, 1908.<sup>59</sup>

Clarence H. Johnston, Sr. (1859-1936) was one of Minnesota's most prominent architects by the time he received the commission for the University Avenue Congregational Church. Prior to receiving this commission, he had designed several notable religious buildings, including Grace Memorial Church, Wabasha, Minnesota; the Church of St. John the Evangelist, Portland and Kent, Saint Paul; and St. Mary's Chapel at St. Paul Seminary, Saint Paul. He also designed another Saint Paul church, Olivet Congregational, at Iglehart Avenue and Dewey Street in the Merriam Park area, during the same time period as University Avenue Congregational Church. Johnston, a native of Minnesota, had studied architecture at the Massachusetts Institute of Technology, worked in New York for awhile as a designer for the Herter Brothers interior design firm, and then returned to Saint Paul to set up his own practice in 1883. While starting his career largely as an architect of residences, he soon branched out to commercial and warehouse designs, as well as a wide variety of other building types. He served as the Minnesota State Architect between 1901 and 1931, designing state prisons, hospitals, and other public buildings. He was also the architect for the University of Minnesota Board of Regents, with the responsibility for the design of many of buildings on the two Twin Cities campuses, as well as other campuses of the university system.<sup>60</sup>

The University Avenue Congregational Church reflects Johnston's skill in creating an architecturally distinctive design that met the needs of his clients. The art-glass windows with their translucent pastel glass are another distinguishing feature.

The University Avenue Congregational Church seems to have generally prospered at this location until the 1970s. By 1962, it had withdrawn from the St. Paul Area Congregational Union and had joined the Conservative Congregational Christian Conference. It was at this time that the new wing was added, with the modernization work carried out in the sanctuary soon thereafter. University Avenue Congregational appears in the Saint Paul city telephone directories through

---

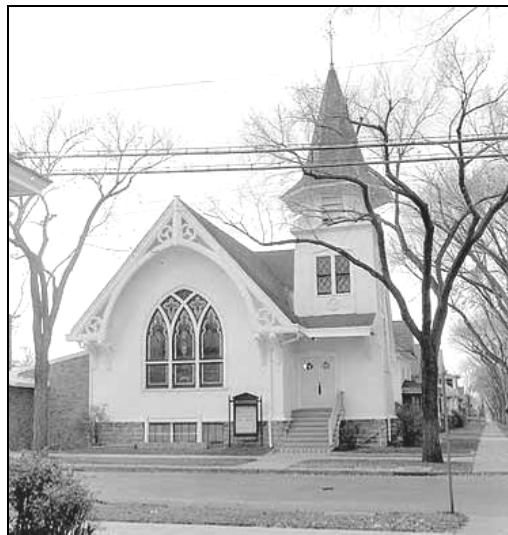
<sup>59</sup> For the earlier church see *Insurance Maps of Saint Paul* (New York: Sanborn Map Company, 1903), vol. 3, sheet 324. "University Avenue Congregational Church," Draft National Register of Historic Places Nomination Form, 1982, prepared for Historic Sites Survey, Ramsey County Historical Society and Saint Paul Heritage Preservation Commission, available at Minnesota State Historic Preservation Office.

<sup>60</sup> Paul Clifford Larson, *Minnesota Architect: The Life and Work of Clarence H. Johnston* (Afton, Minnesota: Afton Historical Society Press, 1996) is the most comprehensive source of information to date. For his religious buildings, see especially 105-109.

1983. Since 2002, the building has been occupied by a non-denominational Protestant Christian group called the St. Paul Fellowship.<sup>61</sup>



Historic view of church with first church in upper left corner.  
*Photo: Minnesota Historical Society Collections*



University Avenue Congregational Church in 1964.  
*Photo: Eugene D. Becker, Minnesota Historical Society Collections*

---

<sup>61</sup> “A Brief History”; *The Seventy-fifth Anniversary of the St. Paul Area Congregational Union 1887-1962; A Brief History of the St. Paul Area Congregational Union* (Saint Paul: J. McWethy, 1962); Saint Paul Telephone Directory (1970 through 1984); [www.stpaulfellowship.org](http://www.stpaulfellowship.org).

## Significance and Recommendation

The former University Avenue Congregational Church remains a notable example of the religious architecture of Clarence Johnson, Sr., and among his most distinctive church designs. The Gothic design, executed in boldly carved wood, reflects an Arts and Crafts sensibility that was very much in fashion for progressive architecture of the period. Unfortunately the significance of this work, while still very visible from the street, has been diluted by the very visible and unsympathetic brick addition on the south side and the well-meaning interior modernization work carried out in the 1960s. Aside from the overall plan, the fine art-glass windows, and the pews, little of the original interior remains.

As a religious property, the church requires evaluation under criteria consideration A and justification on architectural, artistic, or historic grounds. The church does not appear to meet National Register eligibility Criterion A or B, either for association with historic themes or events or for association with significant persons.

If it were not for the unfortunate brick addition and interior alterations which have adversely affected the building's integrity, it is likely that the building would merit listing under National Register Criterion C as a notable example of Clarence Johnston's work and as a notable example of the architectural style, period, and type, and as a work of high artistic value.<sup>62</sup>

---

<sup>62</sup> *National Register Bulletin 15*, 12-20, 26-28.

**VICTORIA THEATER (RA-SPC-3892), 825 UNIVERSITY AVENUE,  
SAINT PAUL: NATIONAL REGISTER EVALUATION**



## Introduction

The Victoria Theater has been previously evaluated in two surveys, both of which briefly explain its history. The first was the Historic Sites Survey carried out by the Ramsey County Historical Society and the Saint Paul Heritage Preservation Commission in 1982. The exterior appearance of the building seems little changed, except for the painting (or repainting) of the brickwork, since it was described then as “a pleasing and surprisingly intact theater built in 1915 and designed by Franklin Ellerbe, the founder of Ellerbe Architects.”<sup>63</sup> This judgment was apparently applied only to the exterior of the building, which was in use as a theater for five or six years, although the articulation and arrangement of the facade details make clear its original theater use.

A much more detailed assessment was made of the building in the Phase II Architectural History Inventory. The evaluation concluded: “The Victoria Theater operated only a few years as a theater, and consequently is deemed not important in the history of the theater industry in St. Paul. The theater is recommended as not significant under Criterion A. The design of the theater appears to have been appropriate for its modest size and it is comparable, in terms of architectural presence, to other small theaters. . . . The theater is not an outstanding example of a theater building, does not have high artistic merit, and is not a significant example of the work of Franklin Ellerbe. It is recommended as not significant under Criterion C.”<sup>64</sup>

The Saint Paul HPC requested further review and analysis of the building as part of the CCLRT project.

## History of the Victoria Theater and Property

We have reviewed the information previously gathered and assembled more information to evaluate the building’s significance. When the Victoria Theater was built in 1915 as one of three theaters for Harvey Breilein, who was also the owner and proprietor of the Faust, 626 University, opened in 1912, and the Verdi, 302 University, opened in 1914, it was designed for the projection of silent motion pictures. Such theaters, often called “nickelodeons” because the admission charge was a nickel (later raised to ten cents), were usually long and relatively narrow spaces, with a projector at one end and a screen at the other with rows of movable chairs in between. This was the era of small-scale motion picture theaters throughout the residential neighborhoods of Saint Paul and Minneapolis. One local newspaper account described motion picture theaters springing up “as spontaneously as mushrooms.” Another stated: “The theater has become a neighborhood institution and a part of the routine of life rather than a luxury. . . . The fifty

---

<sup>63</sup> Historic Sites Survey, Ramsey County Historical Society and Saint Paul Heritage Preservation Commission, RA-SPC-3892. St. Paul Building Permit No. 66986. The estimated cost was \$10,000.

<sup>64</sup> Phase II Architectural History Inventory, 211-213.

theaters already in operation [in Minneapolis] are so well distributed that practically every streetcar intersection and every trading center has its show house.”<sup>65</sup>

All three of Breilein’s theaters were located on University Avenue, easily accessible by streetcar. By the time the Victoria was built in 1915, St. Paul had about thirty motion picture theaters, split between downtown and the neighborhoods, and oversupply was becoming a concern. The Victoria Theater was only in operation between 1916 and 1921, according to city directory listings. The building then seems to have stood vacant for several years.<sup>66</sup>

According to the Historic Sites Survey, the building was owned by the Twin Cities Amusement Company, in 1925, when architectural work was carried out. Hess and Larson state that the facade was redone at that time to keep up with current fashion, although without building plans or relevant historic photos prior to that date, this assessment is not certain: “On a smaller scale, theaters were the first class of buildings to apply new sidewalk-to-daylight facades in step with current fashion. The Victoria Theater at 825 University Avenue is a fine surviving St. Paul example. Franklin Ellerbe had designed a very simple, commercial style facade in 1915. Then the Roaring Twenties arrived, and with it a thirst for high style. An elegantly detailed brick facade was applied, and this was adorned with ornamental light fixtures and new marquee (now removed).”<sup>67</sup>

It seems likely that the Twin Cities Amusement Company was an outgrowth of or alternate name for the Twin City Amusement Trust Estate, formed in 1918 by motion picture theater owners Moses Finkelstein and Isaac Ruben with the backing of brewer William Hamm. The group built new theaters in the two downtowns and then in the 1920s began to buy out neighborhood theaters to extend its influence and reduce competition.<sup>68</sup>

In any case, the former Victoria Theater reopened in 1925 as the Victoria Cafe, with Moe Thompson as proprietor. According the directory listings, it also offered dancing. This use prevailed until about 1935. A black-and-white photograph from 1928 of the adjacent Ray-Bell Films Building, shows part of the Victoria Cafe. The decorative brick facade is a dark color. A marquee over the entrance is suspended from chains affixed below the cornice. A sign placard is visible on the right-hand side of the facade, where a window is now. There is no ornamental lamp above it.<sup>69</sup>

---

<sup>65</sup> The quotes are from the *Minneapolis Tribune*, October 7, 1911, and *Minneapolis Journal*, September 3, 1911, both cited in Dave Kenney, *Twin Cities Picture Show: A Century of Moviegoing* (Saint Paul: Minnesota Historical Society Press, 2007), 16.

<sup>66</sup> Kenney, 41; *R. L. Polk’s St. Paul City Directory*, 1915 through 1921.

<sup>67</sup> Jeffrey A. Hess and Paul Clifford Larson, *St. Paul’s Architecture: A History* (Minneapolis: University of Minnesota Press, 2007), 165. No references are cited for the specifics of the remodeling. The Historic Sites Survey form lists the new owner and states that work estimated at \$2,000 was carried out.

<sup>68</sup> Kenney, 42-43, 51-53.

<sup>69</sup> *R. L. Polk’s St. Paul City Directory*, 1925; Minnesota Historical Society [MHS], Visual Resources Database, location no. MR2.9 SP3.1R r13, negative no. 07688-15.

Then in 1936, the building was remodeled again by Joseph Muska to accommodate the Edison Lighting Studio. Muska and other members of his family had previously operated the Edison Electric Fixture Company at 777 University Avenue. The building at 825 University is depicted as a store in the Sanborn insurance maps for Saint Paul. When the building was surveyed in 1982, it was still called Edison Lighting. The building has remained in commercial use but is currently vacant and undergoing interior remodeling.<sup>70</sup>

The most recent published mention of the building is by Larry Millett: “Beaded and patterned brickwork distinguishes the facade of this small theater building, originally known as the Victoria.”<sup>71</sup>

Even though the adjacent building at 823 University housed a thriving film production business (Ray-Bell Films) that specialized in industrial and business films, we have found no connections, aside from location, between the two properties.

### RECOMMENDATION

We concur with the previous assessment of the Victoria Theater, despite the interesting history of the building and its exterior architectural character. We do not recommend it as eligible for National Register listing.



Victoria Theater building. Rath, Mills and Bell, Inc. (Ray-Bell Films) is at right.

*Photo: Marjorie Pearson*

<sup>70</sup> Historic Sites Survey inventory form; see MHS, Visual Resources database for a photograph of the Edison Electric Fixture Company at 777 University Avenue, taken in 1925 by Charles P. Gibson; location no. MR29 SP3.1G p32, negative no. 1582-B. *Insurance Maps of Saint Paul* (New York: Sanborn Map Company, 1926, updated through 1939; 1926, updated through 1950), vol. 3, plate 342.

<sup>71</sup> Larry Millett, *AIA Guide to the Twin Cities* (Saint Paul: Minnesota Historical Society Press, 2007), 499.

**RATHS, MILLS AND BELL, INC. (RAY-BELL FILMS) BUILDING,  
823 UNIVERSITY AVENUE, SAINT PAUL:  
NATIONAL REGISTER EVALUATION**





## Introduction

Perhaps somewhat surprisingly, the building was not inventoried by the Historic Sites Survey carried out by the Ramsey County Historical Society and the Saint Paul Heritage Preservation Commission in 1982.

In the Phase I Architectural History Inventory, it was identified by its then current name of French Bakery and photographed. The recommendation was “not enough information,” and no SHPO number was assigned. It was not identified as a building requiring additional research.<sup>72</sup>

The Saint Paul HPC requested further review and analysis of the building as part of the CCLRT project.

## Description

This building, which was home to a pioneering film production company, is located midblock on the north side of University Avenue between Victoria Street and Avon Street. The property occupies lots 25 and 26 of Block 4 of the Syndicate No. 1 Addition. The building is on lot 25 at the west, while lot 26 to the east is a paved parking lot. The two-story brick building was constructed in two sections. The front portion, which is at the sidewalk line, is 26 feet wide and extends back into the lot about 60 feet. The rear portion occupies the width of the 40 foot lot and extends back to the alley line.

The front facade was designed by Saint Paul architect Mark Fitzpatrick in a rather fanciful Mediterranean-inspired style whose details are somewhat obscured by a uniform coat of paint.<sup>73</sup> The front is framed by a brick base, an intricate arrangement of keyed brickwork at the sides, and surmounted by corbelled brick parapet. The first story has a doorway, with a recent door, at the east side and two large window openings to the west. The original transoms have been filled in and the sash replaced. Originally each transom had five vertical panes of glass above a large plate-glass window. The main wall surfaces are stuccoed. A sign band is placed on the wall between the first and second stories. At the second story, three window openings, all with replacement sash, are framed by keyed brick surrounds that are linked by brick bands. The windows are sheltered by a shed-roof hood that is carried on wood brackets. The vertical sign affixed to the wall by the east corner was added in the 1940s.

The east side wall is of brick, painted to match the front, and punctuated by three ground-level doorways and three window openings at the second story. A sign reading BAKERY is affixed to the wall. A small extension at the rear of the front section is surmounted by a covered porch. Originally exterior stairs led up to this level, and the porch was confined

---

<sup>72</sup> The 106 Group Ltd., “Phase I Architectural History Investigation for the Proposed Central Transit Corridor, Hennepin and Ramsey Counties, Minnesota,” August 2003, submitted to Hennepin County Department of Transit and Community Works, vol. 2, appendix B, 47.

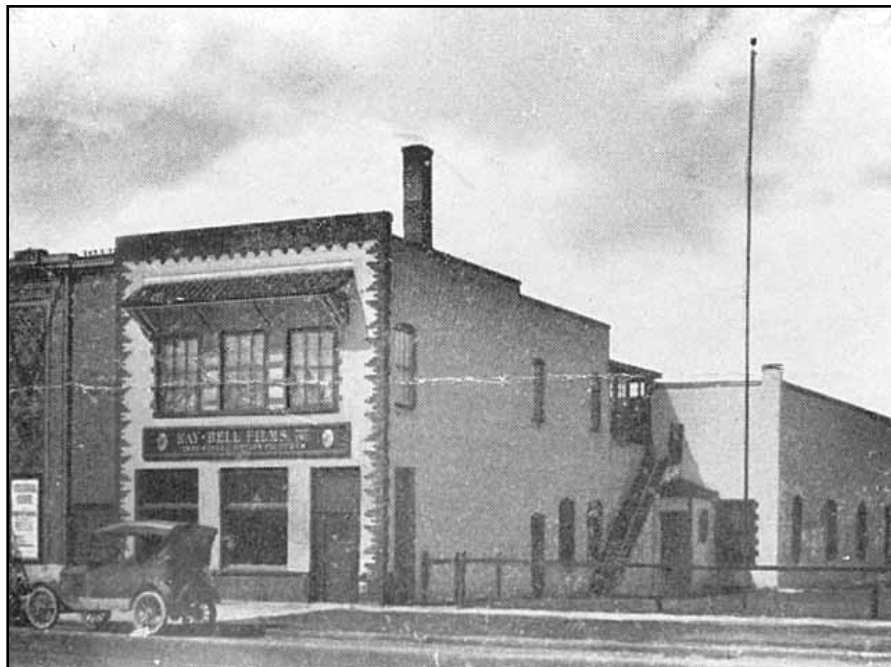
<sup>73</sup> For background information on Fitzpatrick (1866-1955), see Jeffrey A. Hess and Paul Clifford Larson, *St. Paul's Architecture: A History* (Minneapolis: University of Minnesota Press, 2007), 91.

to the area behind the front section of the building. The rear section of the building, also of brick that has been painted, has a series of arched openings on the east side, some of which have been filled in. The remainder of the site is fenced in and paved for parking.



Raths, Mills and Bell, Inc. (Ray-Bell Films), 823 University Avenue. A portion of the Victoria Theater building is visible at left.

*Photo: Marjorie Pearson*



Ray-Bell Films, Inc., in 1928. The Victoria Cafe is at the left.

*Photo: Ray-Bell Films, Minnesota Historical Society Collections.*

## History of the Company and the Building

The building at 823 University Avenue was constructed in 1915 and 1921 to serve the needs of an early film production company that went through several corporate changes and expansions while at this location.

In 1914, Otto N. Raths (1876?-1947), a veteran of the Spanish-American War and the manager of the Gaiety Theater, located at 447 Wabasha, joined with Edward F. Seavolt, a photographer, to form the Raths-Seavolt Film Corporation. Raths was the president and treasurer; Seavolt was the vice-president and secretary. The business was located at 127 West 3rd Street (today's Kellogg Boulevard). The company was incorporated in 1915 as the Raths-Seavolt Film Manufacturing Company and relocated to a newly constructed building at 821-823 University Avenue. The *Improvement Bulletin* announced, "Mark Fitzpatrick, architect, 19 W. 9<sup>th</sup>, has furnished plans for a studio building, to be used by a film exchange, on University av., . . . Raths-Seavolt Co., owners."<sup>74</sup>

Raths must have been well-connected in Democratic politics because he was appointed Saint Paul Postmaster on March 15, 1915, while keeping his interests in the film manufacturing business. He and his family lived in an apartment that had the address of 821 University Avenue, probably located at the rear of the building on the second floor. (By 1920, they were living at 331 Sherburne Avenue.) Seavolt seems to have been eased out of the business, for in 1916 he was operating independently as a commercial photographer from his home at 111 Cambridge Avenue. Raths retained his company position as president and treasurer, while J. J. Flynn had become the vice president and secretary. The city directory describes the business as "motion picture manufacturers." In 1917, Raths' wife Nellie had taken the secretary position. Charles E. Bell, another photographer, joined the business as a manager in 1918, and late that year the business was reincorporated as Raths, Mills and Bell, Inc. The board members were Otto N. Raths, Nellie Raths, W. Robert Mills, J. J. Flynn, Charles E. Bell, and Alma Mills. The general nature of the business was described as "to manufacture motion pictures of every description; to manufacture moving picture equipment; to manage theaters and theater companies; and to deal in lands, tenements, and personal property."<sup>75</sup>

Under the management leadership of Bell and with increased capital, the company was able to expand in about 1921, adding a large structure to the rear of the original building to house the motion picture studio and equipment for film processing. In a contemporary photograph, the sign band above the first story reads: RATHS, MILLS & BELL, INC., with "motion pictures" under the firm name and the address numbers "817" and "823" at either end. Before and after this construction campaign, the property east of the building

---

<sup>74</sup> R. L. Polk's *Saint Paul City Directory*, 1910 through 1915; *Improvement Bulletin*, March 6, 1915, 17; April 3, 1915, 21. The latter number announced that a building permit had been issued to builder John Moline; the building was to cost \$5,000.

<sup>75</sup> R. L. Polk's *Saint Paul City Directory*, 1915 through 1920; U.S. Census for 1920; Reid Ray Films, Inc., Records, 1918-1972, Historical Sketch by Bonnie Beatson Palmquist (January 1986), manuscript collection (P1504), available at Minnesota Historical Society; *Business Motion Pictures: Reid H. Ray Film Industries, Inc.* (Saint Paul, 1953).

was used by the company to shoot outdoor scenes, as depicted in a photograph of the film crew. In 1923, Raths, Mills and Bell, Inc. became Mills and Bell Motion Pictures, Inc., after Raths pulled out of the business. (He had kept ownership of the Raths-Seavolt corporation name, which he altered to the Raths-Seavolt Manufacturing Company, and applied to a real estate business located at 432 Wabasha.) Reid H. Ray joined forces with Mills and Bell at about this time, and the company was reorganized as Ray-Bell Films, Inc. in 1925. The building sign was changed accordingly to read RAY-BELL FILMS, INC., with “industrial motion pictures” underneath.<sup>76</sup>



The addition to Raths, Mills and Bell, Inc. is being constructed at the rear of the site, 1921.

*Photo: Raths, Mills and Bell, Minnesota Historical Society Collections.*

---

<sup>76</sup> MHS, Visual Resources Database, Location No. HD6.73 p56, neg. no. 45726, for addition; location no. N2.3 p44, neg. no. 44757, for film crew on side yard; N2.3 p38, neg. no. 44745, for film crew in front of building in 1925; MR2.9 SP3.1R r13, neg. no. 07688-15, for building in 1928. *R. L. Polk's Saint Paul City Directory*, 1923, 1924, for Raths. The Palmquist Historical Sketch also traces the name changes and dates.



Film crew in front of University Avenue building, 1925.  
*Photo: Ray-Bell Films, Minnesota Historical Society Collections.*



Film crew in front of University Avenue building, 1932.  
*Photo: Ray-Bell Films, Minnesota Historical Society Collections*

The 1926 Sanborn insurance map of Saint Paul, depicts the building on lot 25, with the front section labeled “Office,” steps on the east side, the porch on the second floor, and the rear section labeled “Motion Picture Studio.” Lot 26 to the east is depicted without buildings. The company photographed its own activities in the building. Films were cut, spliced, and wound onto reels in a workroom at the front of the building on the first floor. The office was on the second floor. Darkened studio sets were located in the mid-section and the upper floor of the rear section. The lower floor of the rear section was used for film processing and drying.<sup>77</sup>

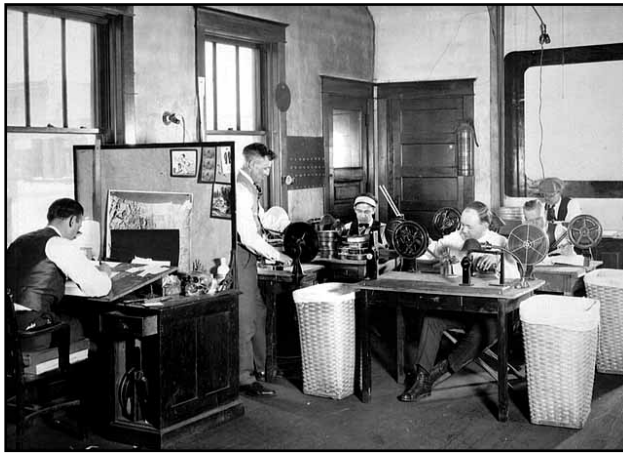


Film crew on University Avenue site next to building,  
ca. 1923.

*Photo: Mills and Bell Motion Pictures, Minnesota Historical Society  
Collections*

---

<sup>77</sup> *Insurance Maps*, 1926, vol. 3, plate 342. Photographs of the interior are in MHS, Visual Resources Database, location no. N2.3 p25, neg. no. 44750; location no. N2.3 r17, neg. no. 07687-5; location no. N2.3 r18, neg. no. 07687-2; for studio; location no. N2.3 p31, neg. no. 45721; for work room; location no. N2.3 p32, neg. no. 45723; for film drying room; location no. HF3 p143, neg. no. 45725.



Work room at front of building, ca. 1930.  
*Photo: Ray-Bell Films, Minnesota Historical Society Collections*



Ray-Bell Films office on second floor of building, 1934.  
*Photo: Ray-Bell Films, Minnesota Historical Society Collections*



Filming on a studio set at Ray-Bell Films, 1930.  
*Photo: Ray-Bell Films, Minnesota Historical Society Collections*



Drying film on racks at Ray-Bell Films, 1930.

*Photo: Ray-Bell Films, Minnesota Historical Society Collections*

When Otto Raths and his partners went into the motion picture business, they may have intended to produce commercial films for the rapidly increasing number of motion picture houses, like the Victoria Theater next door. But the motion picture production companies in New York and Hollywood managed to keep tight control on that product, as succinctly described by Dave Kenney.<sup>78</sup> Instead Raths, Mills and Bell and then Mills and Bell specialized in films for business, industry, and organizations. Important early clients were the Minneapolis Community Fund, which resulted in filming at local settlement houses like Wells Memorial House, Phyllis Wheatley Settlement House, and Northeast Neighborhood House, and the Burlington, Great Northern and Northern Pacific Railways, for whom the company created the “Burlington Motion Picture Library.” The latter involved filming on location from Saint Paul to Seattle. When Reid Ray joined the company and it became Ray-Bell Films, it had begun to branch out with a wide variety of Minnesota-based industrial and business clients. Commercials for clients like hotels would be filmed in the studio, but much of the filming for companies like Caterpillar, McCormick-Deering, General Mills, Pillsbury, and Minnesota Mining and Manufacturing was done on location. Members of the company devised a number of solutions to aid location filming, such as mounting a generator on the rear of an automobile and putting a camera in an enclosed container (dubbed a camera blimp) mounted on a movable tripod on wheels. Like the makers of commercial motion pictures, Ray-Bell offered full motion picture services to its clients, from planning, to production and direction, to distribution.<sup>79</sup>

With sound becoming popular in films, the University Avenue location became inadequate, so the company relocated to a new building with more facilities, constructed

---

<sup>78</sup> Dave Kenney, *Twin Cities Picture Show: A Century of Moviegoing* (Saint Paul: Minnesota Historical Society Press, 2007), 14-16, 64-69.

<sup>79</sup> The index of the MHS Visual Resources Database provides a good overview of Raths, Mills and Bell, Mills and Bell, and Ray-Bell Films clients. Photos of some of the filming innovations include location no. N2.3 p39, neg. no. 45724, for generator on rear of automobile; and location no. N2.3 p51, neg. no. 45924 and location no. N2.3 p52, neg. no. 45925, for camera blimp.



in 1935 at 2269 Ford Parkway. (The buildings are no longer extant.) In 1947, the company was renamed the Reid H. Ray Film Industries, Inc.<sup>80</sup>

By 1941 the University Avenue building had become a restaurant in the front section with a retail beverage distributor in the rear section.<sup>81</sup> The form of the large vertical sign is consistent with a date in the 1940s, and was added to announce the restaurant occupying the building. The front section has remained in restaurant use until relatively recently. The rear section houses a commercial bakery. Part of the building is in residential use.



Film crew working on location for Burlington Motion Picture Library, 1923. Burlington, Great Northern and Northern Pacific Railways was an important client.

*Photo: Mills and Bell Motion Pictures, Minnesota Historical Society Collections*

---

<sup>80</sup> Palmquist, Historical Sketch; *Business Motion Pictures*.

<sup>81</sup> *R. L. Polk's Saint Paul City Directory*, 1941. *Insurance Maps*, 1926, updated through 1950, vol. 3, sheet 342. In 1941, the restaurant was owned by Mrs. Ann Koonce and the beverage distribution business by Lawrence R. Merton.



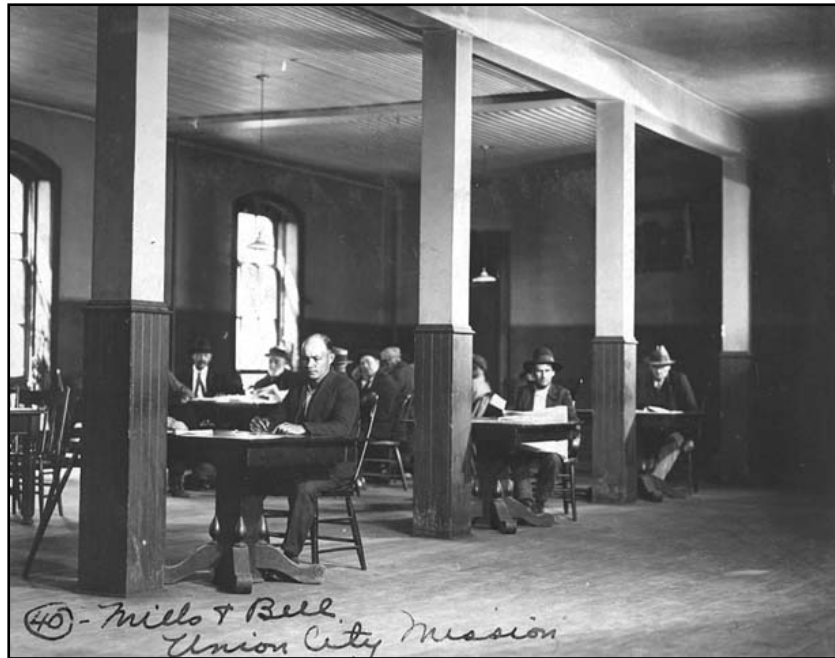
Portable generator mounted on car to provide power on location, 1927. This was one of the innovations devised by the company staff.

*Photo: Ray-Bell Films, Minnesota Historical Society Collections*



The company filmed at the General Sibley House in Mendota, 1928.

*Photo: Ray-Bell Films, Minnesota Historical Society Collections.*



A scene at Union City Mission, Minneapolis, 1925.  
*Photo: Mills and Bell, Minnesota Historical Society Collections*



Playroom at Northeast Neighborhood House, Minneapolis, 1925.  
*Photo: Mills and Bell, Minnesota Historical Society Collections*

These organizations were filmed as part of a Community Fund campaign.



Filming Caterpillar Tractor Company machinery on a road, 1930.  
*Photo: Ray-Bell Films, Minnesota Historical Collections*



Harvesting wheat with a McCormick-Deering combine, 1930.  
*Photo: Ray-Bell Films, Minnesota Historical Society Collections*

## **Significance**

Despite its relatively modest appearance today, the Raths, Mills and Bell, Inc. (Ray-Bell Films) Building at 823 University Avenue has achieved significance as the home for some thirty years of a pioneering film production company that documented and promoted the work of many Minnesota-based organizations, businesses, and industries. As such the building appears to be eligible for National Register listing under Criterion A in the area of communications.

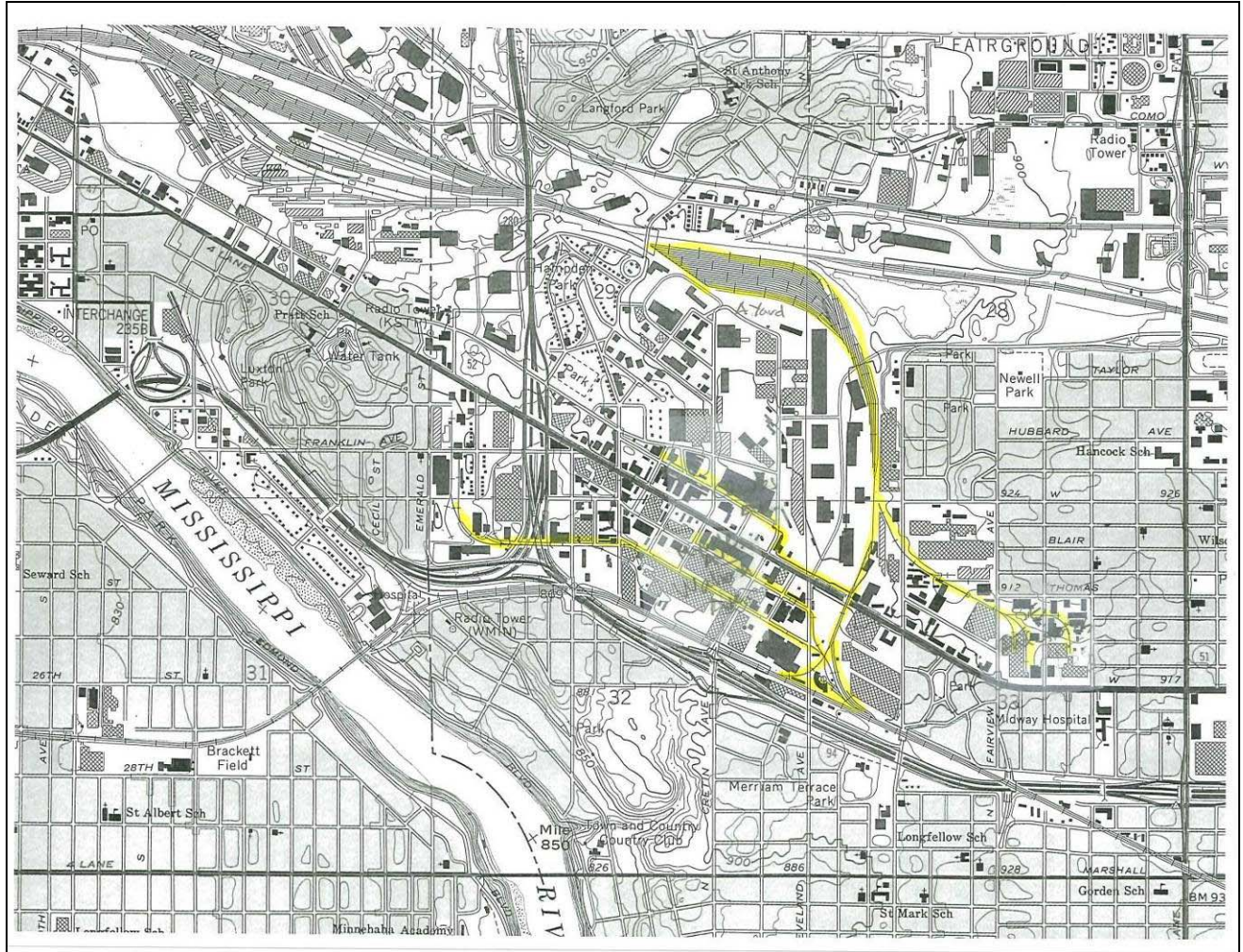
## **RECOMMENDATION**

We recommend that the Raths, Mills and Bell, Inc. (Ray-Bell Films) Building, 823 University Avenue, be considered eligible for listing in the National Register of Historic Places.

# Midway West

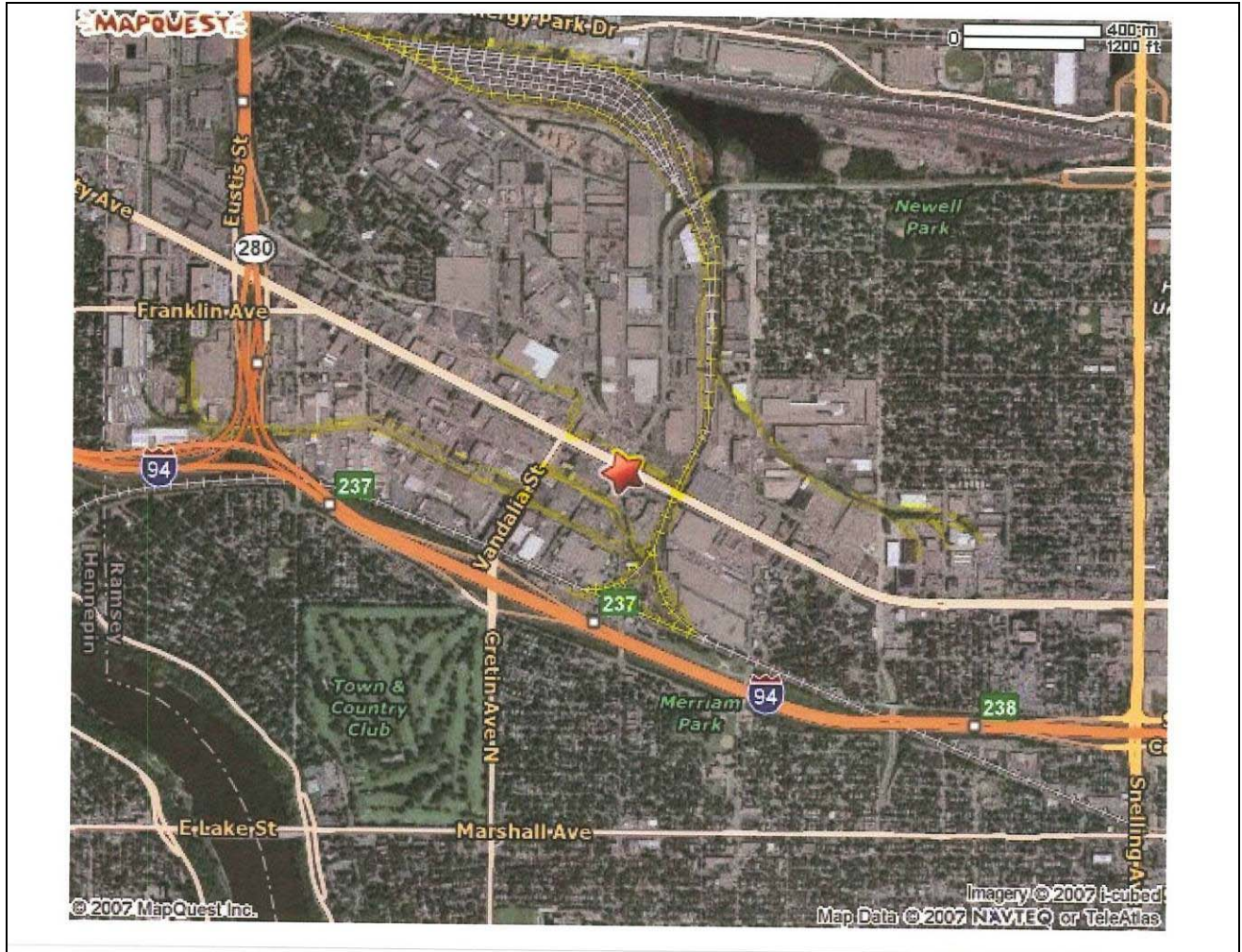
## Minnesota Transfer Railway Historic District: Boundary Delineation

The Minnesota Transfer Railway Roundhouse and Shops (RA-SPC-5620) had been evaluated in 1995 and determined eligible for National Register listing. The Phase II Architectural History Inventory found that the Minnesota Transfer Railway Main Line and Yard A (RA-SPC-6309) and University Avenue Bridge (RA-SPC-6310) are eligible for National Register listing. SHPO requested that the National Register-eligible structures be combined into a National Register-eligible historic district.



Minnesota Transfer Railway Historic District

This boundary includes the roundhouse and shops, the main tracks, the bridge over University Avenue, Yard A, and the leads extending east and west. USGS Map: St. Paul West Quad 1:24000



Aerial view of what is shown on the previous map.  
Minnesota Transfer properties are marked in yellow.  
Photo adapted from Mapquest.



# **Prospect Park/University Area**

## A Brief Historic Overview of the Landscape Features of the Prospect Park Historic District



Prospect Park entrance marker in the Malcolm-University triangle.

*Photo: Marjorie Pearson*

### Background

The Prospect Park neighborhood of Minneapolis was the subject of a survey and study for National Register of Historic Places eligibility in 2001. The landscape of Prospect Park and various features, among them, Tower Hill Park and the landscaped triangles at the intersections of several curvilinear streets including Malcolm and Clarence by University Avenue, are identified as important contributing features of the National Register-eligible Prospect Park Historic District.<sup>82</sup>

Several of these triangles may be impacted because of changes in traffic patterns that result from the construction of the CCLRT line along University Avenue.

---

<sup>82</sup> Marjorie Pearson, "Prospect Park, Minneapolis: An Historical Survey," October 2001, prepared by Hess, Roise and Company for the Minneapolis Heritage Preservation Commission and Prospect Park East River Road Neighborhood Improvement Association, 26-27.

## Landscape Features of Prospect Park<sup>83</sup>

The landscape patterns and topography are the most important features that set Prospect Park apart from other communities of Minneapolis and help to define its essential character. The underlying geology was formed by two ice sheets. The Keewatin glacier extended down from Canada through what are now the Red River and Minnesota River valleys and into eastern Minnesota. The gray drift moraine from this ice sheet partially covered the red drift moraine that was carried from the northeast by the Patrician glacier. The result was a series of roughly rolling hills formed of granite and quartzite boulders known as “hardheads.” These hills extend from the Saint Anthony Park area of Saint Paul into the Prospect Park area of Minneapolis, dropping off into sand dune tracts close to the Mississippi River. The summit of this moraine comprises Tower Hill Park, approximately 971 feet above sea level at its peak. Prior to settlement, these hills were covered by deciduous hardwood trees, primarily ash and oak. A significant number of oak trees remain in Tower Hill Park and elsewhere in the neighborhood. Tower Hill Park is the most prominent landscape feature of the community by virtue of its size, 4.7 acres, and its location on University Avenue, the major artery that traverses the area on the north.<sup>84</sup>

### Tower Hill Park (HE-MPC-3177)

One of the first major efforts of the Prospect Park Improvement Association, founded in 1901 to work for the physical betterment of the community, was to persuade the Minneapolis Board of Park Commissioners to acquire the irregularly shaped block bounded by University, Clarence, Seymour, Orlin, and Malcolm (Block 6 of Prospect Park First Division Revised) as parkland. While this block had been lotted (the lot divisions are still shown on the Hennepin County plat maps), the extreme elevation, 917 feet, made residential construction highly unlikely, although its geological formation made it potentially desirable as a gravel pit. (Such a use would have been highly detrimental to the residential community.) The park commissioners approved the purchase of the block in May 1906 for \$19,500, with the cost to be assessed against the property in the vicinity (in accordance with the Elwell law). The park was not actually named Tower Hill until 1909. The water tower, which is now the signature piece of the community, was constructed in 1913 after extensive lobbying by the association to improve the local water pressure for what had quickly become an urban neighborhood. It was designed by Frederick William Cappelen, a nationally prominent engineer who served as city engineer when the water tower was constructed.<sup>85</sup>

---

<sup>83</sup> The following discussion is adapted from Pearson, 10-11, 26-27.

<sup>84</sup> Christine A. Curran and Charlene K. Roise, “Prospect Park Water Tower and Tower Hill Park,” 1997, National Register of Historic Places Registration Form prepared by Hess, Roise and Company, available at Minnesota State Historic Preservation Office, Minnesota Historical Society, 7-6; George M. Schwarz, *The Geology of the Minneapolis-St. Paul Metropolitan Area* (Minneapolis: University of Minnesota Press, 1936), 86-87; Daniel E. Willard, *The Story of the North Star State* (Saint Paul: Webb Publishing Co., 1922), 56-59, 316.

<sup>85</sup> For an extensive discussion of the water tower and the park see Curran and Roise; Prospect Park History Committee, *Under the Witch’s Hat: A Prospect Park East River Road Neighborhood History*, ed. Dean E. Abrahamson (Minneapolis: Prospect Park East River Road Improvement Association, 2003), 9.

## Landscaped Triangles

Other prominent landscape features are derived from the street patterns. The intersections of the curvilinear streets resulted in the creation of spaces that have allowed for the insertion of landscaped triangles, bounded by concrete curbs. The triangle at the intersection of Malcolm and University (HE-MPC-2755) contains a freestanding boulder inscribed with the name “Prospect Park” and plantings. The triangle at the intersection of Clarence and University (HE-MPC-2434) contains plantings, as does the triangle at the intersection of Clarence and Seymour (HE-MPC-2653). These three triangles are adjacent to Tower Hill Park, although they are not located on park property. Photographic evidence suggests that the triangle at Malcolm and University was in place by 1925. That triangle as well as the triangles by Clarence and University and Clarence and Seymour are visible in a 1937 aerial photograph. The Prospect Park boulder along University Avenue is illustrated in a 1936 photograph.<sup>86</sup>



This 1925 photograph is taken from the Prospect Park Water Tower looking north towards University Avenue. A portion of Tower Hill Park is in the lower right foreground. Malcolm Street curves towards University Avenue. The arrangement of trees along Malcolm and University Avenue suggest that the triangle is in place, and judging from the size of the trees, it has been there for a number of years.

*Photo: Minnesota Historical Society Collections*

Other landscaped triangles are located at the intersection of Arthur and Orlin (HE-MPC-2475), the intersection of Orlin and Melbourne (HE-MPC-2464), and the intersection of Barton and Malcolm (HE-MPC-2497). The latter two are mapped parkland, which was acquired by the Minneapolis Board of Park Commissioners in 1915. Three other mapped parkland triangles,

---

<sup>86</sup> The 1925 photograph is looking towards University Avenue from the water tower; Minnesota Historical Society, location no. MH5.9 MP1i p21, neg. no. 1495-B. The 1936 photograph is Minnesota Historical Society, MH5.9 MP4.1 r17, neg. no. 2395-A. The 1937 aerial photograph was taken on July 1, 1937, and is available at the Borchert Map Library, University of Minnesota Libraries.

Clarence at Bedford, Bedford at Orlin, and Bedford at University have been removed (the first two) or reduced in size to improve traffic flow (the last). A curvilinear landscaped island is situated on Franklin Avenue, west of Bedford (HE-MPC-2452). This island was created when the route of the street, originally named Hamline Avenue, was straightened in conjunction with the construction of the Franklin Avenue Bridge between 1919 and 1923.<sup>87</sup>

It is likely that the landscaped triangles were created in conjunction with the tree-planting program in Prospect Park. The improvement association enthusiastically supported the Minneapolis Board of Park Commissioners in the practice of planting trees along streets and boulevards, thus enhancing the attractiveness of the neighborhood. The trees lining University Avenue and the other streets of the neighborhood are very visible in historic views and aerial photographs. Charles M. Loring, the first president of the Board of Park Commissioners, is credited with implementing a tree-planting program which made Minneapolis “one of the most uniformly tree-adorned cities of the country.” The board was authorized to plant trees along the streets or issue permits for tree planting and to assess the costs against the adjacent property owners.<sup>88</sup>

## Conclusion

The landscaped triangles in the Prospect Park Historic District are historic, important, and contributing features to the district.

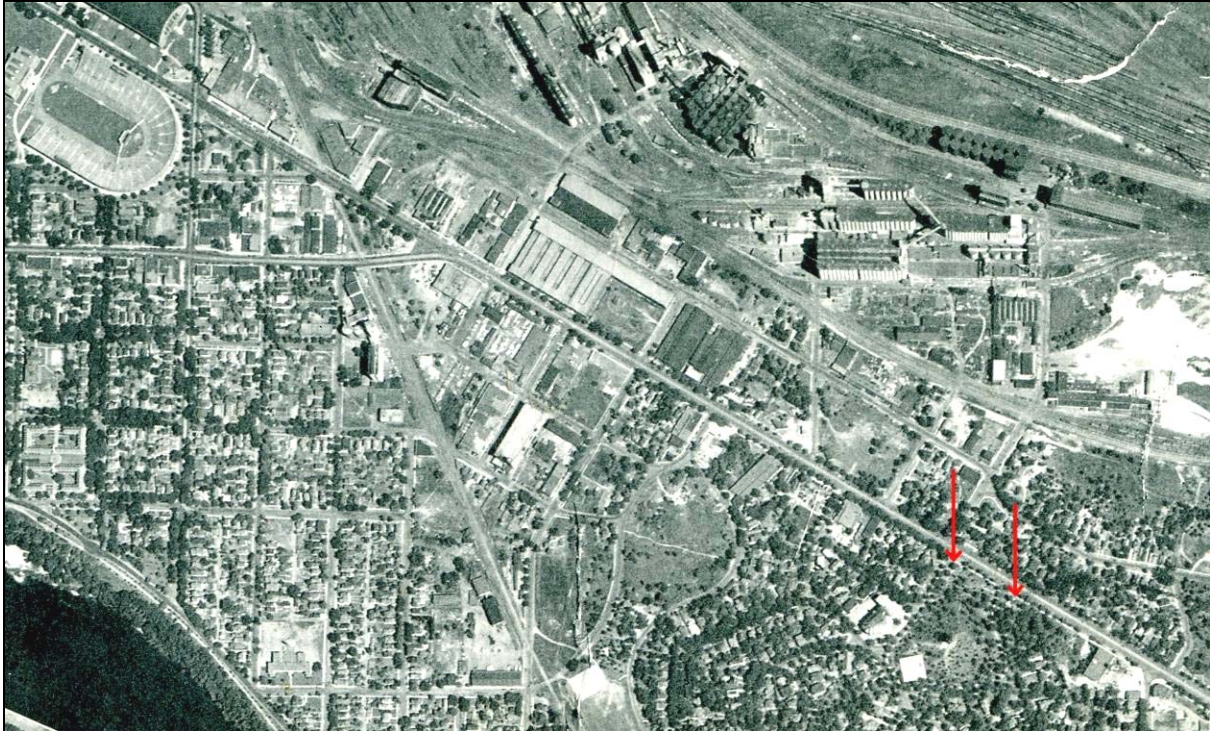
---

<sup>87</sup> C. Ben Wright, “Minneapolis Parks and Recreation: A History of the Park and Recreation Board Since World War II,” unpublished typescript prepared for the Minneapolis Park and Recreation Board, Appendix II; *Hudson’s Dictionary of Minneapolis: A Guide and Handbook* (Minneapolis: Hudson Company, 1925), 120-124.

<sup>88</sup> Theodore Wirth, *Minneapolis Park System, 1883-1944* (Minneapolis: Minneapolis Board of Park Commissioners, 1945), 39, 207; Allen H. Gibas, “The History of Prospect Park,” typescript, research paper, Macalester College, February 1965, available at Minnesota Historical Society, 12, 18.



1937 aerial photograph. The red arrows indicate the triangles at Malcolm and Clarence along University Avenue. *Photo: Borchert Map Library*



1940 aerial photograph. The red arrows indicate the triangles at Malcolm and Clarence along University Avenue. Tennis courts have been installed in Tower Hill Park below the Water Tower. *Photo: Borchert Map Library*



1953 aerial photograph. An early fall snowfall gives greater definition to the street pattern. The red arrows indicate the triangles at Malcolm and Clarence along University Avenue.

*Photo: Borchert Map Library*

## **806, 814, and 818 and 820-828 Washington Avenue Southeast: Assessment of National Register Potential**

### **Background**

The section of Washington Avenue Southeast between Oak Street Southeast and Ontario Street Southeast required evaluation because of a change in the LRT alignment at Huron Street Southeast. The following buildings are at least fifty years old.<sup>89</sup>

#### **806 Washington Avenue Southeast (Lot 2, Block 7, Baker's Addition to Saint Anthony).**

The evidence of Sanborn maps and building permit records for this building is not clear-cut. The original one-story building on the site appears to predate 1906, when it was owned by shoemaker Herman Dalen. That building was enlarged by shoemaker William Kabulnikoff in 1915. That building was either replaced or incorporated into the existing larger two-story building in 1920. Designed by architect Luther Twitchell, it was a two-story brick store and flats that had the addresses of 806 and 808 Washington Avenue. According to city directories, Kabulnikoff had his shoemaker business at 808 until 1930, and his family lived upstairs. The Egekivist Bakery was at 806 Washington Avenue from 1921 until at least 1950. This was one of several locations for the bakery in the city. The building now houses an Army Recruiting Center.

#### **814 Washington Avenue Southeast (Lots 1 and 4, Block 7, Bakers Addition to Saint Anthony).**

In 1900, Joseph C. Wilson took out a permit to build a 24.5-foot by 40-foot, two story brick veneered store and flat building, probably the same building that stands on the site today. Wilson, who operated a hardware store at 812 Washington Avenue Southeast, had been associated with site for several years. In 1894, he built a wood-frame shop on or near the same lot. The 1894 building permit does not give an exact address, stating only that it is on Washington near Ontario Street Southeast. The current building, now occupied by Enrica Fish Medical Bookstore, looks more like a large house that was converted to commercial purposes than a store built with housing above. From 1930 until at least 1935, 814 Washington Avenue Southeast was occupied by Michael Kreuzmayer, sheet metal works. In 1944, the building was listed as vacant, but by 1950 Larson and Son Shoe Repair were the occupants of the storefront, while Emil Mortenson lived above.

#### **818 and 820-828 Washington Avenue Southeast (Lots 1 and 4, Block 7, Bakers Addition to Saint Anthony).**

This property was built in two sections for building contractor John Gillesby. The larger portion of the two-story building with the addresses of 820-828 Washington was built in 1910 with four storefronts and four apartments. It was designed by the Arnold Wissinger Company. The section of the building with the address of 818 Washington was built in 1927 of "brick and tile." The architect was C. J. Bard, who also designed the Granada Apartments (1929) at 1456 Lagoon Avenue South, which displays a strong Spanish-Moorish style that was popular in the 1920s. Gillesby's building at exhibits similar Spanish-Moorish-Mediterranean elements, such as a line

---

<sup>89</sup> Building dates, owners, tenants, and architects are derived from an examination of Minneapolis building permits, Minneapolis city directories, and Sanborn insurance maps.



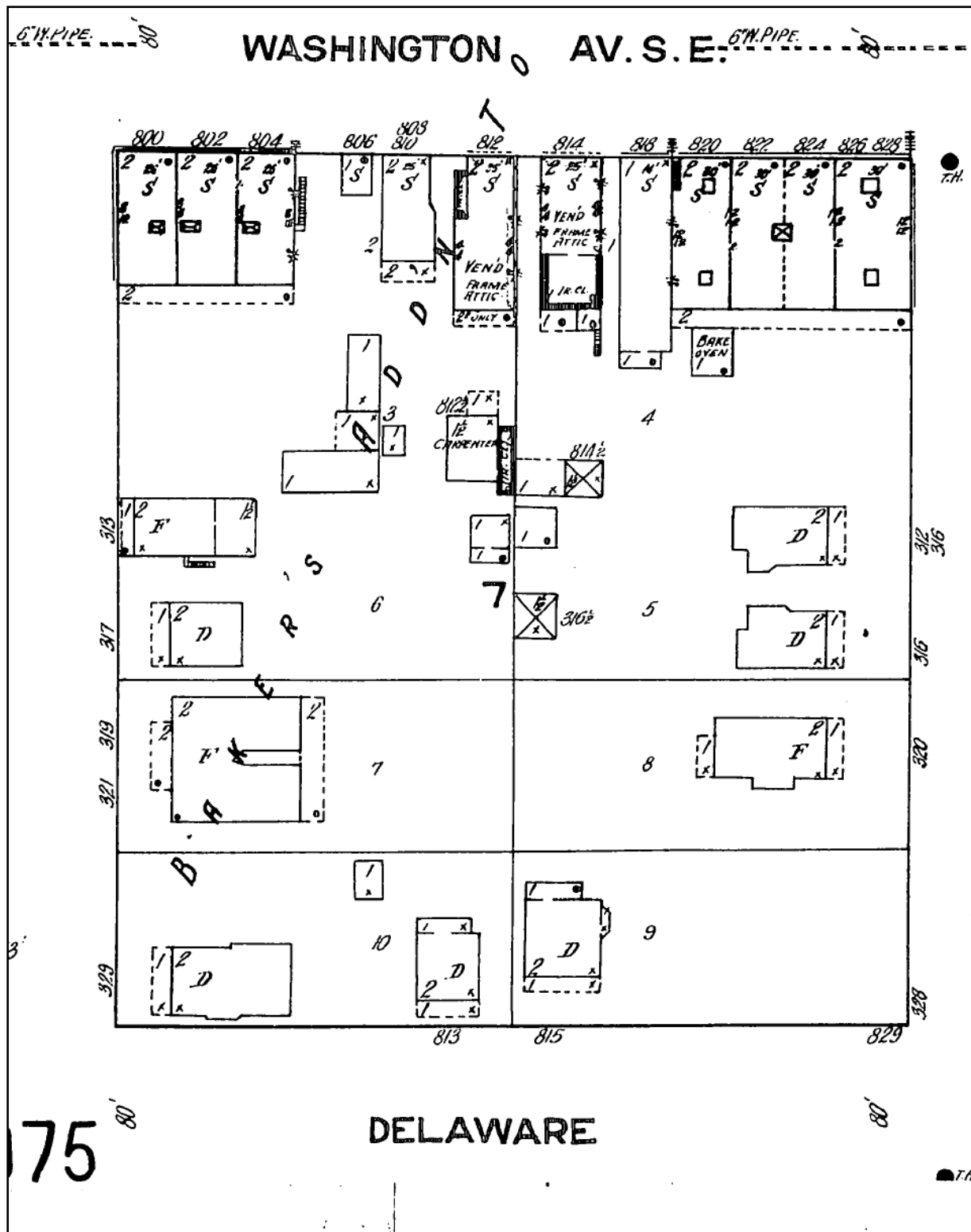
of roof tiles at the top and decorative elements above the second story windows, although the Washington Avenue building is of a much smaller scale than the Granada Apartments.

By 1930, the storefront at 818 Washington was occupied by grocer Charles Sabeswitz. Five years later, it had become a restaurant operated by Leonard R. Vrooman, which remained under the same ownership until the mid-1940s. By 1950, there was still a restaurant there, but the name had changed to the Gridiron Cafe. Today it is home to Campus Pizza.

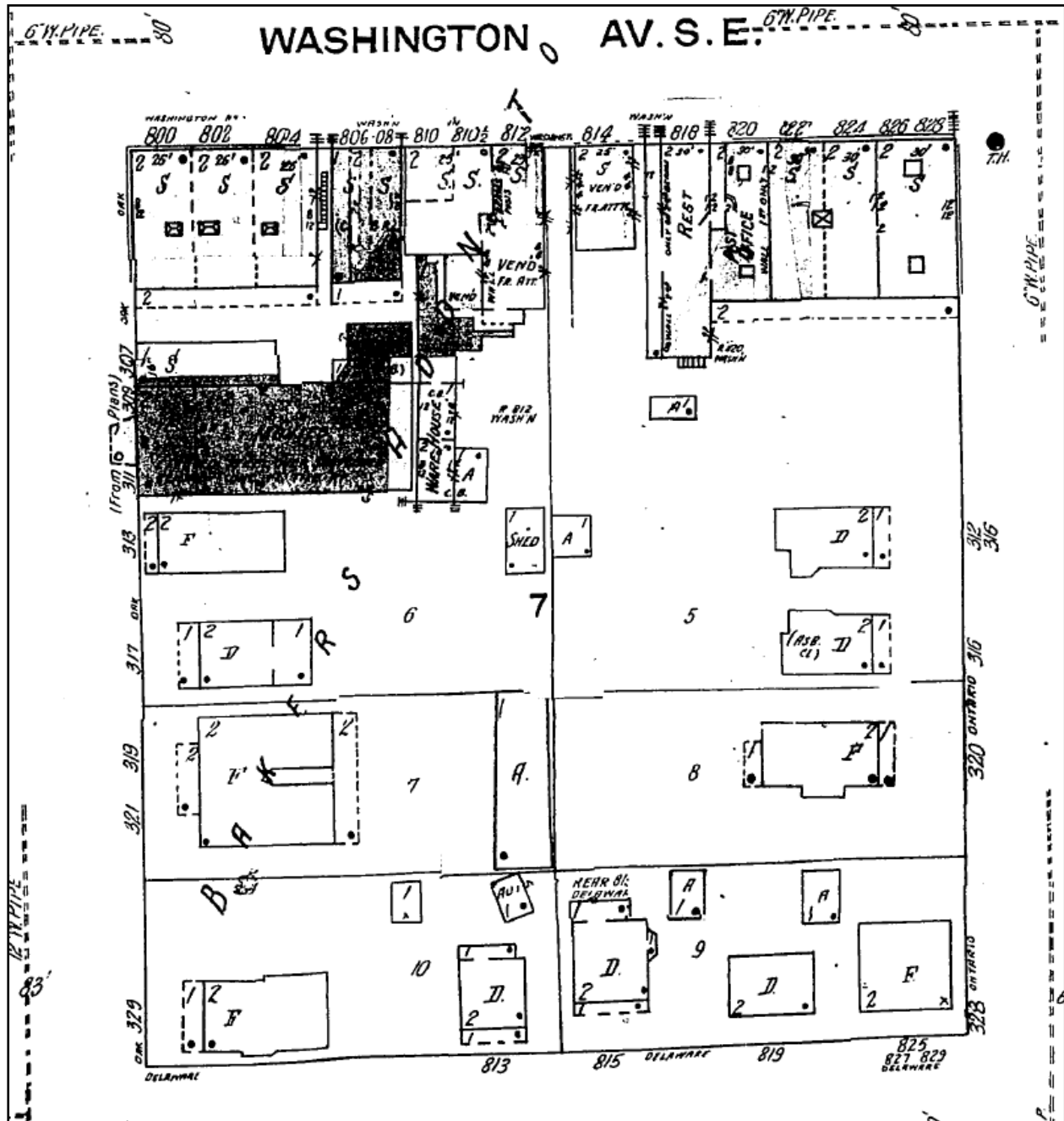
Owner John Gillesby was born about 1851 in Canada to English-born parents. He relocated to the United States in 1872. The 1880 federal census lists him as a single boarder, working in a meat market in Red Wing, Minnesota. By 1900, Gillesby and his family were living in Minneapolis, at 227 Oak Street Southeast, and operated a fuel store at 809 Washington Avenue Southeast. By 1910, Gillesby had become a building contractor and he had a wife and seven children, ranging from 12 to 25 years old. Gillesby died in 1930 and his wife Katherine in 1934. The Gillesby real estate interests apparently passed to a son, Thomas, who lived in an apartment at 820 Washington Avenue SE for many years and worked for the Minneapolis Fire Department. He died in 1982. The storefronts of 820-828 Washington now contain a photo shop and the Harvard Market East.

### **Recommendation**

Based on an assessment of existing conditions and the above research, none of the buildings appear to meet National Register eligibility criteria. We do not recommend further analysis.



1912-1930 Sanborn Insurance Map



1912-1951 Sanborn Insurance Map



806 Washington Avenue S.E. view towards 800 Washington Avenue S.E.  
*Photos: Penny Petersen*



828 through 820 and 818 and 814 Washington Avenue S.E.



Front of 806 Washington Avenue S.E.



806 Washington Avenue S.E. from side and rear

*Photos: Penny Petersen*



Front of 814 Washington Avenue S.E.  
*Photos: Penny Petersen*



814 Washington Avenue S.E. from the side and rear



Front of 818 Washington Avenue S.E.

*Photos: Penny Petersen*



818 and 820-828 Washington Avenue S.E. from the rear

**University of Minnesota Old Campus Historic District (HE-MPC-3046):  
Boundary Delineation**



The University of Minnesota and the Pillsbury Gate as seen from University Avenue in 1904  
*Photo: Minnesota Historical Society Collections*



## Background

The old campus of the University of Minnesota, also known as the Knoll for the oak-covered hill that was the most prominent feature of the early campus, was the subject of a study in 1977 for listing in the National Register of Historic Places. The study focused on the surviving buildings that were built on the oldest section of the campus, south of University Avenue, during the tenures of university presidents, William Watts Folwell (1869-1884) and Cyrus Northrop (1884-1910). The district proposed in the 1977 study was listed in the National Register in 1984. The boundary was drawn in such a way to minimize the inclusion of buildings and other features that postdated 1910. While the boundary included the landscaped lawn that bears the Knoll name and other landscape features, these were not discussed in either the 1977 study report or the National Register nomination.<sup>90</sup>

In 1993, the Minnesota State Historic Preservation Office contracted a historic context study of the University of Minnesota campuses to provide background information for preparing a Multiple Resource Documentation Form for National Register purposes. The authors of that report updated the inventory of the buildings and structures on the old campus and carried out an inventory of the buildings and structures on other parts of the campus.<sup>91</sup>

The report discussed broad landscape and planning issues, while segmenting the campus into four zones. Much of the discussion dealt with the new campus, based on the City Beautiful-inspired plan by Cass Gilbert, and eventually carried out by State Architect Clarence H. Johnston, Sr., and landscape architects Morell and Nichols, Inc.

The Roberts report helped form the discussion of the Northrop Mall and its related buildings and features in the 1995 Cultural Resources report. That report recommended that a Greater University Plan Historic District was eligible for National Register listing, but it did not contain a map defining potential boundaries. A University of Minnesota Mall Historic District was listed as eligible in the DEIS in 2006, although the boundaries were not clearly specified.<sup>92</sup>

In 2003, Landscape Research submitted a report to the State Historic Preservation Office that characterized the Northrop Mall as a designed historic landscape. That study made a recommendation for a National Register Historic District centered on Northrop Mall and its

---

<sup>90</sup> Charles W. Nelson and Susan Zeik, "An Historical Inventory of the Old Campus at the University of Minnesota," March 1977, prepared for the State Historic Preservation Department, Minnesota Historical Society, Saint Paul; "University of Minnesota Old Campus Historic District," National Register of Historic Places Inventory-Nomination Form, February 1984.

<sup>91</sup> Norene A. Roberts, Claire Strom, and Joe Roberts, "Final Report: The University of Minnesota System," September 1993, prepared for the State Historic Preservation Office, Minnesota Historical Society, Saint Paul.

<sup>92</sup> "Phase I and II Cultural Resources Investigations of the Central Corridor, Minneapolis, Hennepin County, and St. Paul, Ramsey County, Minnesota," July 1995, 9-133 – 9-140.

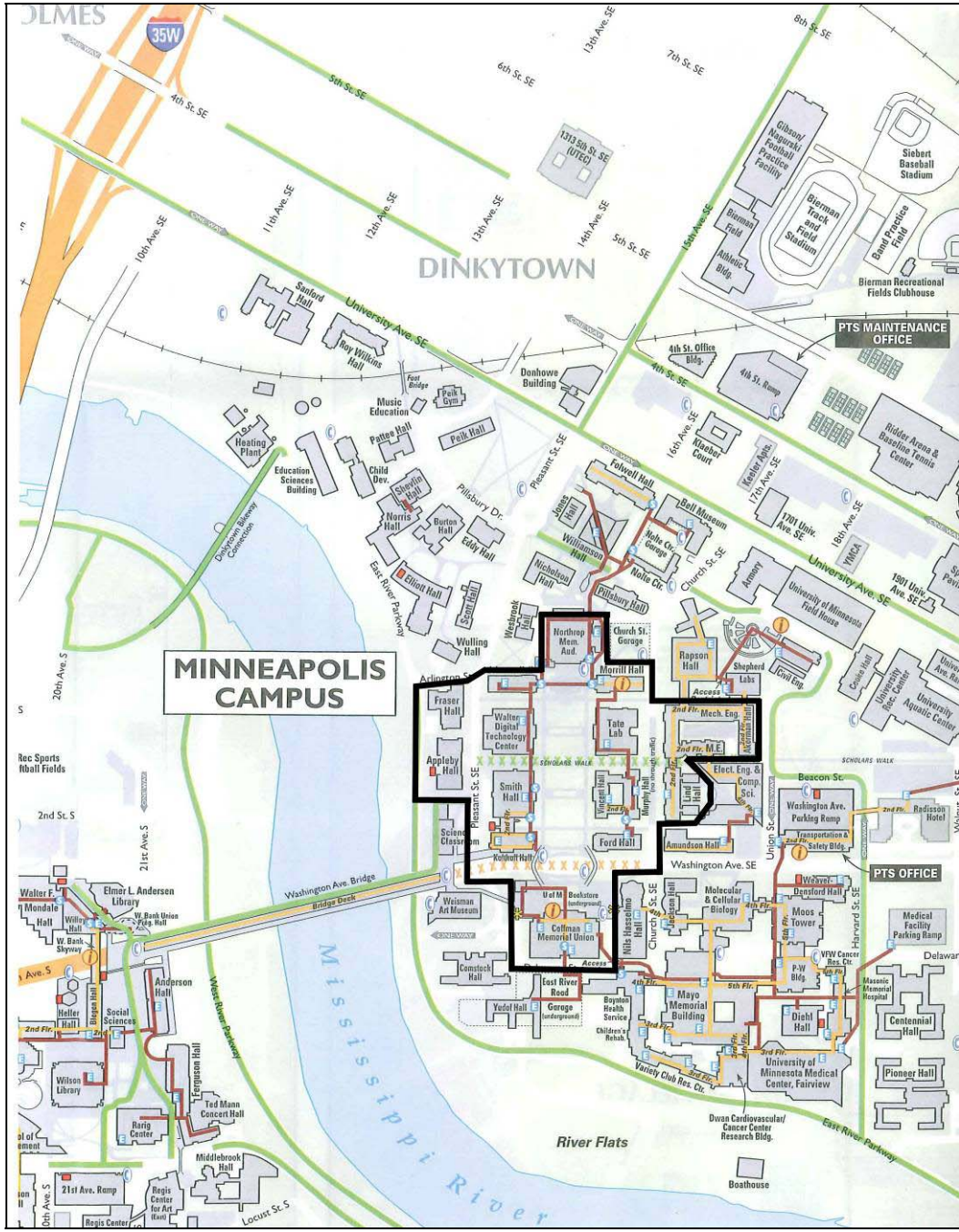
flanking tiers of buildings. As part of the overall historic context, it also looked at the history of planning, landscape, and development throughout the campus.<sup>93</sup>

The analysis in the 2003 report and on-site evaluation led SHPO and the Mn/DOT-Cultural Resources Unit to concur on the boundary recommendation for the University of Minnesota Mall Historic District which is illustrated in this report.

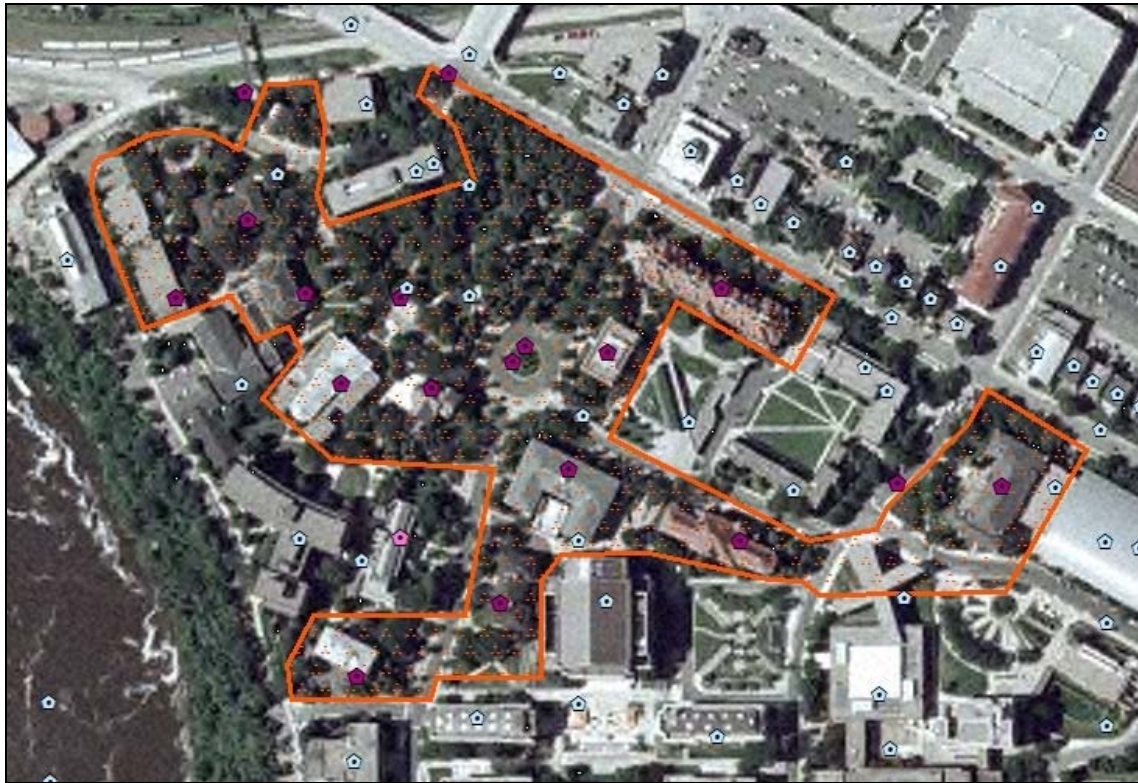
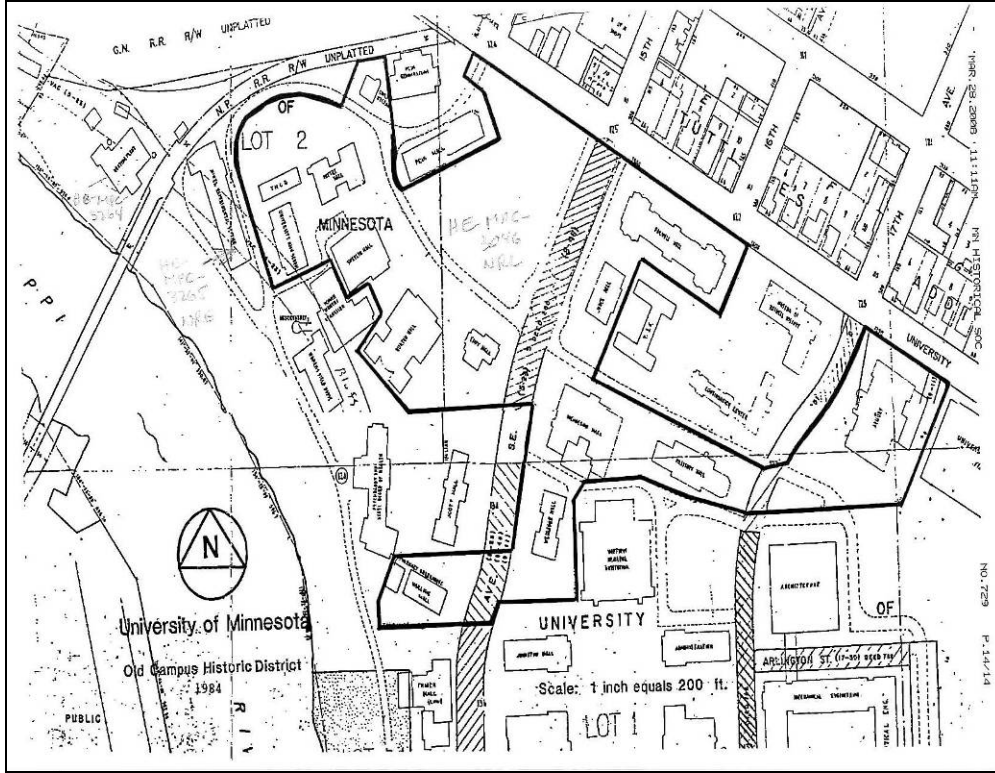
With revisions to the locally preferred alternative of the route of the CCLRT along Washington Avenue, through the university campus, the Area of Potential Effect (APE) has been expanded to encompass the old campus of the University of Minnesota, as far north as University Avenue and to the west along East River Parkway. Consequently SHPO requested a new analysis of the boundaries of the University of Minnesota Old Campus Historic District with particular attention to landscape and planning issues.

---

<sup>93</sup> Landscape Research, “Northrop Mall: The City Beautiful Campus Plan of the University of Minnesota, Minneapolis, Minnesota: Designed Historic Landscape Evaluation Final Report,” October 2003, submitted to State Historic Preservation Office, Minnesota Historical Society.



**University of Minnesota Mall Historic District**  
 The black boundary line indicates concurrence by MnDOT and SHPO, October 2007.



**University of Minnesota Old Campus Historic District (HE-MPC-3046)**

## University of Minnesota Old Campus Historic District

The National Register nomination report stated that the district “is significant for its associations with an important early period in the development of a leading university. In addition, the individual buildings included in the district include several notable designs by prominent Minnesota architects.” Under the leadership of the University’s second president, Cyrus Northrop, “the institution expanded and developed into what [President] Folwell had envisioned as a ‘federation of schools.’ . . . The thirteen buildings in the Old Campus District, all constructed during Northrop’s tenure as president, were built to house many of these varied programs.” Further, “the academic nature of the original designs based upon historic prototypes and the well preserved exteriors of the buildings in the Old Campus District make this area a significant Minnesota collection representing late 19th and early 20th century architectural styles.”<sup>94</sup>

The following buildings and features are described in the National Register nomination report. All are identified as contributing to the historic district, with one exception.

**Eddy Hall**, originally Mechanic Arts Building, 192 Pillsbury Drive S. E., architect Leroy S. Buffington, built 1886. The attached one-story metal-clad annex was built in 1966 and is identified as noncontributing.

**Music Education Building**, originally Students’ Christian Association, 147 Pillsbury Drive S.E., architect Warren Hayes, built 1888.<sup>95</sup>

**Pattee Hall**, originally Law Building, 150 Pillsbury Drive S. E., architect J. Walter Stevens, built 1889, enlarged Clarence H. Johnston, 1904.<sup>96</sup>

**Pillsbury Hall**, originally Science Hall, 310 Pillsbury Drive S. E., architect Leroy S. Buffington, built 1889.

**Nicholson Hall**, originally Chemical Laboratory, 216 Pillsbury Drive S.E., architect Leroy S. Buffington, built 1890. The 1927 auditorium addition and east wing were removed in 2004.

**Wulling Hall**, originally Medical Hall, 86 Pleasant Street S.E., architect Allen H. Stem, built 1892.

**Burton Hall**, originally Library Building, 178 Pillsbury Drive, architects Leroy S. Buffington and Charles Sedgwick, built 1894.

**Armory**, 15 Church Street S.E., architect Charles R. Aldrich, built 1896.

---

<sup>94</sup> University of Minnesota Old Campus H.D., sect.8:1.

<sup>95</sup> David Gebhard and Tom Martinson, *A Guide to the Architecture of Minnesota* (Minneapolis: University of Minnesota Press, 1977), 50.

<sup>96</sup> Paul Clifford Larson, *Minnesota Architect: The Life and Work of Clarence H. Johnston* (Afton, Minn.: Afton Historical Society Press, 1996), 188.

**Wesbrook Hall**, originally Medical Science Building, 77 Pleasant Street S. E., architect Frederick Corser, built 1896-1898.

**Jones Hall**, originally Physics Building, 27 Pleasant Street S. E., architect Charles P. Aldrich, built 1901.

**Child Development**, original School of Mines Building, 51 East River Parkway, architect Clarence H Johnston, Sr., built 1903, remodeling 1914 after a fire for School of Education;<sup>97</sup> modern addition.

**Alice Shevlin Hall**, 164 Pillsbury Drive S. E., architect Ernest Kennedy, built 1906.

**Folwell Hall**, 9 Pleasant Street S. E., architect Clarence H. Johnston, Sr., built 1905-1907.

**Pillsbury Statue**, Pillsbury Drive opposite Burton Hall, sculptor Daniel Chester French, installed 1900.

**Pillsbury Memorial Gate and Fence**, University Avenue S. E. from 14th Avenue S. E. (East River Parkway) to 17th Avenue S. E. (Church Street), architect Ernest Kennedy, installed 1902.

**Dorr Fountain**, Pillsbury Drive S. E. and Pleasant Street S. E., northeast corner, architect Ernest Kennedy, installed 1902.

**Student Soldier Memorial Monument**, 15 Church Street S. E., sculptor Theodora Alice Ruggles-Kitson, installed 1906.

The 1993 Roberts report characterizes the old campus: “The older part of the Minneapolis campus appears to many to be simply a miscellany of different architectural styles. While they lack architectural unity, however, the buildings embody an educational plan that was not at all miscellaneous. In underlying principle, this older part of the campus reflected William Watts Folwell’s deepest-held ideas of what a modern University should be.

“To Folwell, the true university was a collection of professional schools. His 1870 diagram of the University showed these schools radiating out like spokes of a wheel from the collegiate work. . . . Initially, all functions and activities were housed in Old Main. . . .As new departments and schools were established, the buildings were constructed, somewhat helter skelter, out from Old Main and were tied together by the winding roads of Cleveland’s romantic landscape design.

“The old campus at Minneapolis today can be understood as a visual manifestation of Folwell’s plan. . . .<sup>98</sup>

The 1993 Roberts report had looked at the locational constraints placed on the original University plan by the Mississippi River and two railroad lines and had identified some of the

---

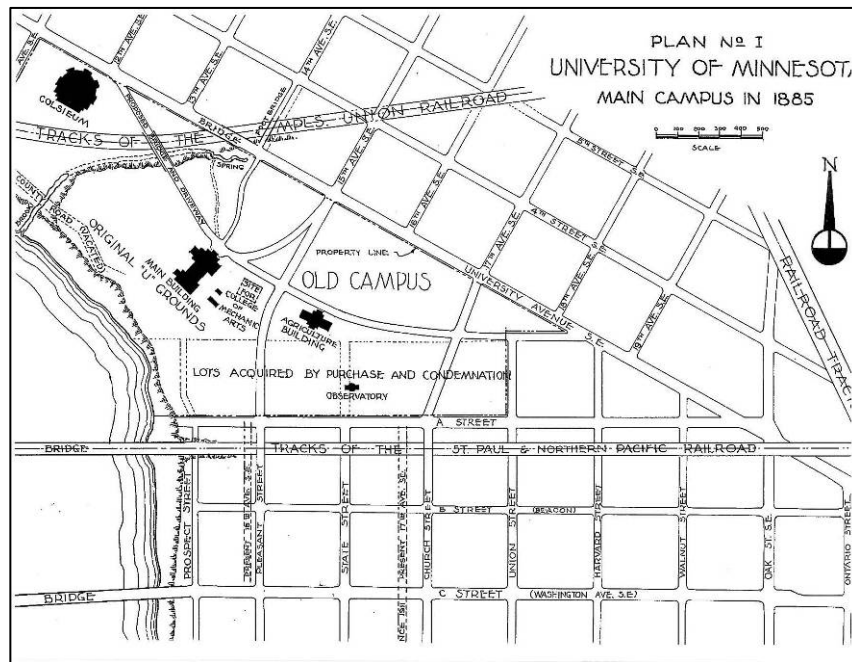
<sup>97</sup> Larson, 188.

<sup>98</sup> Roberts, E-11 – E-12.

early landscaping planning by Horace W. S. Cleveland.<sup>99</sup> The landscape of the old campus is discussed in much greater detail in the 2003 Landscape Research report and the 2004 Roise report.<sup>100</sup>

### Landscape and Planning of the Old Campus

In 1854, the University of Minnesota had acquired a twenty-five acre tract of land on the bluffs of the east bank of the Mississippi River, bounded on the north by today’s University Avenue, between today’s Eleventh Avenue S. E. and Eighteenth Avenue S. E. and on the south by what was eventually a line of railroad tracks (built in 1887) and the Northern Pacific railroad bridge over the river. With the passage of the federal Morrill Land Grant Act of 1862, the University was able to implement and expand its academic programs. President W. W. Folwell invited landscape architect H W. S. Cleveland to consult on campus plans beginning in the 1870s. Under President Cyrus Northrop, Cleveland presented a campus plan in 1892 that sought “to combine the best artistic effects with the essential demands for necessity and convenience, so far as the latter can yet be foreseen.” In addition to a line of elm trees along University Avenue, he recommended extensive plantings of trees and shrubbery throughout the campus to create “pretty vistas of groves and lawn in varying succession from different points. The broad space of open lawn across which the main buildings will be seen from University Avenue will contrast finely with the wooded portion through which the entrance avenue [Pleasant Avenue] is carried.”<sup>101</sup>

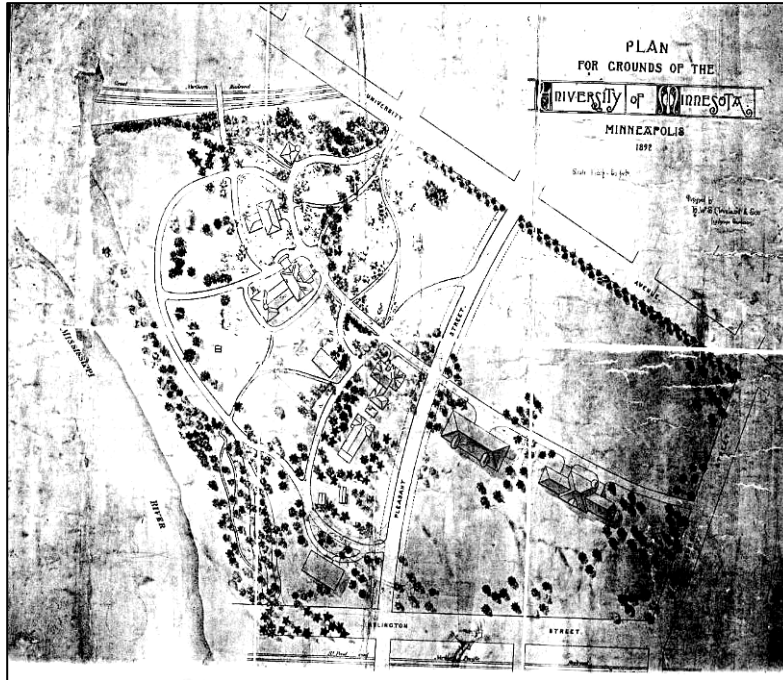


The old campus in 1885.  
*Courtesy of University of Minnesota Archives*

<sup>99</sup> Roberts, E-5 – E-6, E-10 – E-11.

<sup>100</sup> See note 4 above; Charlene K. Roise, “Mitigation Plan for Nicholson Hall with an Assessment of the Landscape of Nicholson and Jones Halls in the Context of the Old Campus (Knoll) Historic District,” October 2004.

<sup>101</sup> Landscape Research, 15-16; Roise, 4-5.



Cleveland’s 1892 plan for the campus. Pleasant Avenue is the prominent curving roadway.  
*Courtesy of University of Minnesota Archives*

The 2003 Landscape Research report describes the early form of the University campus as a suburban variation on the “middle landscape” model, a type popular for land grant universities. “Freestanding buildings were organized in relationship to greens and walks often enclosed by circumferential roadways.” Old Main (1857), the Agricultural College (1875), and Mechanic Arts (now Eddy Hall, 1886) faced the oak knoll along University Avenue. Eddy Hall is the only one of these three to survive. Additional buildings were constructed on the block facing the knoll, fronting the street now known as Pillsbury Drive. Pleasant Street was a wide curving drive that entered the campus from University opposite Fifteenth Avenue S. E. This was paralleled by Church Street, opposite Seventeenth Avenue S.E. to the east. A curving circumferential drive, part of today’s East River Parkway, wound along the top of the river bluffs at the west side of the campus.<sup>102</sup>

Boston-based landscape architect Warren H. Manning was hired by the University in 1902 to devise plans to accommodate the expanding campus. He favored a program of enclosed yards or quadrangles of the type popular in American campus plans at that time. The installation in 1902 of the Pillsbury Memorial Gate, designed by architect Ernest Kennedy, at the entrance to the drive at Fourteenth Avenue furthered the idea of an enclosed yard. A fence of wrought-iron pickets was extended eastward from the Pillsbury Gate to beyond Church Street by the armory. Stone posts, similar in design to the gate posts, flank Pleasant Street and Church Street, and also flank an entrance to Folwell Hall from University Avenue.<sup>103</sup> In addition to his unrealized plans

<sup>102</sup> Landscape Research, 17, 20-23.

<sup>103</sup> The Pillsbury Gate is illustrated in two early views in the Minnesota Historical Society collections, location no. FM6.811 r 5, neg. no. 103234, location no. FM6.811 p59, neg. no. 3939-B. A photograph of Folwell Hall shortly



for enclosed yards on the campus, Manning also worked on plans for extending and improving the river road between University Avenue and the Northern Pacific railroad bridge.<sup>104</sup>

In 1907, Manning's plans were superseded by an ambitious endeavor to expand the campus to the south, beyond the Northern Pacific railroad tracks, and across Washington Avenue, as far as the river. This led to a major plan for the new campus, designed by Cass Gilbert and eventually realized by Clarence H. Johnston and the landscape architecture firm of Morell and Nichols, Inc. Gilbert's design brought the City Beautiful aesthetic to the University and shaped the growth and style of the campus for decades. As Northrop Mall was developed as part of that plan, the focus shifted away from the Old Campus and the Knoll, even as Northrop Auditorium backed up to it.<sup>105</sup>

Meanwhile, construction of new buildings continued on the old campus in response to new needs and demands. Norris Gymnasium for Women, now Norris Hall, 172 Pillsbury Drive S. E., was built in 1914-1915 and designed by Clarence H. Johnston, Sr. Norris was expanded with a field house addition built in 1935-1936 and designed by Clarence H. Johnston, Jr. The Music Building, now Scott Hall, 72 Pleasant Street S. E. was built in 1921-1923 and designed by Clarence H. Johnston, Sr.<sup>106</sup> Johnston also designed the Mines Experiment Station, built in 1923, on the river side of the East River Parkway, opposite the old School of Mines building.<sup>107</sup>

---

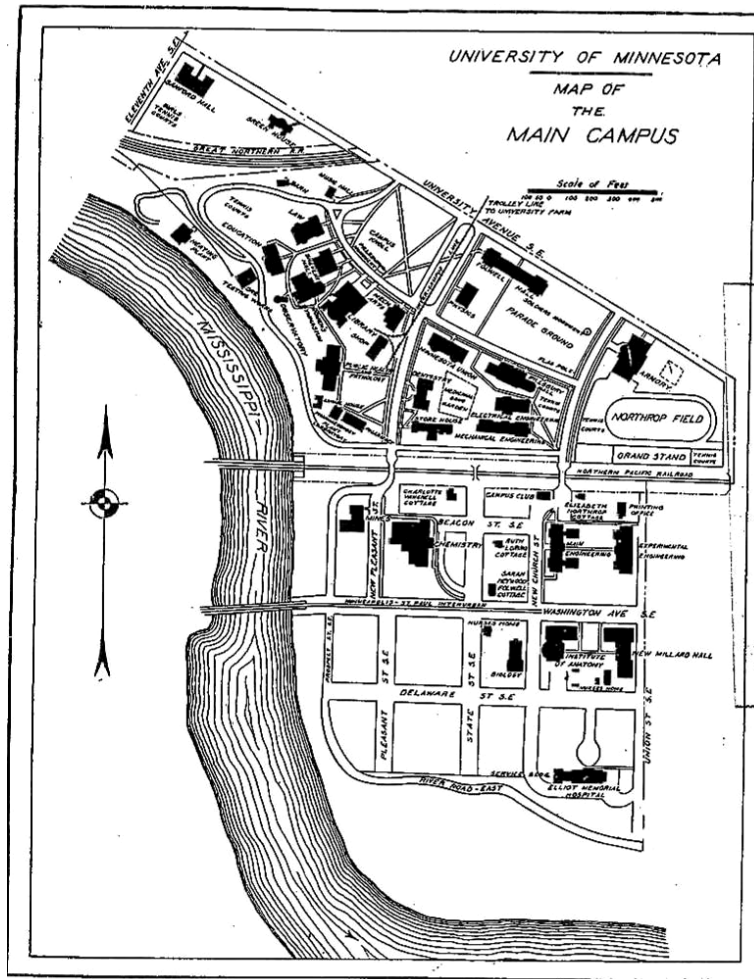
after its completion in 1907 depicts the fence and the posts flanking the University Avenue entrance: location. no. FM6.813 p28, neg. no. 74634.

<sup>104</sup> Landscape Research, 23-26.

<sup>105</sup> Roise, 6.

<sup>106</sup> Larson, 188. See also "University of Minnesota, Minneapolis, General Plan for Arrangement of Buildings and Grounds," Morell and Nichols, Inc., 1930, available at University of Minnesota Archives.

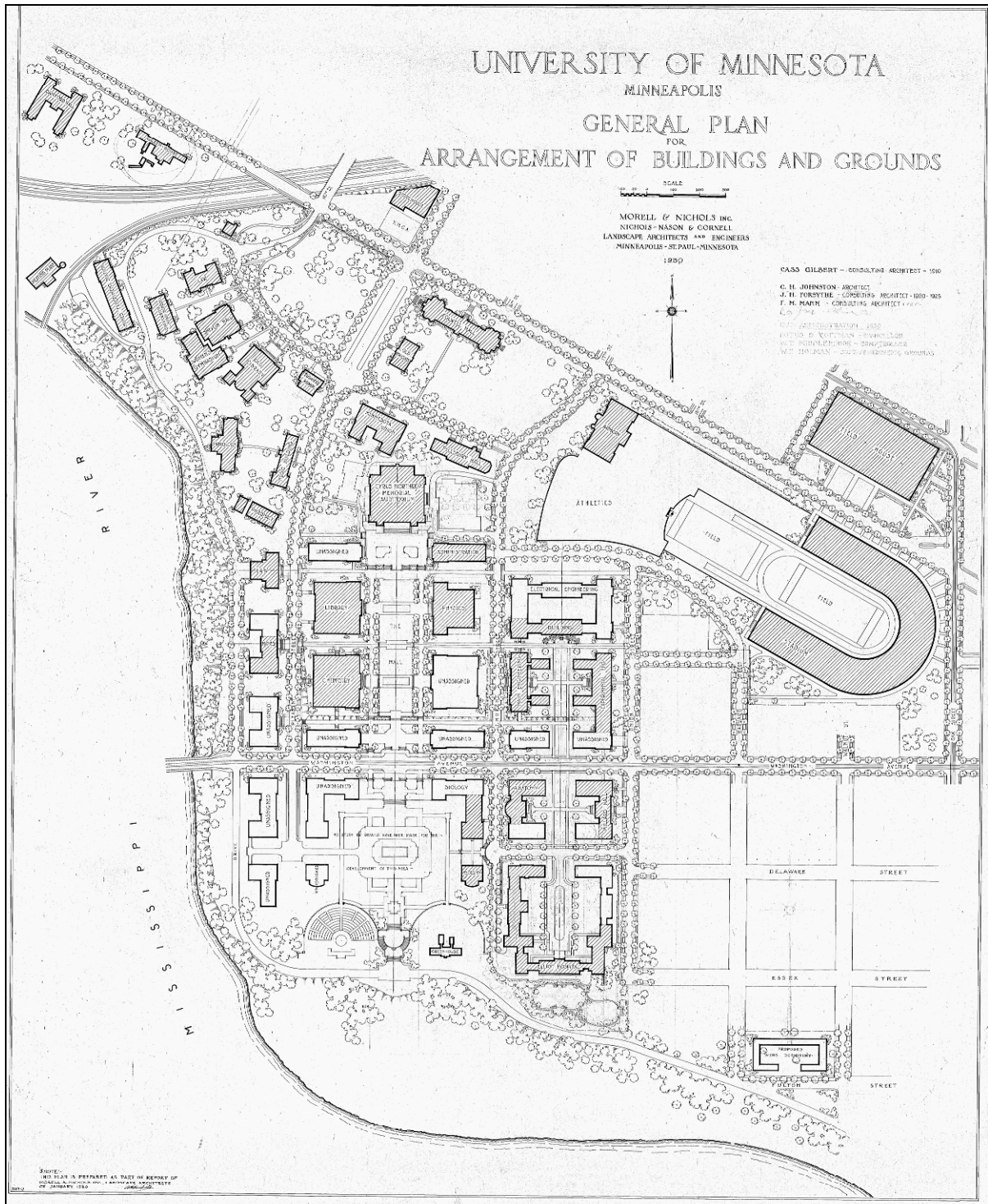
<sup>107</sup> This building has been documented as HABS MN-95 and is individually eligible for listing in the National Register of Historic Places.



The campus in 1917. The Northern Pacific railroad tracks still divide the campus, and the route of East River Parkway is interrupted.  
*Courtesy of University of Minnesota Archives*

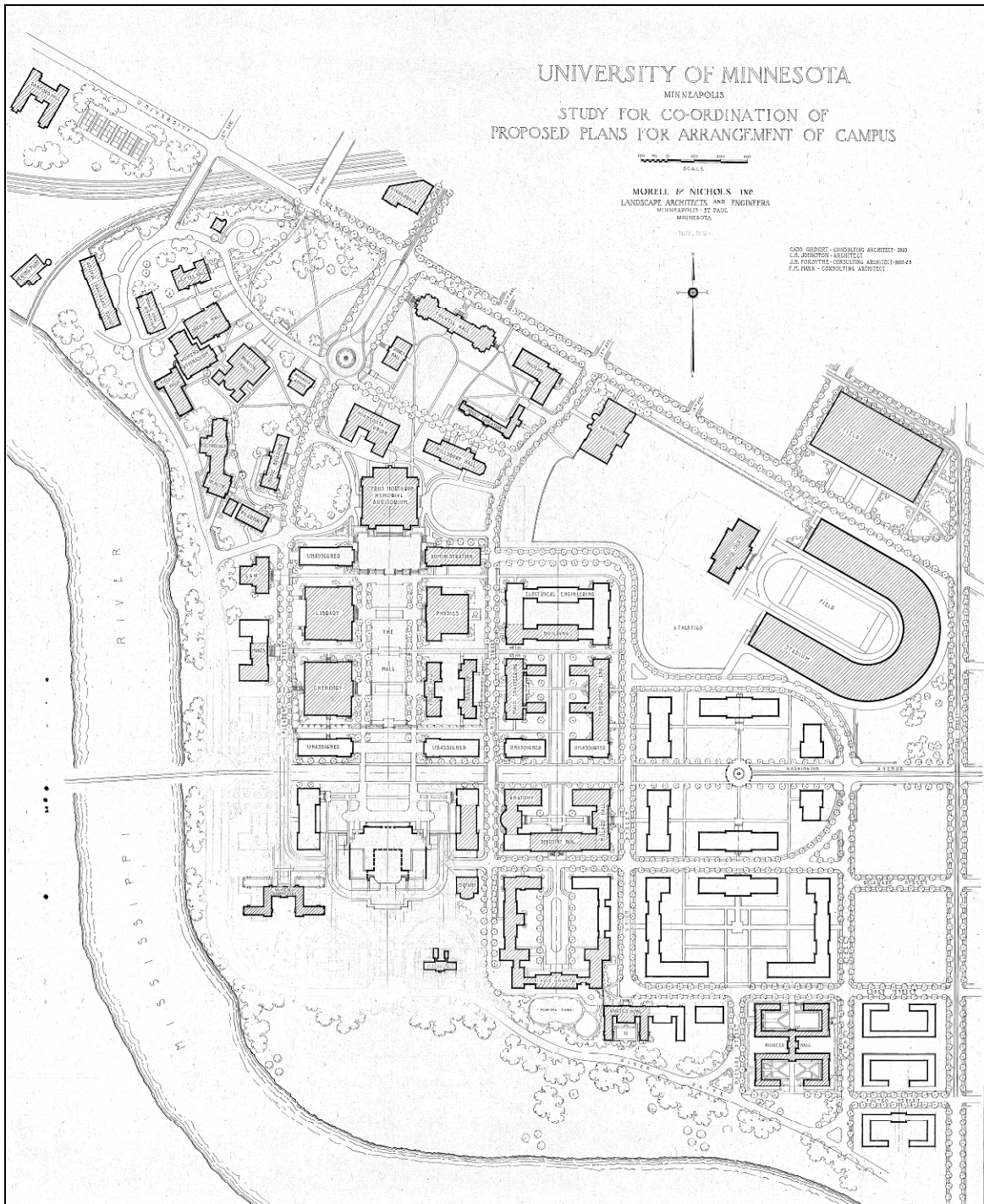
By the late 1920s, the University and Morell and Nichols turned their attention to landscape improvements for the old campus area. The paving of Pleasant Street between University Avenue and Pillsbury Drive and the paving of Pillsbury Drive between Fourteenth Avenue and Seventeenth Avenue was authorized in 1929. The landscape architects also wanted to create a turn-around for streetcars at the intersection of Pleasant and Pillsbury. This eventually happened and a landscaped island was created down the middle of the road. With the removal of the railroad tracks that had allowed the creation of Northrop Mall, East River Parkway was finally able to be extended in a continuous roadway through the campus, although the University and the Minneapolis Board of Park Commissioners negotiated over the exact route.<sup>108</sup>

<sup>108</sup> Roise, 7-8.



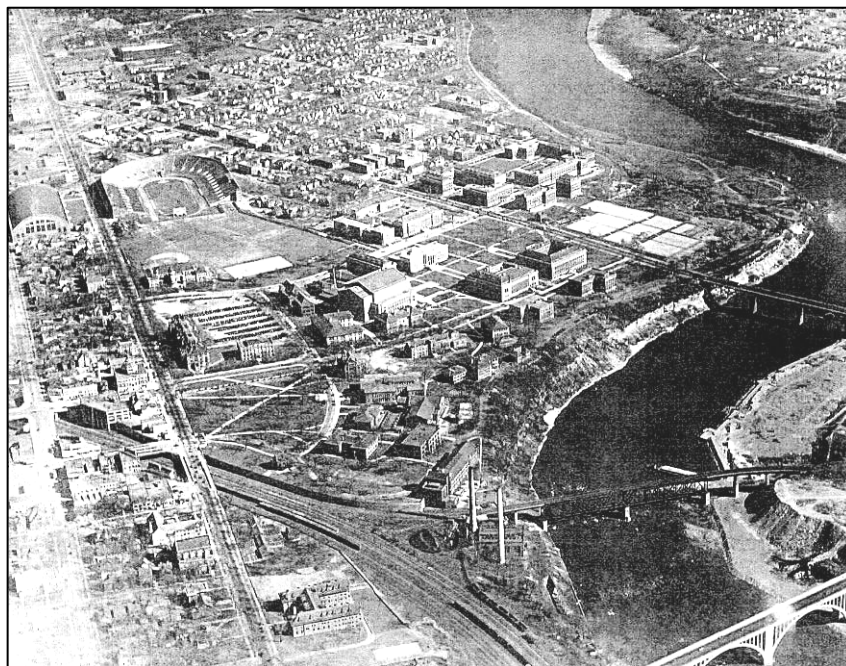
The campus in 1930 as shown in this plan by Morell and Nichols, Inc. Westbrook Hall, to the west of Northrop Auditorium, is projected for removal. The landscape plantings are probably more idealized than actually in place.

*Courtesy of University of Minnesota Archives*



A 1931 plan for the campus by Morell and Nichols, Inc. Westbrook Hall is removed in this study, and the locations of the museum and adult education are shown. The island with the streetcar turn-around is shown on Pleasant Avenue.  
*Courtesy of University of Minnesota Archives.*

The landscape architects also planned for the location of two new buildings on the site of the old parade grounds facing Church Street opposite the armory. On a 1931 study, they are called “Adult Education” and “Museum” and planned around a landscaped courtyard.<sup>109</sup> They were built later in that decade, and both were designed by Clarence H. Johnston, Jr. Adult Education, built in 1935-1936, is now the Nolte Center for Continuing Education, 315 Pillsbury Drive S. E. The Museum, built in 1939-1940, is the Bell Museum of Natural History, 10 Church Street S. E.



An aerial view of the campus in the early 1930s. This provides a good view of the Knoll, the drives, and other landscape features of that time.

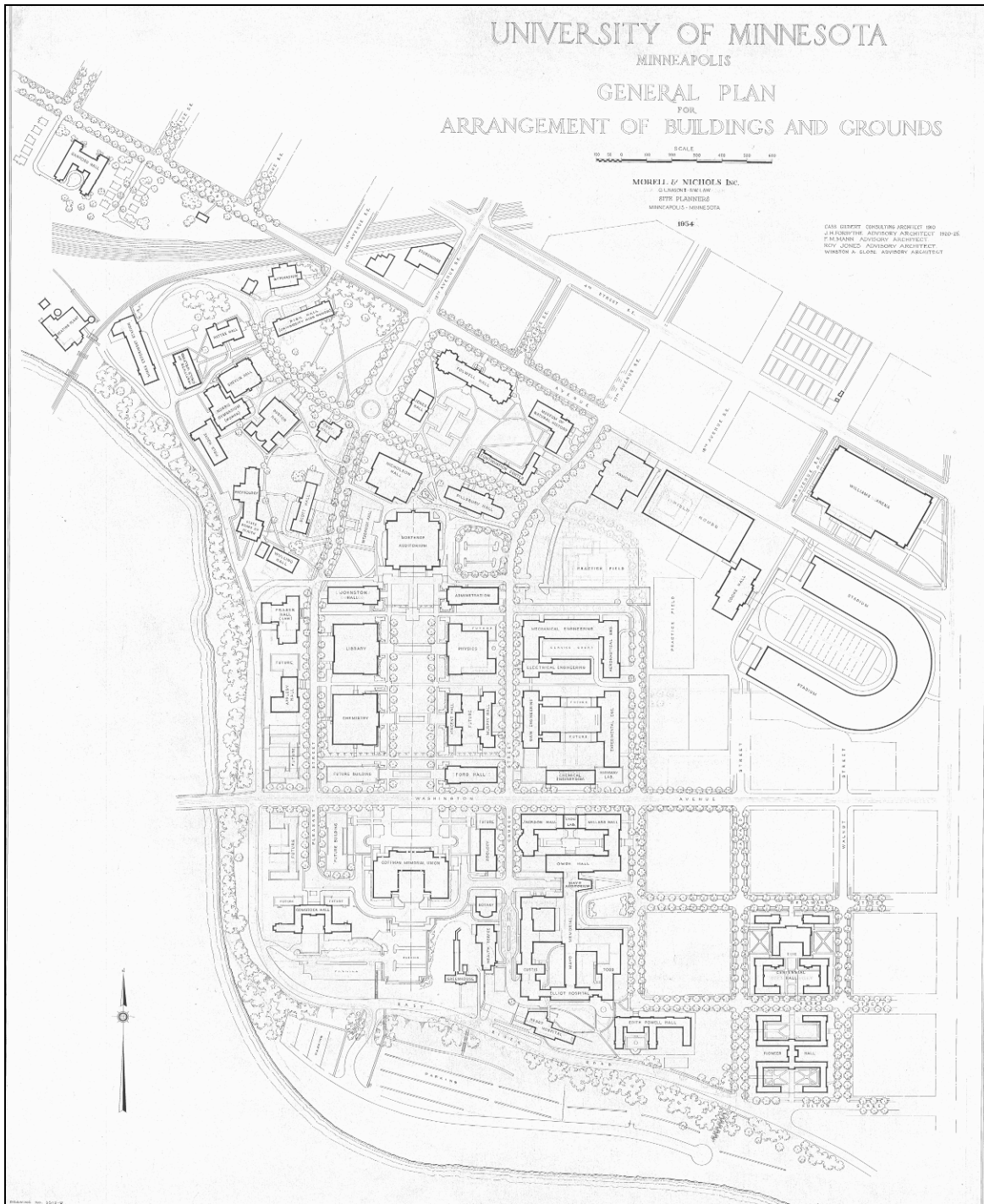
*Courtesy of University of Minnesota Archives*

Morell and Nichols, Inc., continued its planning and landscape architecture work for the University into the 1950s. A plan from 1954 depicts the realization of some of the ideas from the 1931 study as well as several additional buildings.<sup>110</sup> Most notably, Peik Hall, 159 Pillsbury Drive S. E., and Peik Gymnasium, 157 Pillsbury Drive S. E., were built in 1954 and designed by Magney, Tusler and Settler. Westbrook Hall, just west of Northrop Auditorium and slated for removal in earlier plans, remains in place. Two more buildings were added to the old campus in the 1970s. Elliot Hall, 75 East River Parkway, built in 1973-1974 and designed by architects Parker, Klein, replaced the old Psychology and State Board of Health Building. The underground Williamson Hall, 231 Pillsbury Drive S. E., was inserted into the courtyard between Folwell Hall and Jones Hall, replacing a “temporary” building from the 1950s. Built in 1975, it was designed by Myers and Bennett.<sup>111</sup>

<sup>109</sup> “University of Minnesota, Minneapolis, Study for Co-ordination of Proposed Plans for Arrangement of Campus,” Morell and Nichols, Inc., 1931, available at University of Minnesota Archives.

<sup>110</sup> “University of Minnesota, Minneapolis, General Plan for Arrangement of Buildings and Grounds,” Morell and Nichols, Inc., 1954, available at University of Minnesota Archives.

<sup>111</sup> Gebhard and Martinson, 50-51.



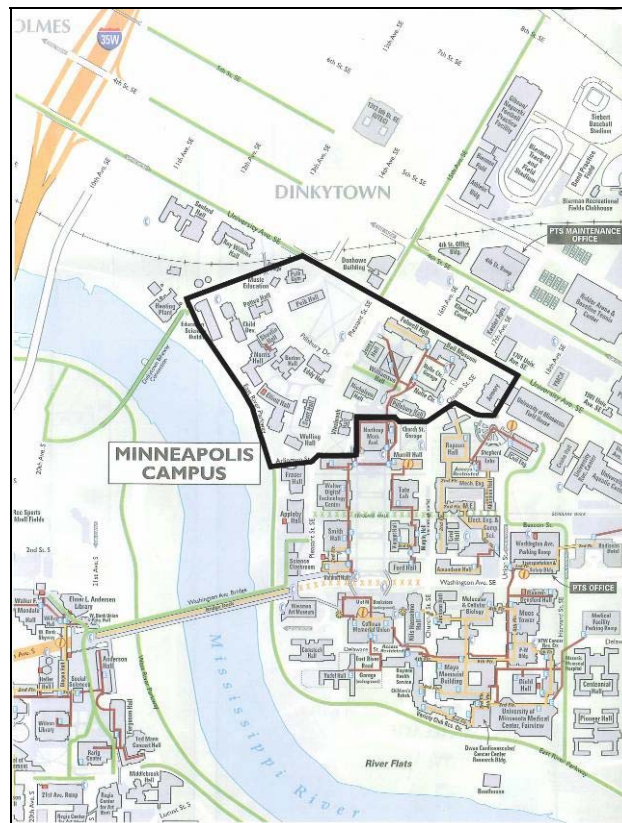
The campus is 1954 as depicted by Morell and Nichols, Inc. Peik Hall and Peik Gymnasium are depicted at the upper left.

*Courtesy of University of Minnesota Archives*

## Expanded University of Minnesota Old Campus Historic District



The yellow line shows the revised boundary in relation to the existing boundary, depicted by the orange line.



Revised boundary in relation to the East Bank campus.

## **Recommendations for an Expanded University of Minnesota Old Campus Historic District**

As stated above, the boundaries of the listed University of Minnesota Old Campus Historic District were drawn to eliminate any buildings that postdated the tenure of President Northrop and largely ignored the landscape, even though it included the original Knoll. There was no discussion of the walks, drives, roads, or plantings, or the spatial relationships among the buildings. Significant portions of the roadways were eliminated as was a portion of the fence that was installed along with the Pillsbury Gate.

Based on an analysis of the development of the old campus, its landscape and planning, and its architecture, we recommend an expansion of the historic district boundaries to encompass an area that is more closely related to the historic extent of the old campus.

### *Revised Boundary*

The revised boundary would begin west of the East River Parkway entrance on University Avenue, extend eastward along the south curb line of University Avenue to the stone post at the east edge of the armory, extend south along the east wall of the armory to the extension of Pillsbury Drive S. E., extend west along the north curb line of the extension of Pillsbury Drive S. E. across Church Street S. E., extend south along the west curb line of Church Street S. E. to the north edge of Lily Plaza, extend west along the edge of Lily Plaza and the north side of Northrop Auditorium, extend south along the west side of Northrop Auditorium, then west along the south edge of the plaza north of Johnston Hall, extend west across Pleasant Street S. E. and continue west along Arlington Street to East River Parkway, then continue north along the west side of East River Parkway to the lower drive on the west side of the Science Education Building (former Mines Experiment Station), continue along the lower drive back to East River Parkway and continue along the edge of the railroad right-of-way to the point of beginning.

This revised boundary would be slightly altered at the east end from the existing boundary to eliminate the link between the armory and the field house and to follow the line of the extension of Pillsbury Drive while eliminating the recent Stephen Holl-designed addition to the Architecture Building (Ralph Rapson Hall).

The revised boundary would be contiguous with that for the University of Minnesota Mall Historic District. Along East River Parkway, this boundary would make the link between the portion of the parkway under the jurisdiction of the Minneapolis Park and Recreation Board and that under the jurisdiction of the University of Minnesota.

### *Period of Significance*

The period of significance for the expanded district would extend from the establishment of the campus in the 1850s through 1940. This period marks the successive efforts of landscape architects and planners H. W. S. Cleveland, Warren Manning, and Morell and Nichols, Inc. to shape the old campus. Architecturally it extends through the tenure of the Clarence H. Johnston firm on the old campus.



The following buildings would be added to the district within this expanded boundary. Chronologically they are:

**Norris Hall**, 172 Pillsbury Drive S. E., architects Clarence H. Johnston, Sr. and Jr., built 1914-1915, 1935-1936.

**Scott Hall**, 72 Pleasant Street S. E., architect Clarence H. Johnston, Sr., built 1921-1922.

**Science Education Building** (Mines Experiment Station), 56 East River Parkway, architect Clarence H. Johnston, Sr., built 1923.

All three buildings are designed in variations of Renaissance Revival styles, with brick facades and decorative stone details.

**Nolte Center for Continuing Education**, 315 Pillsbury Drive S. E., architect Clarence H. Johnston, Jr., built 1935-1936. The building is designed in a Jacobethan style that harmonizes with nearby Folwell Hall.

**Bell Museum of Natural History**, 10 Church Street S. E., architect Clarence H. Johnston, Jr., built 1939-1940. The building is designed in a Classical Moderne style that was deemed appropriate to the scientific institution it houses.

These five buildings should be identified as contributing to the historic district. Architecturally, they fit the theme identified in the original National Register nomination: a significant Minnesota collection representing late nineteenth and early twentieth-century architectural styles. Even the last two buildings are stylistically related to the earlier ones. They were also carefully designed to be set harmoniously into the plan and landscape of the old campus.

**Peik Hall**, 159 Pillsbury Drive S. E., architects Magney, Tusler and Settler, built 1954.  
**Peik Gymnasium**, 157 Pillsbury Drive S. E., architects Magney, Tusler and Settler, built 1954. These two red brick buildings are of modern design. While the gymnasium is tucked along the edge of East River Parkway, Peik Hall was built at the edge of the original Knoll, removing a portion of that landscape feature.

**Elliot Hall**, 75 East River Parkway, architects Parker, Klein, built 1973-1974. A large modern building faced in red-brown brick that is set into the slope at this edge of the campus.

**Williamson Hall**, 231 Pillsbury Drive S. E., architects Myers and Bennett, built 1975. This concrete structure was designed as an underground building, but certain brutalist elements protrude above ground into the area between Folwell Hall, Jones Hall, and the Nolte/Bell courtyard.

These four buildings would postdate the proposed period of significance for the expanded district and should be identified as noncontributing to the district.

The landscape and overall plan of the Old Campus Historic District bear the signatures of a succession of landscape architects and planners. Plantings have changed over time, and the old campus has a much heavier tree canopy than that depicted in early photographs. Certain landscape and planning elements should be called out as contributing features to the historic district. These include: the original Knoll and the pathway system that crosses it; roadways and drives, including East River Parkway, Pleasant Avenue, Church Avenue, and Pillsbury Drive; the courtyards between Folwell, Jones, and Nolte/Bell; plazas, pathways, and other spatial elements around and between the buildings in the district; and changes in grade and elevation that recall the historic location of the University campus on the bluffs above the Mississippi River.

In addition to the sculptures and objects identified in the National Register nomination report, another commemorative object is identified in the 1993 report. This is the stone dedicated by the Class of 1878, located to the northeast of the Pillsbury statue along one of the pathways of the Knoll. This large boulder bears a bronze plaque with the names of the class members. It is a contributing element.

## **Mines Experiment Station Building (HE-MPC-3265): Summary of Significance**

### **Background**

The Mines Experiment Station Building, 56 East River Road, is adjacent to the University of Minnesota Old Campus Historic District on the west side of East River Road and is within the expanded APE. It is recommended for inclusion within an expanded University of Minnesota Old Campus Historic District. The building was documented in “Mines Experiment Station (Mineral Resources Center) HAER Documentation” (MN-95) prior to the conversion to its current use as the Educational Science Building.

### **Significance**

Built in 1922-1923, the Mines Experiment Station Building was designed by Clarence H. Johnston, Sr., in his role as architect to the University of Minnesota Board of Regents.<sup>112</sup> The Renaissance Revival style of the building, which is clad with red-brown brick over a reinforced concrete structure, is compatible with Johnston’s other work on campus. At the same time, Johnston used a variety of architectural forms and details “to transform an industrial shed into a work of strong architectural character.”<sup>113</sup>

Beyond its architectural character, the Mines Experiment Station is notable for its innovative work with taconite, a low-grade iron ore which was found in abundance in the Cuyuna Range of northern Minnesota, but was difficult to mine and process. The Mines Experiment Station was specifically designed to enable researchers to analyze ore and conduct tests that could be applied to commercial processing techniques. The work carried out in the Mines Experiment Station for some fifty years led to the expanding and profitable taconite industry in the state.

Because of its innovative and long-lasting role in the development of the taconite industry in Minnesota, the Mines Experiment Station is eligible for listing in the National Register of Historic Places under Criterion A in the areas of Industry and Invention.

---

<sup>112</sup> Paul Clifford Larson, *Minnesota Architect: The Life and Work of Clarence H. Johnston* (Afton, Minn.: Afton Historical Society Press, 1996), 150-151, 188.

<sup>113</sup> Larson, 151.



Legend:

- Freshman Admissions Welcome Center
- Transfer & International Admissions Welcome Center
- Information centers
- Major intercampus bus stops with connections to intracampus circulators
- Meter parking
- Public parking
- Public parking (events only)
- Code blue emergency telephones

© 2008 by the Regents of the University of Minnesota  
 University of Minnesota Cartography Laboratory

# Pioneer Hall (HE-MPC-3171) and Comstock Hall (HE-MPC-3296), University of Minnesota Campus: National Register Evaluations

## Background

With the expansion of the APE for the CCLRT project, these two dormitories complexes on or adjacent to East River Parkway have the potential to be impacted. Consequently, Mn/DOT-CRU and MnSHPO requested National Register evaluations.

## Pioneer Hall, 615 Fulton Street S.E., Minneapolis

Pioneer Hall was built in two sections that occupy a block that was historically bounded by Fulton Street on the south, Harvard Street on the west, Essex Street on the north, and Walnut Street on the east. The latter two streets have been closed to vehicular traffic. The section facing Fulton Street is fronted by a triangular park area that adjoins East River Parkway. The sections of Pioneer Hall are organized as two reverse “Cs” in plan. Each section is laid out around a courtyard, forming a quadrangle. The buildings are Georgian Revival in style and faced in red brick with contrasting stone detail. The slate-covered hipped roofs are punctuated by dormers. The entrances are marked by projecting porticos and a cupola that rises above the roofline. Low brick-faced service wings have been built at the east and west ends of the complex. The windows have been replaced, but otherwise the exteriors appear to be largely intact.

The earlier south section, called the south court, visible from East River Parkway, was designed and built in 1930-1931. The north section, called the north court, accessed from the extension of Essex Street, was built in 1934. Both are the work of Clarence H. Johnston, Sr., in his role as architect to the University of Minnesota Board of Regents.<sup>114</sup> Stylistically, the buildings are similar to Johnston’s academic buildings facing Northrop Mall. They continue the plan and character of the buildings on Northrop Mall to this area of the campus. The quadrangle plan of the complex was popular and widely used for dormitories on American college and university campuses.

The Pioneer Hall buildings were the first dormitories constructed on campus to house male students. In his history of the University of Minnesota, James Gray tells the tale:

No one who looked seriously at problems of education doubted that the university required dormitories. . . .

If the large university was to justify its existence it must manage to provide comfortable quarters for its students and not allow them to be dispersed throughout a largely indifferent urban community.

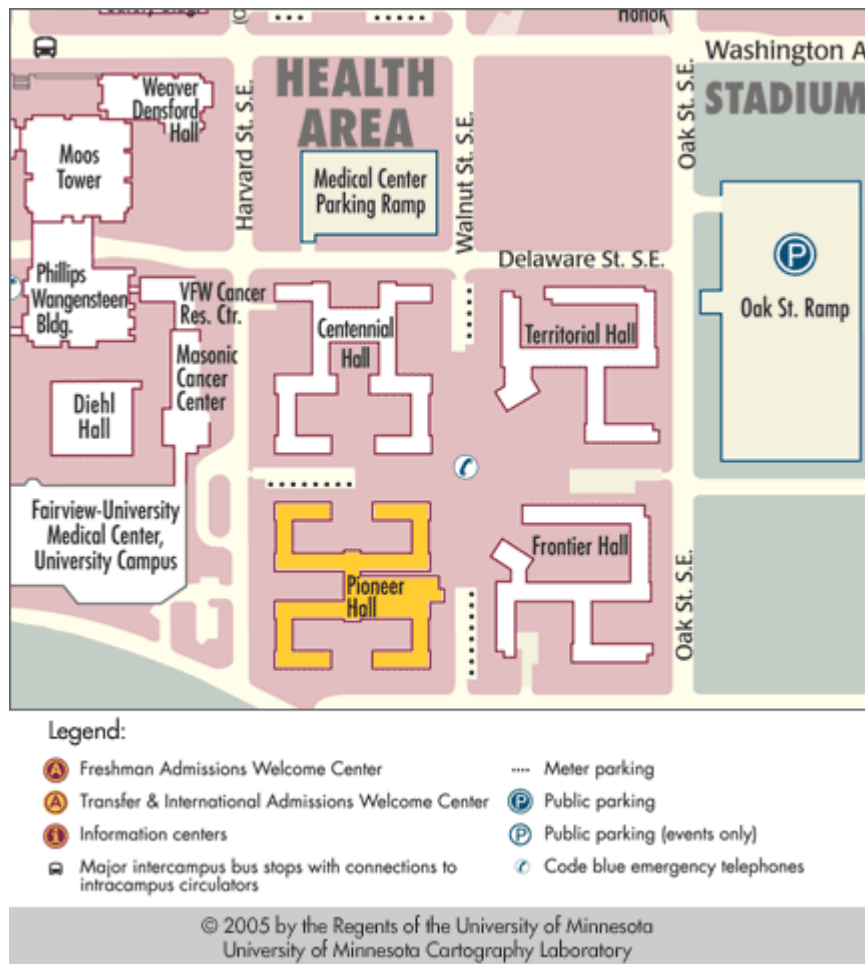
But with a site selected, high on the riverbank, with architects at work on the plans, with arrangements for financing perfected, and with the authority of the

---

<sup>114</sup> Paul Clifford Larson, *Minnesota Architect: The Life and Work of Clarence H. Johnston* (Afton, Minn.: Afton Historical Society Press, 1996), 188.

Supreme Court that the university was a mature and responsible agency capable of designing and carrying out its own plans, a further quibble was thrust in its way. A group of real estate owners in the neighborhood had conceived the idea that it had become their inalienable right to provide lodgings for students. They resented competition and went to court. . .

In June 1919, Judge Grier M. Orr filed the decision that “the University acting through its board of regents has the power and authority to issue and sell bonds for the purpose of creating a fund to erect and enjoy said dormitories.”<sup>115</sup>



<sup>115</sup> James Gray, *The University of Minnesota 1851-1951* (Minneapolis: University of Minnesota Press, 1951), 306-307.

## **Eligibility for the National Register of Historic Places**

It is recommended that Pioneer Hall be considered eligible for the National Register under Criterion A in the area of Education for its role as the first dormitory built especially for male students at the University of Minnesota in an era when the University was expanding its mission and its mandate. It is also recommended for eligibility under Criterion C in the area of Architecture as it embodies the distinctive characteristics of a type, period, or method of construction, in this case the dormitory quadrangle in the Georgian Revival style; and as it represents the work of a master, Clarence H. Johnston, Sr.

## Comstock Hall, 210 Delaware Street S.E., Minneapolis

Comstock Hall was built south of Washington Avenue and west of Coffman Memorial Union. Overlooking East River Parkway, the building is constructed into the slope as it rises from the parkway. Today the building forms an irregular “H” in plan with wings extending to the east and west. The entrance pavilion that links the wings is approached from Delaware Street. The building, clad in red brick, is Moderne in style with such characteristic details as projecting sun porches, curvilinear forms, and glass-block windows in the stair towers. The front wings, fronting on Delaware Street, are a later addition, although their presence is indicated on a 1939 campus plan.<sup>116</sup> They had not been constructed by the time of the 1956 aerial photograph shown below. Most of the windows have been replaced, and the terracing and landscaping have been redone.

The building was designed by the firm of C. H. Johnston, Architects-Engineers. This firm, which had been formed by Clarence H. Johnston, Jr., after his father’s death, had succeeded the senior Johnston for work on the University campus. Other major buildings on campus designed by the Johnston firm and under construction at the same time were the Coffman Memorial Union, located to the east of Comstock Hall, and the Bell Museum of Natural History, located in the older, Knoll section of the campus north of Washington Avenue, on Church Street off University Avenue.<sup>117</sup>

Built in 1939-1940, Comstock Hall was the second of the University’s two dormitories for women. It was named in honor of Ada Louise Comstock who had been the first dean of women between 1907 and 1912. Comstock, who was a strong advocate for women on the campus, both academically and in their living arrangements, left Minnesota to serve as dean of Smith College and then as president of Radcliffe College.<sup>118</sup>

The date is contemporary with the construction of Coffman Memorial Union. Both mark the expansion of the campus south of Washington Avenue. The Johnston firm worked with Arthur Nichols of the landscape architecture firm of Morell and Nichols, Inc. on the location and siting of the buildings. Nichols was particularly concerned with the southward expansion of Northrop Mall and the relationship of Coffman Union to the buildings and mall area north of Washington Avenue.<sup>119</sup>

---

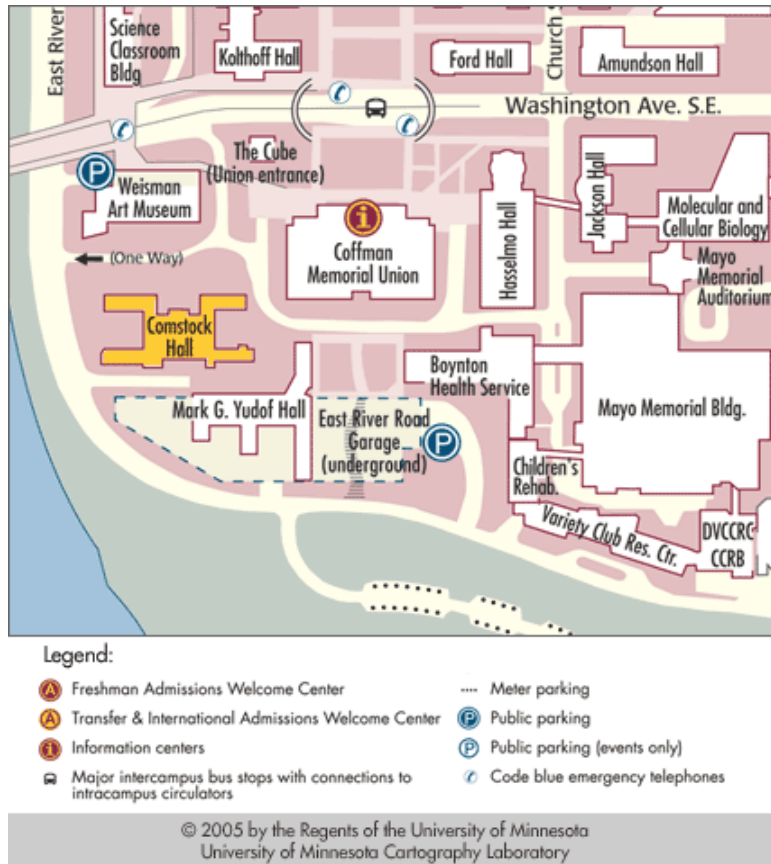
<sup>116</sup> See Landscape Research, “Northrop Mall, The City Beautiful Campus Plan of the University of Minnesota, Minneapolis, Minnesota: Designed Historic Landscape Evaluation Final Report,” submitted to State Historic Preservation Office, Minnesota Historical Society, 2003, 78.

<sup>117</sup> Larson, 194 n25; David Gebhard and Tom Martinson, *A Guide to the Architecture of Minnesota* (Minneapolis: University of Minnesota Press, 1977), 51-52; Larry Millet, *AIA Guide to the Twin Cities* (Saint Paul: Minnesota Historical Society, 2007), 129, 131.

<sup>118</sup> Gray, 136-137.

<sup>119</sup> See Landscape Research, 51-60.





## Eligibility for the National Register of Historic Places

Comstock Hall is not recommended for National Register eligibility. Although it could be considered under Criterion A in the area of Education, Comstock Hall lacks the precedent-setting role of Maria Sanford Hall (1910, 1920-1921), the first women’s dormitory on the campus, located on University Avenue west of the railroad tracks and the Knoll area. Although it was named after the first dean of women, it lacks the direct associational qualities with Ada Louise Comstock to be eligible under Criterion B. The building lacks sufficient distinction as an example of a type, period, or method of construction to be eligible under Criterion C. Compared with Coffman Memorial Union or the Bell Museum, works of the firm of the younger Johnston on campus, it lacks distinction as the work of a master. (Both Coffman and Bell had been named as among the best new buildings in the Twin Cities of the 1930s in an *Architectural Record* poll.)<sup>120</sup> Moreover, the building has been somewhat compromised by later alterations and additions that diminish its integrity. Although its location is close to the Coffman Memorial Union, Nichols sited it in such a way that it would be set apart from his Northrop Mall expansion plan.<sup>121</sup> Consequently it is not recommended for inclusion within the boundaries of the National Register eligible University of Minnesota Mall Historic District.

<sup>120</sup> Gebhard and Martinson, 51-52.

<sup>121</sup> Landscape Research, 55-56.



Pioneer Hall south, view from East River Parkway

*Photo: Marjorie Pearson*



Pioneer Hall south, view from Fulton Street

*Photo: Marjorie Pearson*



Pioneer Hall south, courtyard overview  
*Photo: Marjorie Pearson*



Pioneer Hall south, entrance from courtyard  
*Photo: Marjorie Pearson*



Pioneer Hall south, cornerstone  
*Photo: Marjorie Pearson*



Pioneer Hall south, courtyard to west  
*Photo: Marjorie Pearson*



Pioneer Hall south, view from Harvard Street

*Photo: Marjorie Pearson*



Pioneer Hall north, view from Essex Street extension

*Photo: Marjorie Pearson*



Pioneer Hall north, courtyard to west  
*Photo: Marjorie Pearson*



Pioneer Hall north, entrance from courtyard  
*Photo: Marjorie Pearson*



Pioneer Hall north, cornerstone  
*Photo: Marjorie Pearson*



Aerial view of University of Minnesota Campus, August 14, 1956,  
red arrow points to Comstock Hall

*Photo: Norton and Peel, Minnesota Historical Society Collections*



A view of Comstock Hall the river

Taken from *The University of Minnesota, 1851-1951*





Comstock Hall, view to southeast  
*Photo: Marjorie Pearson*



Comstock Hall from East River Parkway  
*Photo: Marjorie Pearson*



Comstock Hall from East River Parkway, view to north  
*Photo: Marjorie Pearson*



Comstock Hall from East River Parkway, view to northeast  
*Photo: Marjorie Pearson*



Comstock Hall, west wing from Delaware Street  
*Photo: Marjorie Pearson*



Comstock Hall, entrance pavilion between the two wings on  
Delaware Street

*Photo: Marjorie Pearson*



Comstock Hall cornerstone by entrance

*Photo: Marjorie Pearson*

**WASHINGTON AVENUE BRIDGE (HE-MPC-4918)  
SPANNING THE MISSISSIPPI RIVER AT THE UNIVERSITY OF MINNESOTA:  
NATIONAL REGISTER EVALUATION**



## Background

The Washington Avenue Bridge (Bridge No. 9360) was constructed between 1962 and 1965 by the Minnesota Department of Transportation to replace an earlier bridge built in the same vicinity. The new bridge linked the traditional East Bank campus of the University of Minnesota to the modern West Bank campus, also constructed beginning in the 1960s. The unique design separated pedestrian and vehicular traffic on two levels to facilitate travel between the two campuses. It also incorporated university buildings into its approaches.

The historical, architectural, and engineering significance of the Washington Avenue Bridge is being evaluated as part of the Supplemental Draft Environmental Impact Statement and Final Environmental Statement for the planned construction of the Central Corridor Light Rail Transit project. It had not been evaluated in any of the earlier studies. The proposed light-rail route will cross the bridge on the lower level, potentially subjecting the structure to environmental and physical impacts.

## Description

The double-deck Washington Avenue Bridge spans the Mississippi River between the East Bank and West Bank campuses of the University of Minnesota. It measures 1,130'-0" in length and is designed to separate uses between each level. The lower, vehicular, level of the bridge accommodates two lanes of traffic in each direction (four lanes altogether) and is supported by a steel-span superstructure. The three main spans are continuous haunched girders measuring 246'-0", 315'-0", and 246'-0" in length. Single, beam-girder spans connect the central section of the bridge to each shore. The west girder measures 105'-0" in length and the east girder is 66'-0" long. All of the girders rest on bearings, which are connected to the two reinforced-concrete piers and the reinforced-concrete abutments. The upper, pedestrian, level is supported on steel frames, which run under the concrete-slab deck and down the sides of the bridge to the superstructure. Both levels measure 74'-0" in width, and the upper deck has an enclosure which is 30'-0" wide and 8'-0" tall, which runs the entire length of the bridge. The globe street lamps lining each side of the upper deck are part of the original design and have always lighted the pedestrian level. This bridge was one of the first in the nation to use A441 high-strength, low-alloy steel in its superstructure, which allowed for welding rather than riveting the structure.<sup>122</sup>

## Minneapolis's Ponte Vecchio

The first Washington Avenue Bridge was built in 1884-1885 to facilitate the Interurban trolley line between Minneapolis and Saint Paul. The line was begun in 1881 with a horse car line on University Avenue from downtown Saint Paul to Dale Street. The line was completed to downtown Minneapolis via University Avenue and Washington Avenue in December 1890. Trusses were added to the bridge in 1890 and 1906 to improve its stability. The Interurban line was one of the busiest in the Twin Cities and the name proved so popular it was adopted by the

---

<sup>122</sup> Mn/DOT, Structure Inventory Sheet for Bridge 9360, May 14, 2003, available from Mn/DOT, Bridges and Structures Department, Oakdale, Minnesota; T. H. 12, State of Minnesota, Department of Highways, Bridge No. 9360, General Plan and Elevation, April 13, 1962, available from Mn/DOT, Bridges and Structures Department, Oakdale, Minnesota; "Two Decks Unite Divided Campus," *Engineering Record* 175 (July 8, 1965): 72, 74.

Twin City Rapid Transit Company to describe all intercity lines. In the 1930s and 1940s, the bridge's stability further deteriorated, partly because the weight of motorized vehicles was much greater than that of horse-drawn vehicles. Streetcar speeds were restricted to 20 miles per hour over the bridge, and trucks and other vehicles weighing more than three tons were eventually banned altogether. As early as 1945 the City of Minneapolis explored rebuilding the bridge. The university opposed replacing the bridge at the same location, because the heavy traffic generated on Washington Avenue by the bridge crossing divided the existing campus on the east bank. University officials suggested that a new bridge be built downstream from campus.<sup>123</sup>

In the 1950s, enrollment at the University of Minnesota reached its highest numbers up to that time and the school needed to expand its East Bank campus, but options were limited. "It was not easy to find space adjacent to the campus, which was hemmed in by railroad yards on the north and the Mississippi River to the west and south. To the east lay a residential area, Prospect Park, home to many faculty members—and Hubert Humphrey." The neighborhood's strong political clout meant "expansion in that direction was not likely to be popular or feasible." The west bank of the river, with a high percentage of renters, appeared to be an easier target for expansion plans.<sup>124</sup>

In 1954, Ralph Rapson, then head of the School of Architecture, proposed a year-long project for the school's architectural students that would analyze the university's expansion problems and offer solutions. Four schemes were presented to the administration in 1955. One scheme proposed renovating and constructing new buildings on existing university land, while another advocated expansion of the Saint Paul campus. The third suggested developing a campus in the suburbs. The fourth plan recommended that the university expand across the Mississippi River with a "Ponte Vecchio-like bridge" connecting the existing east campus and a new west campus. Vehicular traffic would be on the lower level and pedestrians above. University officials proposed, and city officials agreed, that the lower level would carry vehicular traffic from the east riverbank to Oak Street in a tunnel to make the campus free of through traffic. In 1957, the west bank campus concept was adopted by the Board of Regents and political negotiating with the state legislature over money and land was begun. The legislature granted the university \$1.5 million to acquire 17.5 acres of land for the new West Bank campus.<sup>125</sup>

While the university worked on the plans for the West Bank campus, the design for the two-level bridge was promoted to the public. The pedestrian level of the bridge would be equipped with

---

<sup>123</sup> John W. Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota Press, 2007), 197-201; "University Asks New Bridge Site," *Minnesota Daily*, January 23, 1945; Stanford Lehmborg and Ann M. Pflaum, *The University of Minnesota 1945-2000* (Minneapolis: University of Minnesota Press, 2001), 77-79.

<sup>124</sup> Lehmborg and Pflaum, 77.

<sup>125</sup> The tunnel was not constructed because of costs. The following section of this report, "Timeline for the Depression of Washington Avenue" details various efforts to unify the campus across Washington Avenue. "Walkalators' Urged on Bridge," *Minneapolis Morning Tribune*, June 28, 1955; "Moving Walk Proposed for City Bridge," *Minneapolis Star*, June 28, 1955; "Double-deck bridge OK'd by 'U' & City," *Minneapolis Star*, December 9, 1954; "Double-Deck River Span at U Urged," *Saint Paul Pioneer Press*, July 6, 1955; Frank Murray, "City, State Hassle Over Bridge," *Minneapolis Star*, December 12, 1955; "'U' Regents Approve New Bridge Plans," *Minneapolis Star*, November 2, 1957; Jane King Hession, Rip Rapson, and Bruce N. Wright, *Ralph Rapson: Sixty Years of Modern Design* (Afton, Minn.: Afton Historical Society Press, 1999), 121. This source uses the "Ponte Vecchio-like bridge" phrase.

moving walkways, called “walkalators,” and the lower level would be approached by tunnels at both ends. One newspaper reporter suggested the project had “Buck Rogers aspects,” but the university architect, Winston A. Close, believed the bridge would become the symbol for a combined campus, like Northrop Auditorium was a symbol for the main East Bank campus. In 1959, the university unveiled tentative plans for four new campus buildings on the west side of the river.<sup>126</sup>

By 1961, the university’s expansion across the river received notice in the *New York Times*, which observed, “The University of Minnesota has divided itself, amoeba-like, by leaping the Mississippi River in search of expansion space.” The article noted that excavations for three new buildings on the west side were underway and construction of a double-deck bridge to link the two campuses would start later that year. From the start, the bridge was seen as an integral part of the expanded campus. “The west campus area incorporates new techniques of planning which permit extremely compact building arrangements,” said Winston Close. Once the bridge was completed, the *Times* published another article which again noted that the bridge connected the two campuses.<sup>127</sup>

Buildings on the east campus and on the west bank were designed to accommodate the new bridge. One writer noted, “The upper level of the bridge will be connected with the east bank buildings by a raised plaza running from the bridge to the mysterious balcony on the new Science Classroom Building. The upper walkway will also be extended to connect to the mall in front of Coffman Union.” The same style of lighting standards seen on the mall would be carried over the pedestrian walkway. Meanwhile on the west side, “connections will be made to existing buildings by a temporary timber ramp. This ramp will give access to the classrooms, but will also allow space for the construction of the latest addition to the west bank.” Another west bank building, Anderson Hall, was being planned just as the bridge reached completion. The building “will contain eight large classrooms similar to those in the new Science Classroom Building on the east bank. It is to be built parallel to the existing west bank classroom building [Blegen Hall] but will sit overlooking the river in approximately the same spot the workmen on the bridge now park. The entire ground level will be a glassed-in study area in addition to food services. The study space will have one of the most breathtaking views possible of the east bank campus and the Mississippi River.”<sup>128</sup>

Preliminary plans for the bridge and its approaches were drawn up by 1960. The state highway department and the engineering firm, Sverdrup and Parcel and Associates of St. Louis, cooperated on the project. While the new bridge began at the same location on the east bank as the old, it angled south of the old bridge on the west bank.<sup>129</sup>

---

<sup>126</sup> “‘Walkalators’ Urged on Bridge”; Herm Sittard, “River Span May Rank With Great,” *Minneapolis Star*, November 7, 1957; Herm Sittard, “On Blighted Area, ‘U’ Will Build an Educational City,” *Minneapolis Star*, October 7, 1959.

<sup>127</sup> “Minnesota Campus is Divided by River,” *New York Times*, January 18, 1961; “School Expands Across a River,” *New York Times*, October 17, 1965.

<sup>128</sup> Daniel Kehrberg, “The Bridge. . .,” *Minnesota Technologist* (February 1965): 25.

<sup>129</sup> Kehrberg, 24-25.



## Sverdrup and Parcel

The Saint Louis engineering firm of Sverdrup and Parcel was founded in 1928 by Leif J. Sverdrup and John Ira Parcel. Sverdrup, a native of Norway, came to Minneapolis in 1914 for a short visit with his cousin, George Sverdrup, president of Augsburg College. World War I broke out and Sverdrup could not return to Norway. He enrolled at Augsburg and earned a B.A. in 1918. He continued his education acquiring a B.S. in civil engineering from the University of Minnesota in 1921. Parcel was an engineering professor at the university and had also worked for the American Bridge Company. After graduating from the university, Sverdrup worked briefly for the Minnesota Highway Department but moved to the Missouri Highway Department, where he became the chief bridge engineer in 1925.<sup>130</sup>

In 1927, plans had stalled for a bridge over the Missouri River at Hermann, Missouri. The state was unable to raise the funds for the bridge so a toll bridge was planned for the site. Sverdrup approached the Hermann Bridge Company and proposed to design the bridge and supervise construction as a private contractor. At the same time, he wrote to Parcel and asked him to become a partner in the venture. Parcel was reluctant to leave the university and took a one-year, unpaid leave of absence. The new firm opened its doors on April 1, 1928, just before the Hermann project was approved. Sverdrup soon persuaded several of his former highway department colleagues to join the firm. The firm struggled to build a reputation and secure work in its early years. By the middle of the 1930s, projects were more forthcoming with funding through New Deal programs. The firm also developed a connection with the Army Corps of Engineers (Corps) during this period.<sup>131</sup>

At the outbreak of World War II, the firm was considered one of the best bridge firms in the country. It benefited from its relationship with the Corps and received the commission for Canol, a top-secret 1,550-mile-long oil pipeline that carried 3,000 barrels of crude oil a day across the arctic reaches of Alaska. The firm also designed a wind tunnel for the U.S. Army Air Corps (precursor to the U.S. Air Force) and island airstrips in the Pacific theater. Sverdrup accepted a commission in the Corps during the war. He reached the rank of major general, commanded all engineering forces in the southwest Pacific, and served as an advisor to General Douglas MacArthur.<sup>132</sup>

The war-time experience provided Sverdrup and Parcel a chance to diversify its engineering expertise. After the war, the firm was well positioned to enter a number of new fields including air technology research. It was chosen to prepare a national facilities master plan, conduct research, and provide architectural and engineering services at the new Arnold Engineering Development Center in Tennessee, the air force's flight simulation test facilities. The firm also continued its routine work of building bridges, dams, and electrical substations, and constructing roads. It developed a reputation for its work on breweries and sports arenas, completing the

---

<sup>130</sup> Robert Hewett, "Former Minnesotans Direct Building of Dam in Thailand," *Minneapolis Tribune (Picture Magazine)*, April 14, 1963; "Finding Aid for the John Ira Parcel Papers," available online through the University Archives, Department of Special Collections, University Libraries, Washington University in St. Louis, <http://library.wustl.edu/units/spec/archives/guides/pdf/parcel.pdf> (accessed January 9, 2008).

<sup>131</sup> "Finding Aid for the Parcel Papers"; Bob, Swierczek, "Sverdrup Corporation," from Answers.com web site, <http://www.answers.com/Sverdrup+Corporation?cat=biz-fin> (accessed January 9, 2008).

<sup>132</sup> Swierczek; "Minnesota Major Building Airfields on 'Tokyo Road'," *Minneapolis Tribune*, February 11, 1945.

Busch Stadium in Saint Louis in 1966. By the mid-1960s, Sverdrup and Parcel had projects in thirty-two states, the District of Columbia, Panama Canal Zone, and fifteen foreign countries. These included the Bridge of the Americas across the Panama Canal (1962); the Chesapeake Bay Bridge-Tunnel (1964) that was named one of the “Seven Engineering Wonders of the Modern World”; the Executive Office Building in Saint Louis (1963); and the Yanhee Dam in Thailand (1964).<sup>133</sup>

Sverdrup “took steps to identify promising young people to lead the firm in the future and also came to recognize that the firm had developed a broader role with the passage of time—it was no longer a St. Louis firm with national branches but a national firm headquartered in St. Louis.” Although Parcel died in 1965 and Sverdrup in 1975, the firm continued its international work through the 1980s and 1990s under the name Sverdrup Corporation. It recently merged with Jacobs Engineering Group.<sup>134</sup>

### **Building a Bridge at Washington Avenue**

Sverdrup and Parcel’s preliminary plans were for an all-riveted bridge. Excavation and construction of the abutments and piers was begun in 1961. Work followed on the approach on the west bank. The approach on the east bank, in the midst of the university campus, was delayed until the new bridge was close to completion. After construction had begun, Sverdrup and Parcel changed the plans. The new bridge would be welded instead of riveted, using approximately 1.2 million pounds of a new high-strength, low-alloy steel, A441, as well as two types of more conventional steel.

A441 steel was developed in the 1950s along with A440 steel. Research and development had been spurred by the railroads in the early twentieth century and pushed further by bridge designers. Both steels had yield-strength ranges of 50,000 psi and were priced lower than A242, another 50,000 psi yield-strength steel that had been in use since the 1920s. The combination of increased strength and the relatively low price in the new steels “have opened up new vistas bounded less by available materials than by designers’ imaginations. Through skillful selection of high-strength steels, structural engineers can make structures leaner and more graceful, less costly and more durable.”<sup>135</sup> High-strength steel was increasingly used for buildings in the early 1960s. U.S. Steel estimated that up to and including 1961, fifteen buildings were constructed with high-strength steels. In 1963, thirty-one buildings had been fabricated with the steels. There was also a shift from riveting to welding. A well-known example of the use of A441 steel was the Beinecke Rare Book and Manuscript Library at Yale University. Designed by Skidmore, Owings and Merrill with structural engineer, Paul Weidlinger, the five-story building had a structural system of Vierendeel trusses that would not have been possible without A441. The high-strength steel was welded into slender, tapered truss members that had thinner plate

---

<sup>133</sup> Swierczek; “Bridge of the Americas to Open in Panama,” *New York Times*, September 23, 1962; Ben A. Franklin, “Chesapeake Bay Bridge-Tunnel Will Open Today,” *New York Times*, April 15, 1964; “St. Louis Adds Major Office Tower,” *New York Times*, November 10, 1963; Kathleen McLaughlin, “Completion of Yanhee Dam is Awaited in Thailand,” *New York Times*, July 10, 1962; Kathleen McLaughlin, “Vast Power Project Opens New Era for Thailand,” *New York Times*, June 30, 1964.

<sup>134</sup> Swierczek.

<sup>135</sup> “New Steels Open New Roads to Progress,” *Engineering News-Record* 168 (February 15, 1962): 40.

thicknesses than conventional steels. The welded trusses also accomplished the designers' aesthetic goals.<sup>136</sup>

Construction of the Washington Avenue bridge was held up when problems began to occur with the welding of the A441 steel girders at the U.S. Steel plant in Orange, Texas. The Minnesota Highway Department had used high-strength steel and machine welding for the Dartmouth Avenue (Interstate 94) bridge over the Mississippi River. A plant in Gary, Indiana, fabricated the girders for that bridge, but transporting them to Minnesota proved costly and time consuming. The commission for the Washington Avenue Bridge girders was originally given to a Bloomington, Indiana, plant. After the transportation delays with the Dartmouth Avenue girders, the job was farmed out to Orange because of its location on the Sabine River, which empties into the Gulf of Mexico near the Mississippi's mouth. The girders could be directly loaded onto barges and floated north to Minnesota. The Orange plant had extensive experience as a ship building center during World War II. However, the plant had no experience in machine welding A441 steel. The high humidity in east Texas was also blamed for welding troubles. The solution was to weld the girders by hand. The slow fabrication delayed the bridge construction by a year.<sup>137</sup>

When it opened in 1965, the bridge connected the modern West Bank campus with the traditional East Bank campus. In early 1966, the thirty-foot-wide pedestrian enclosure on the upper deck was completed. The \$500,000 enclosure, funded by donations from university alumni, was envisioned as a gallery space that would house "bookstalls, information and ticket booths, and various types of exhibits" and would be heated by steam lines carried from the east bank to the west bank. Unfortunately, the gallery concept was never implemented because the bridge was at its maximum dead-load capacity and could not support the weight of additional structures, according to planning officials at the time. The glass-pane walls, which were part of the enclosure's modern style, fell victim to vandalism shortly after completion of the enclosure. Broken glass and graffiti continued to plague the upper deck into the 1990s. The bottom rows of glass panes were replaced with plywood panels in the 1970s, and since the early 1990s have been painted annually by university professors and students as part of the bridge's maintenance. In 2000, the bridge superstructure was painted maroon, white, and gold as a reflection of its importance to the University of Minnesota.<sup>138</sup>

Aside from the repainting and the replacement of the bottom row of glass panes with plywood panels, the bridge retains a high degree of integrity in its form, structure, and materials.

---

<sup>136</sup> Ibid.; J. A. Gilligan, "Higher-Strength Structural Steels," *Civil Engineering* 34 (November 1964): 35; "Welded Vierendeel A441 Trusses Frame Library," *Engineering News-Record* 168 (February 15, 1962): 54-55.

<sup>137</sup> Martin Merrick, "Washington Bridge Will Be Year Late," *Minneapolis Star*, September 19, 1964.

<sup>138</sup> "Old Bridge Not Missed by Faculty, Students," *Minnesota Daily*, February 14, 1973; Jon Gordon, "Bridge Was Intended to Serve as Focal Point," *Minnesota Daily*, September 18, 1989; Thomas Douty, "Washington Avenue Bridge Receives Annual Makeover," *Minnesota Daily*, September 10, 1999; Hennepin County, Elevation drawing outlining the paint scheme for Bridge No. 9360, November 4, 1999, available at the Minnesota Department of Transportation, Bridges and Structures Department, Oakdale, Minnesota.

## Bridge Links and Highway Development west of the Washington Avenue Bridge

For many years, the Washington Avenue Bridge was part of State Trunk Highway 12. Because the alignment of the new bridge was south of the old bridge and its continuation westward on Washington Avenue in the Seven Corners area, new bridge approaches were required on the west side of the river. Plans in the Minnesota Department of Highways (now MnDOT) indicate that when the bridge was completed, the roadway west of the bridge extended to a point 75 feet east of Cedar Avenue. A ramp on either side of the road provided access to and from Cedar Avenue. Plans to construct a bridge on Cedar Avenue (Bridge No. 27030) that links the two Washington Avenue ramps were issued in 1967. The route of the roadway (T.H. 12) from the bridge was intended to extend westward under Cedar Avenue approximately along the line of Third Street South.<sup>139</sup>

Meanwhile the route of newly opened east-west Interstate 94 was located south of the bridge approach and T. H. 12 and was intended to link to the north-south route of Interstate 35W, still under construction through downtown Minneapolis. The old route of Washington Avenue from Seven Corners, west of Cedar Avenue, required a new bridge over the depressed interstate roadway. This bridge, No. 27881, was built in 1967, shortly before the new Cedar Avenue roadway bridge.<sup>140</sup>

The complex arrangement of highway routes and connections for Interstate 94, Interstate 35W, State Highway 55, and State Highway 12, were all part of what the Highway Department called the Hiawatha Interchange. Plans for the connecting roads and bridges were issued between 1968 and 1970. The northern section of the interchange provides the connections to the Washington Avenue Bridge and the University of Minnesota. Clearly the intent of the design was to provide access from downtown Minneapolis that was easier than the complicated route through Seven Corners, as well as allow for connections from Interstate 94 and Interstate 35W.<sup>141</sup>

---

<sup>139</sup> State of Minnesota, Department of Highways, Trunk Highway No. 12-104, S.P. 2715-66, sheets 1 and 2, 1965, shows the west bridge approaches and the ramps along the new route of Washington Avenue (T. H. 12). The Cedar Avenue roadway bridge is shown in State of Minnesota, Department of Highways, Trunk Highway No. 12-104, S.P. 2715-74, 1967, sheets 1 and 2. An aerial photograph taken in 1968 shows the new Washington Avenue roadway ending short of Cedar Avenue, the flanking ramps leading up to Cedar Avenue, and the new Cedar Avenue roadway bridge.

<sup>140</sup> This bridge is shown on S.P. 2715-74 and the 1968 aerial photograph.

<sup>141</sup> Plans for the road connections and bridges of the Hiawatha Interchange are shown in State of Minnesota, Department of Highways, Trunk Highway No. 12-104, S.P. 2715-86, 1968, sheets 1 and 2 (microfilm roll 438); State of Minnesota, Department of Highways, Trunk Highway No. 35W-394, S.P. 2783-17, 1968, sheets 1 and 2 (microfilm roll 438); State of Minnesota, Department of Highways, Trunk Highway No. 35W-394 and 12-104, S.P. 2783-16 and 2715-75, 1970, sheets 1 and 2 (microfilm roll 438). Two aerial photographs from 1980 show the completed connections.

## Recommendation

The Washington Avenue Bridge is recommended for listing in the National Register of Historic Places. Properties listed in the register must meet at least one of four criteria. Properties eligible for Criterion A “are associated with events that have made a significant contribution to the broad patterns of our history.” A property eligible for Criterion B is “associated with the lives of persons significant to our past.” To be eligible for the Register under Criterion C, a property “must embody the distinctive characteristics of a type, period, or method of construction,” represent the work of a master, possess high artistic values, or “represent a significant and distinguishable entity whose components may lack individual distinction.” Properties eligible under Criterion D have archeological value. In addition to the four criteria, properties may also relate to seven criteria considerations. The Washington Avenue Bridge is also evaluated under Criteria Consideration G—a property of exceptional importance that has achieved significance within the last fifty years.<sup>142</sup>

The Washington Avenue Bridge is eligible for listing in the National Register under Criterion A in the area of Community Planning and Development. When the University of Minnesota was faced with the need to expand its campus, it chose an expansion across the Mississippi River because the City of Minneapolis and the Minnesota Highway Department could build a bridge that separated vehicular and pedestrian traffic. The community went to great trouble and expense to build a double-deck bridge with separate levels for pedestrians and vehicles to ensure the safety and easy movement of university students between the two campuses. The university also took its campus planning a step further by integrating buildings on both sides of the river with the new bridge’s structure. The university has continued this planning, including the Frederick R. Weisman Art Museum, built 1992-1993, and the Elmer L. Andersen Library, built 1997-1999.

The Washington Avenue Bridge is also eligible for listing under Criterion A in the area of Transportation. The original bridge was constructed to hold a streetcar line, and over several decades Washington Avenue developed into a major transportation artery within Minneapolis on both sides of the river. The route would not have been as important an east-west artery if a bridge did not carry it over the Mississippi River. The current Washington Avenue Bridge continues to serve as an important transportation link for the city between the two sides of the Mississippi River. Soon after the bridge opened, it was linked into underpasses and interchanges to provide easy access to downtown Minneapolis and two routes of the interstate highway system.

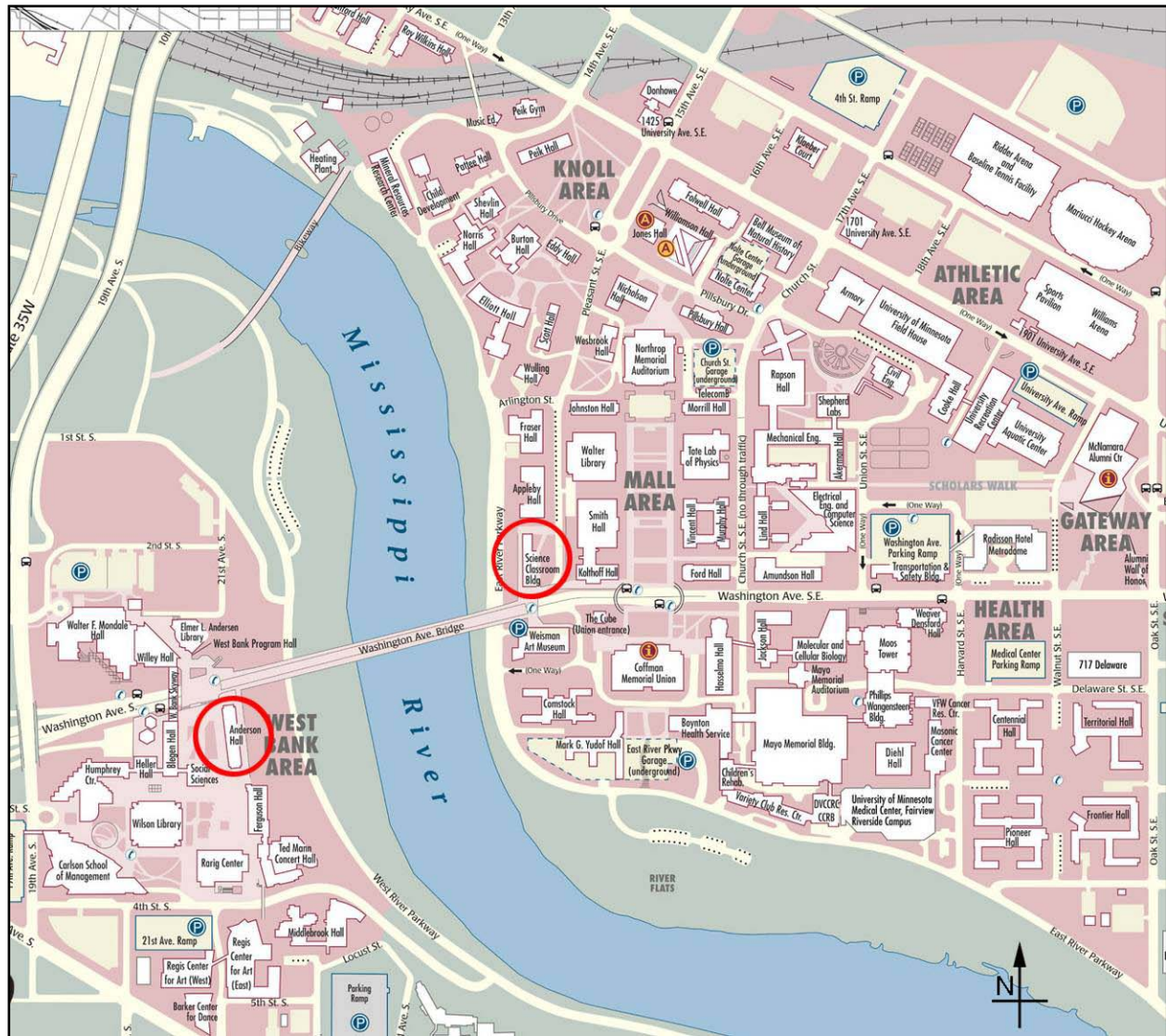
The Washington Avenue Bridge is eligible for National Register listing under Criterion C in the area of Engineering. The bridge is the only known double-deck bridge in Minnesota with a pedestrian upper deck and vehicular lower deck. Although the concept for the bridge was inspired by historic bridges, like the Ponte Vecchio in Florence, Italy, the design is executed in a very modern way, using recently developed materials and construction techniques.

At this time (2008), the bridge is less than fifty years old, so must be evaluated for the National Register under Criteria Consideration G. The bridge’s period of significance starts in 1960 when construction of the bridge began and ends in 1965 when the bridge was completed. After 2015,

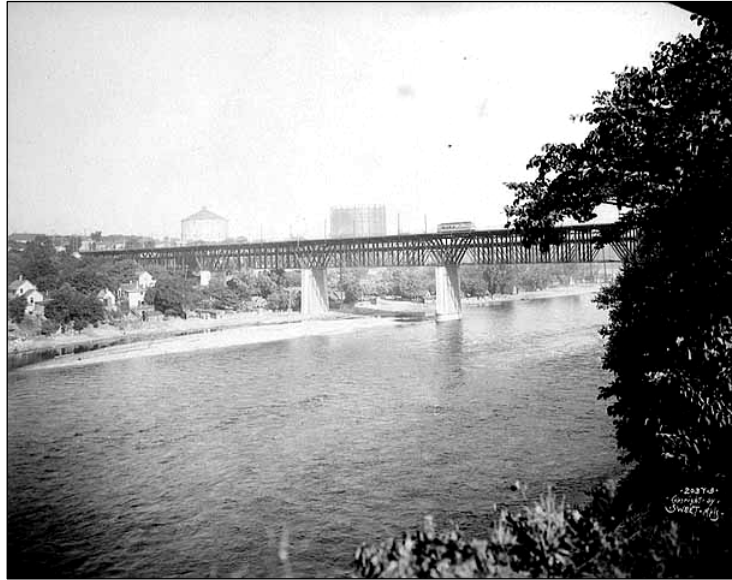
---

<sup>142</sup> *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Government Printing Office, 1991), 12, 14, 17, 21, 41.

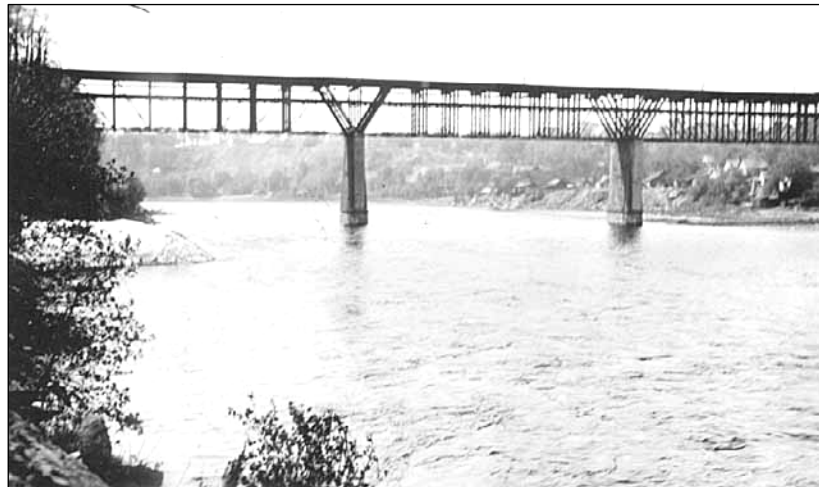
the bridge will have met the fifty-year mark and the criterion consideration will no longer be applicable.



Map showing the location of the bridge.  
The two circled buildings were the first to be integrated into the bridge approaches.  
Subsequent buildings have also been connected to the bridge.  
*University of Minnesota campus map*



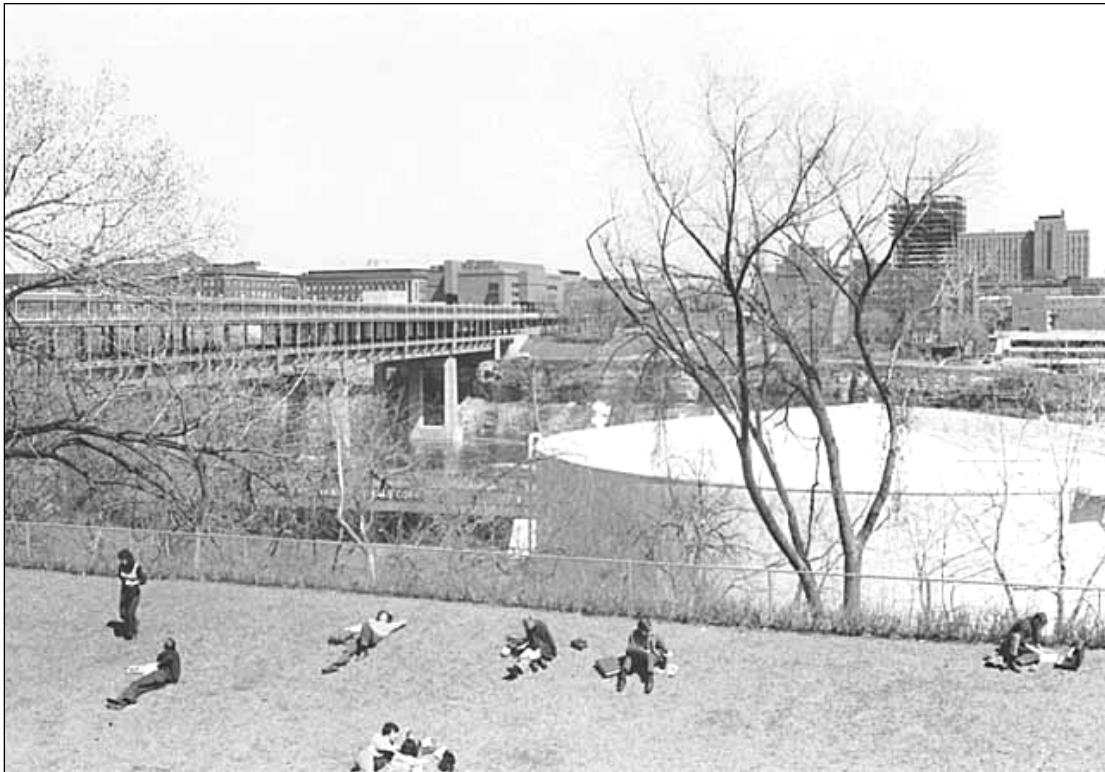
Original Washington Avenue Bridge in 1905 looking upstream  
*Photo: Minnesota Historical Society Collections*



Original Washington Avenue Bridge in 1912 looking downstream.  
*Photo: Minnesota Historical Society Collections*



Original Washington Avenue Bridge in ca. 1945 looking east.  
*Photo: Twin Cities by Trolley*

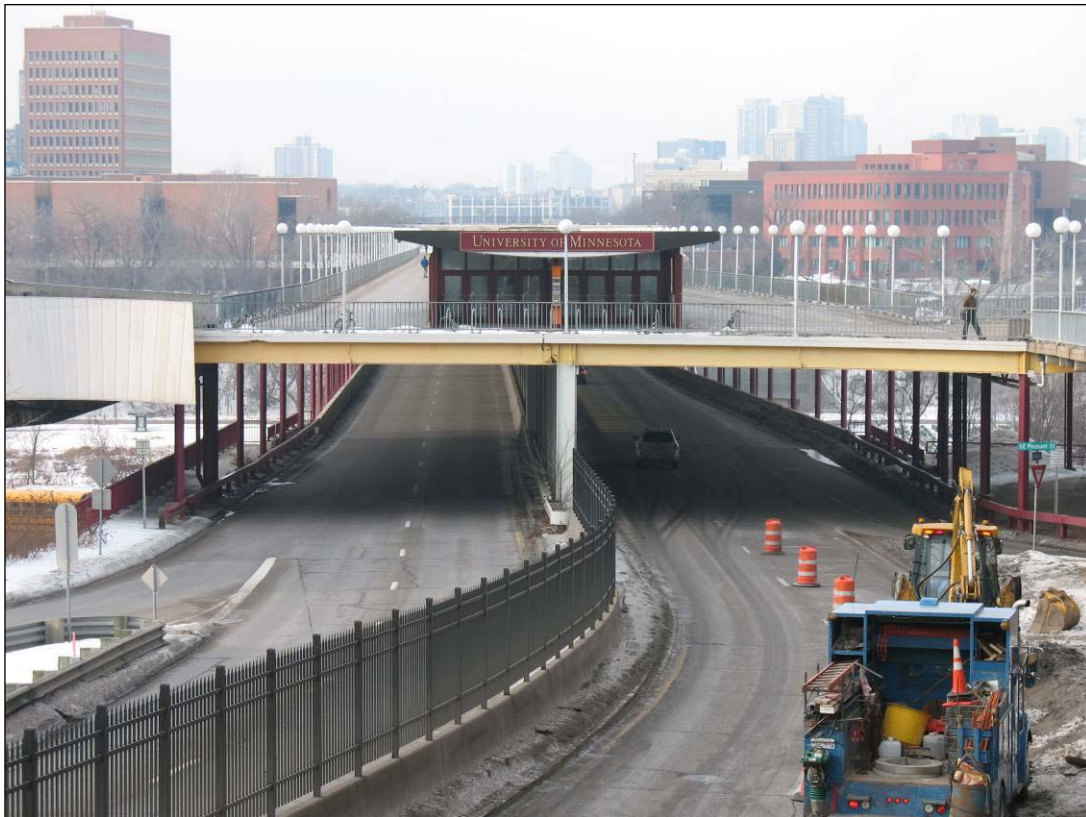


Rebuilt Washington Avenue Bridge from the West Bank campus in 1972.  
*Photo: Eugene Debs Becker, Minnesota Historical Society Collections*





Washington Avenue Bridge from West River Parkway, view upstream, in 2008.  
*Photo: Elizabeth Gales*



Approach to Washington Avenue Bridge, view to west, in 2008.  
*Photo: Elizabeth Gales*



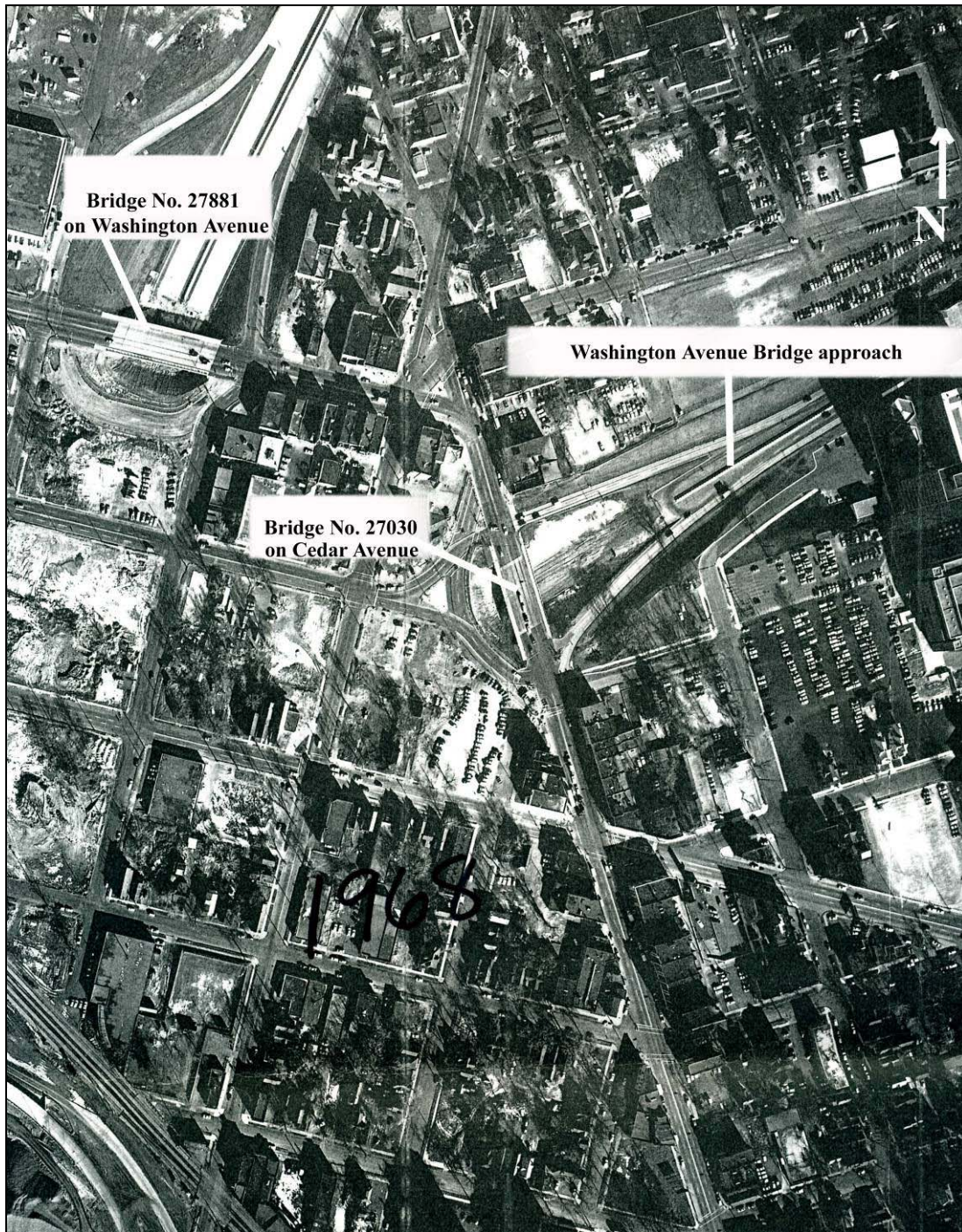
Upper level of Washington Avenue Bridge, view to east, in 2008.  
*Photo: Elizabeth Gales*



The Science Classroom Building on the East Bank, view to west, in 2008.  
*Photo: Elizabeth Gales*



Anderson Hall on the West Bank, view to west, in 2008.  
*Photo: Elizabeth Gales*



This 1968 aerial photograph shows the new road bridges on Cedar Avenue and Washington Avenue over the depressed roadway for I-35W, as well as the west approach to the Washington Avenue Bridge and the adjacent ramps leading to Cedar Avenue.

*Photo: MnDOT*



Plans for the Hiawatha Interchange, 1970, showing the connecting roads and bridges. The connection to the Washington Avenue Bridge is on the upper right.  
 Source: MnDOT, Microfilm Roll 438

## Timeline for the Depression of Washington Avenue

### Background

Washington Avenue extends through the University of Minnesota Mall Historic District. MnSHPO requested further information on changes to Washington Avenue in relation to the Washington Avenue Bridge.

### Important Dates

1884-

1885 Washington Avenue Bridge constructed for the Interurban Trolley Line (TCRT).<sup>143</sup>

1931 The University commissioned landscape architects Morrell and Nichols to plan for the increasing streetcar and automobile traffic. Their study, “Report on Campus Development,” had five key points, one of which called for the enclosure of Washington Avenue in a tunnel stretching from Harvard Street to East River Road. “Another consequence of this scheme made the space on the deck over Washington Avenue virtually flat.”<sup>144</sup>

1930s “The Morrell and Nichols report represented both a modernization of the program for the campus and a downsizing of grandiose architectural and landscape architectural gestures. In the December 1931 submittal, these ideas also focused on the enhanced pedestrian safety associated with the depression of Washington Avenue. Throughout the 1930s various schemes were suggested for Federal Works Progress Administration participation in depressing the Washington Avenue section of the mall; the most difficult obstacle to this plan was the War Department’s requirement that there be a fifty-five foot clearance on the east side of the river. As the June 10, 1935 letter from W. F. Holman, the supervising engineer of the University, to W. T. Middlebrook pointed out, this requirement would raise, not lower the elevation of Washington Avenue.”<sup>145</sup>

1939 Much of the Morrell and Nichols plan for the upper mall had been completed, “except for the failure to depress Washington Avenue . . . Approximately twenty feet of grade change from the mall to Washington Avenue, shown only partially depressed, was accommodated at the southwest corner of the upper mall by a double flight of stairs.”<sup>146</sup>

---

<sup>143</sup> John W. Diers and Aaron Isaacs, *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul* (Minneapolis: University of Minnesota Press, 2007), 197-201.

<sup>144</sup> Landscape Research, “Northrop Mall: The City Beautiful Campus Plan of the University of Minnesota,” *Designed Historic Landscape Evaluation*, submitted to the State Historic Preservation Office, Minnesota Historical Society, October 2003, 53-54.

<sup>145</sup> Landscape Research, 54.

<sup>146</sup> Landscape Research, 54-55

- “Arthur Nichols studied the design of a cut-and-cover tunnel that would deck the space of Washington Avenue and create a continuous mall extending to the Union. He included twenty-four-foot lanes in each direction, plus forty-two feet for the street railway right of way.”<sup>147</sup>
- 1940 Two temporary wood-and-steel pedestrian bridges were built, apparently without the consultation of Morrell and Nichols, across Washington Avenue.<sup>148</sup>
- 1941 When “construction of a new Washington Avenue bridge seemed imminent; Morrell and Nichols weighed in with an opinion about the desirability of a double-deck bridge to be built in connection with the depression of Washington Avenue and the tunnel.”<sup>149</sup>
- 1942 “In 1942, the University proposed a \$3 million capital expenditure to construct the 900-foot tunnel to depress Washington Avenue; the rationale offered was that the ‘original Campus Plan of 1910 prepared by the late Cass Gilbert anticipated the construction of a tunnel through the campus so that all traffic would be underground. The Campus plan can never be finally finished until the tunnel through campus is completed.’ These claims about the Gilbert idea for the grade of Washington Avenue were, of course, inaccurate.”<sup>150</sup>
- 1945 The university presented a resolution to the Minneapolis City Council Post-war Progress Committee to urge the rebuilding of the Washington Avenue Bridge. “A desire for a campus completely integrated and unified, without any through traffic of any kind, was the principal reason presented by the University group for their stand through the resolution made by the Regents.” The university wanted the bridge moved downstream. They concluded that “the reconstruction of the Washington Avenue bridge at its present location would make necessary, in University interests, the subsequent construction of a closed tunnel through the University campus which would be costly in construction and operation.”<sup>151</sup>
- 1946 “Herman Olson of the Minneapolis Planning Commission proposed to depress Washington Avenue through the campus but deck only the portion of the mall; this drew an angry response from Arthur Nichols.”<sup>152</sup>
- 1954 The city and the university came to an agreement on a two-level bridge to replace the Washington Avenue Bridge. “The lower deck would be an expressway for intercity, through-campus traffic of trucks and buses. That traffic would be carried through the campus from the river bank to Oak Street in a tunnel.”<sup>153</sup>

---

<sup>147</sup> Landscape Research, 56

<sup>148</sup> Landscape Research, 57.

<sup>149</sup> Landscape Research, 59

<sup>150</sup> Landscape Research, 59.

<sup>151</sup> “University Asks New Bridge Site,” *Minnesota Daily*, January 23, 1945.

<sup>152</sup> Landscape Research, 60.

<sup>153</sup> “Double-deck Bridge OKd by ‘U’ & City,” *Minneapolis Star*, December 9, 1954.

- 1955 The City of Minneapolis proposed a new two-level bridge to the state legislature. “The upper level of this bridge would supply local traffic between the university—a community of 25,000 persons in itself—and the Minneapolis loop. The lower level, constructed as a tunnel, would cut completely under the university campus area to service through traffic between Minneapolis and St. Paul. . . . This plan ties in with an old idea at the University of Minnesota itself, of developing a complete campus free of through traffic.”<sup>154</sup>
- 1957 A newspaper article offered an initial sketch of the bridge and a description of the bridge as if traveling the new Washington Avenue route in a car. “Our car moves east through the tunnel under the university mall now, past two bus depots, one at Church Street, and gradually upward till we leave the tunnel at the Washington and University Avenue ‘Y.’”<sup>155</sup>
- 1960 “On the east end the new span will cross over a depressed East River Road and then move to grade on Washington Av. as it crosses the campus.” “At some future time it is hoped by the university and the state highway department to tunnel the thoroughfare beneath the entire east section of the campus.”<sup>156</sup>
- 1964 “Plans for a \$3.4 million four-block tunnel running from the east end of the new Washington Av. bridge to Harvard St. near the University of Minnesota parking ramp are being studied by University officials and the Minnesota state highway department.”
- “The tunnel would carry motor and bus traffic. . . . Elevators would connect the lower level with the campus. There would be service lanes and pedestrian walkways on the ground level where Washington Av. now exists.”<sup>157</sup>

---

<sup>154</sup> Frank Murray, “City, State Hassle over Bridge,” *Minneapolis Star*, December 12, 1955.

<sup>155</sup> Herm Sittard, “River Span May Rank with Great,” *Minneapolis Star*, November 7, 1957.

<sup>156</sup> Abe Altowitz, “New Washington Av. Span Nears Reality,” *Minneapolis Star*, March 16, 1960.

<sup>157</sup> “‘U’ and Highway Officials Study Plan for Four-Block Tunnel,” *Minneapolis Star*, September 30, 1964.



2002 Bridges clad in stainless-steel replaced the two wood pedestrian bridges that crossed Washington Avenue.<sup>158</sup>

“The recently redesigned terrace surrounding Coffman Memorial Union consists of a concrete plaza edged with period revival light fixtures (approximately 10 feet in height) that rest on overscaled bases. The lights are set in a lawn panel on the south retaining wall of Washington Avenue. In the 2002-3 design by Ellerbe Becket, twenty-nine black ash were planted on small hillocks just beyond the footprint of the underground garage framing the terrace, the lawn, and the Coffman facade. All vestiges of earlier Art Deco beds (ca. 1941), circulation, and the small pavilions that led to the underground parking area have been eliminated. The grade depression and wall construction at Washington Avenue also eliminated all of the original grade crossings.”<sup>159</sup>

“The landscape of the lower mall around Coffman Memorial Union has been altered several times since its Art Deco plaza was installed in the 1940s. Most notably, new buildings and the overhaul of the Union, one that stripped the interior and much of the interior of its Art Deco character, was undertaken in the 1970s. Another Coffman remodeling that included the complete removal of the Art Deco plaza and parking garage entrances on the plaza and the construction of new pedestrian bridges and reconstruction of Washington Avenue, was designed by Ellerbe Becket and completed in 2002.”<sup>160</sup>

---

<sup>158</sup> Landscape Research, 12.

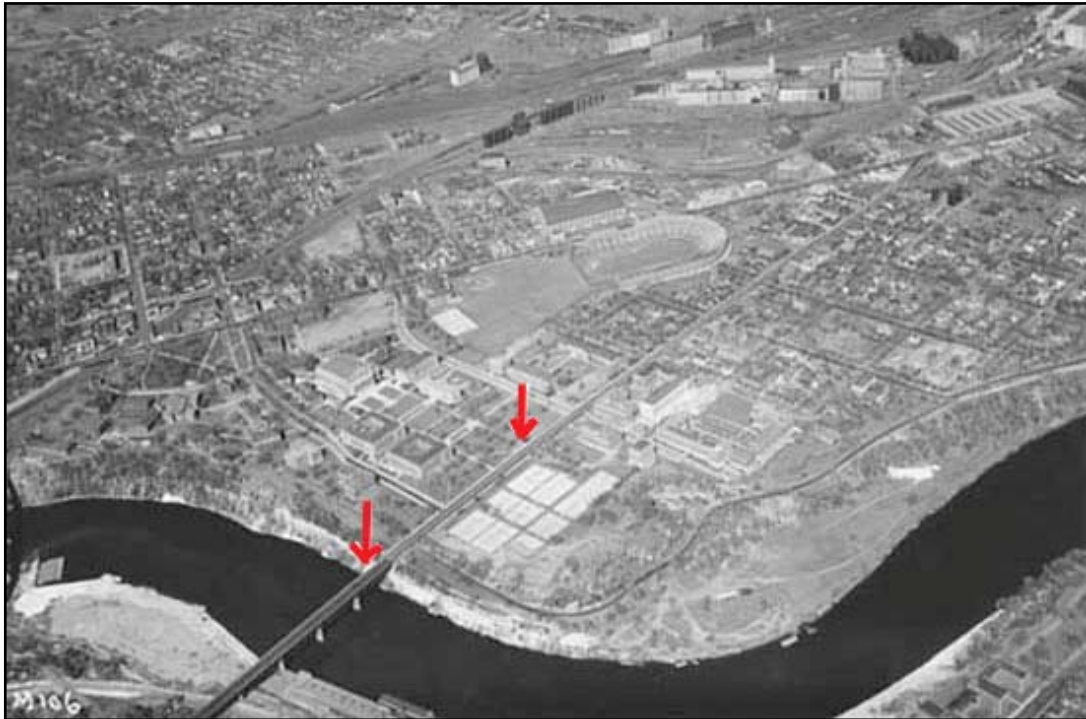
<sup>159</sup> Landscape Research, 14.

<sup>160</sup> Landscape Research, 66.



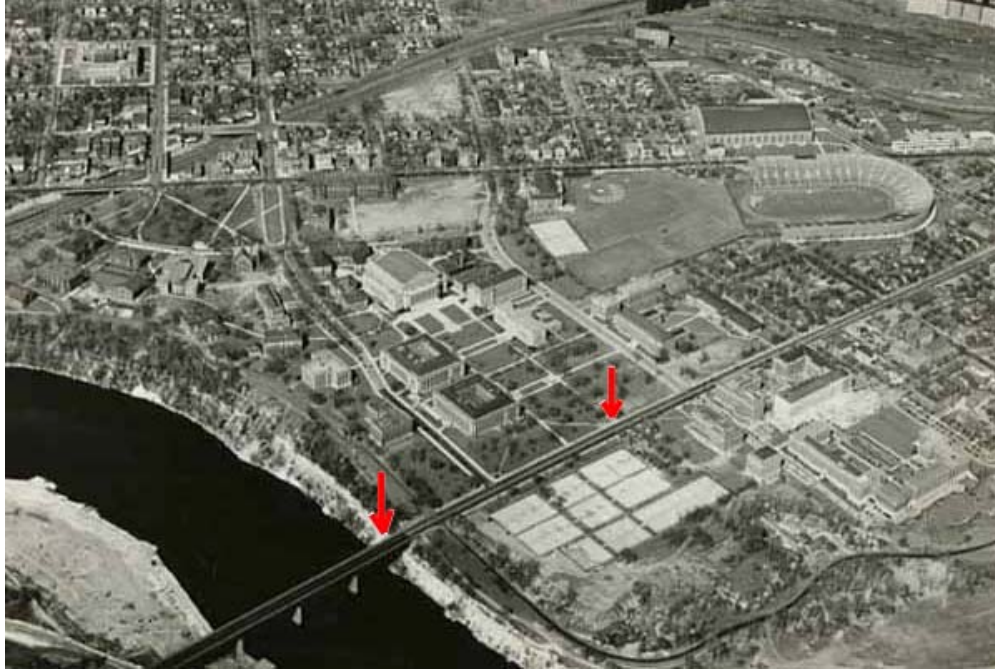
War Savings Stamps billboard on University of Minnesota campus facing Washington Avenue, 1918

*Photo: F. H. Holbrook, Minnesota Historical Society Collections*



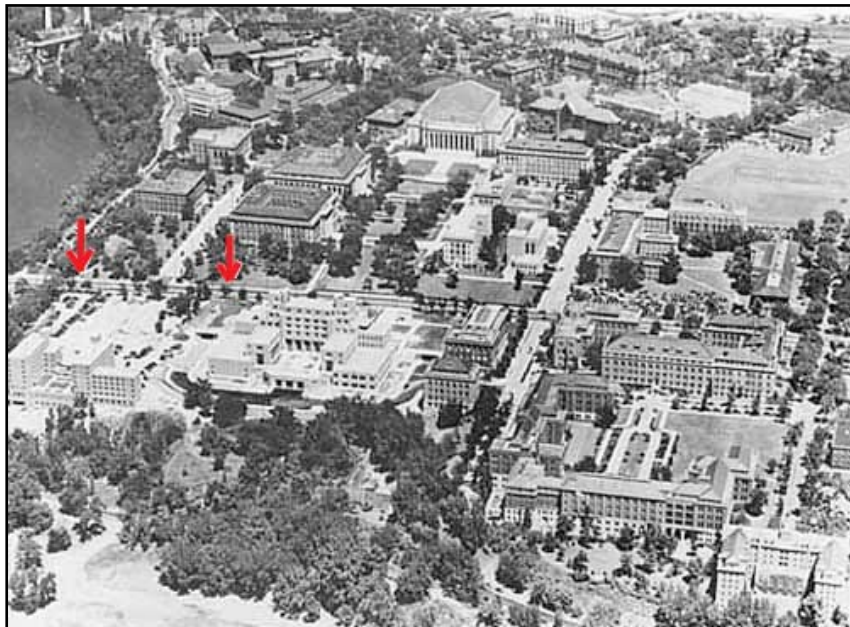
Aerial view of University of Minnesota, ca. 1935, red arrows point to Washington Avenue

*Photo: Minnesota Historical Society Collections*



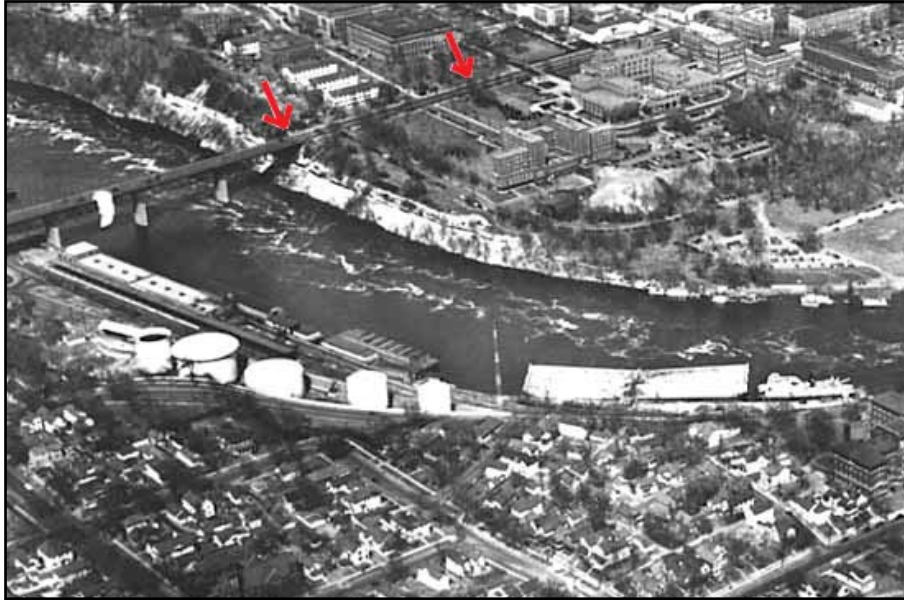
Aerial view of University of Minnesota, ca. 1935, red arrows point to Washington Avenue

*Photo: Minnesota Historical Society Collections*



Aerial view of University of Minnesota, ca. 1940, red arrows point to Washington Avenue

*Photo: Minnesota Historical Society Collections*



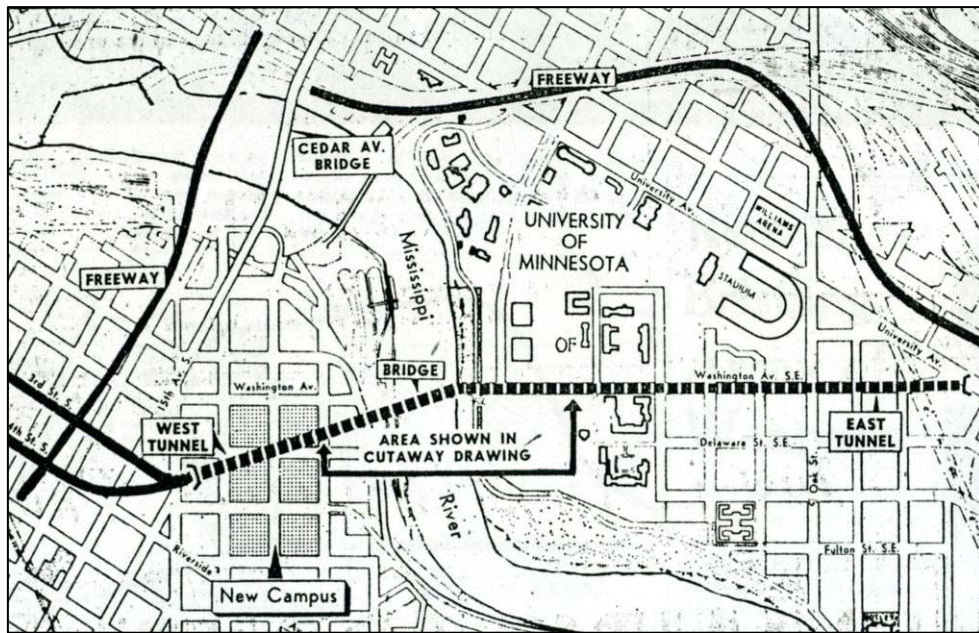
Aerial view of University of Minnesota, January 7, 1950, red arrows point to Washington Avenue

*Photo: Norton and Peel, Minnesota Historical Society Collections*

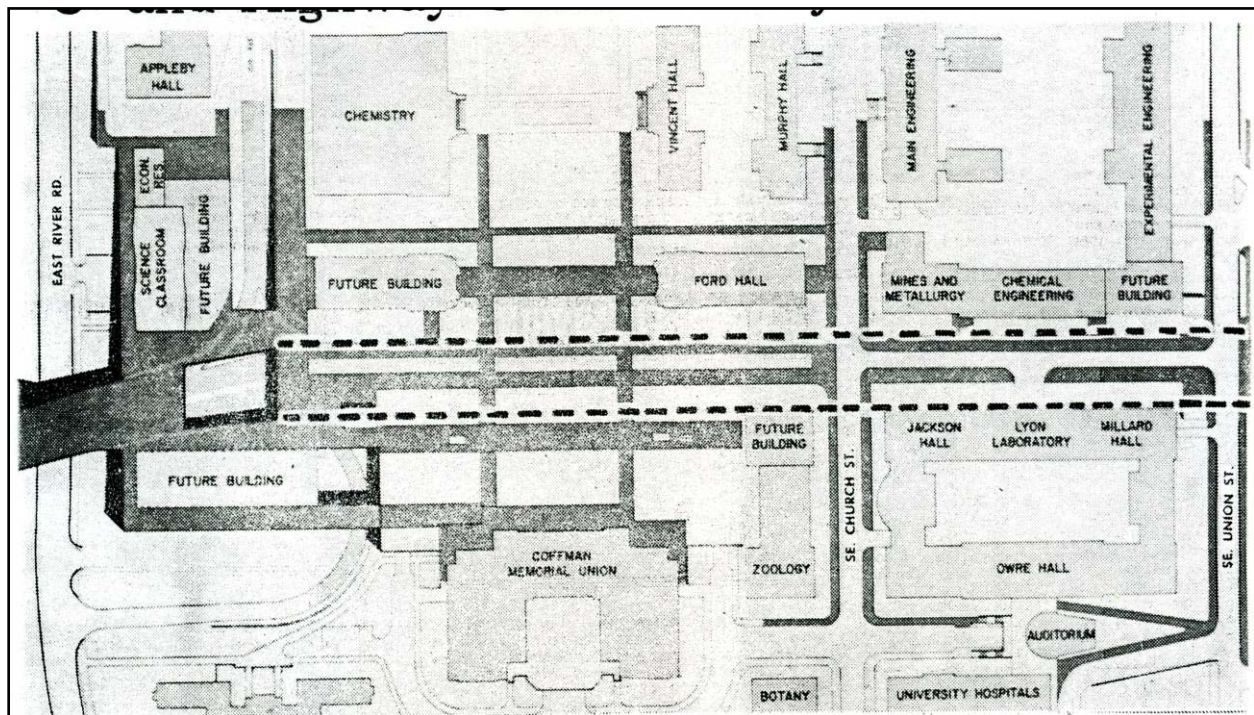


Aerial view of University of Minnesota, August 14, 1956, red arrows point to Washington Avenue

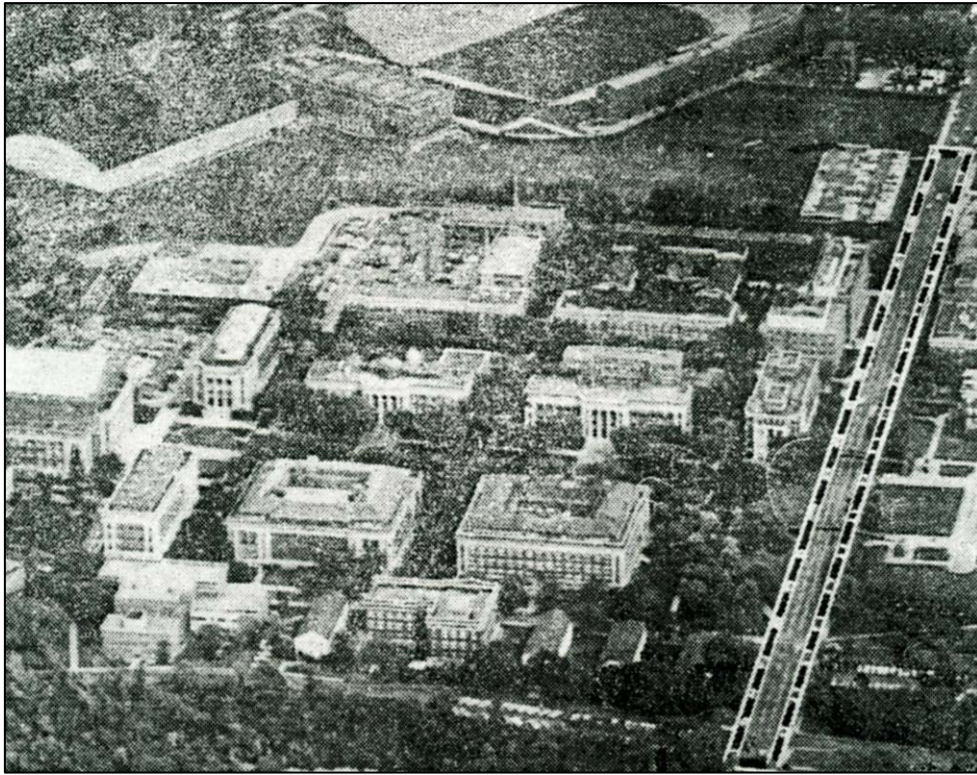
*Photo: Norton and Peel, Minnesota Historical Society Collections*



Drawing showing the location of a tunnel.  
 From Herm Sittard, "River Span May Rank with Great," *Minneapolis Star*, November 7, 1957



Drawing showing the location of a tunnel.  
 "U" and Highway Officials Study Plan for Four-Block Tunnel," *Minneapolis Star*,  
 September 30, 1964.



The tunnel location superimposed on an aerial photo of the campus.  
“‘U’ and Highway Officials Study Plan for Four-Block Tunnel,” *Minneapolis Star*,  
September 30, 1964.

**Table 2 Potential Impacts to Eligible or Listed National Register of Historic Places Properties**

(\* The placement of the poles and catenary elements at each property marked with an asterisk will be studied to avoid visual effects.)

<b>Summary of Properties Proposed for Classification as Category 3 Properties Properties with No Potential for Adverse Effects</b>					
<b>Property Name</b>	<b>NRHP Status</b>	<b>Potential Impacts</b>			
		<b>Traffic Impacts</b>	<b>Visual Impacts</b>	<b>Construction Impacts</b>	<b>Other Impacts</b>
Minnesota Linseed Oil & Paint Company Building (HE-MPC-0615)	Determined Eligible	None	None Hiawatha LRT already in place	None	None
Fire Station G, Engine House 5 (Mixed Blood Theatre) (HE-MPC-4636)	Determined Eligible	None	Poles, catenary and bridge structure may be visible  No adverse effects due to distance from tracks	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored.	Proposed traction power substation will be located in vicinity. No adverse effects depending on site location.
Pioneer Hall (HE-MPC-3171)	Determined Eligible	Traffic volumes on East River Parkway, which runs in front of Pioneer Hall, would increase.	None, not within sight of LRT tracks.	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored.	None.
Mines Experiment Station Building (HE-MPC-3265)	Determined eligible	Traffic volumes on East River Parkway, which runs in front of the Mines Experiment Station Building, would increase.	None, not within sight of LRT tracks	None anticipated	None

Summary of Properties Proposed for Classification as Category 3 Properties Properties with No Potential for Adverse Effects					
Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
KSTP Production Studios & Transmission Tower (RA-SPC-6105) *	Determined Eligible	None, LRT line will not affect site access	Poles & catenary visible but in median of University Ave Probably no adverse effects depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored.	None
Fire Station No. 25 (RA-SPC-3931) *	Determined Eligible	Modifications to median; signage.signal added to accommodate fire engine access	Poles & catenary visible but in median of University Ave Probably no adverse effects depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored.	None
Great Lakes Coal and Dock Company Office Building (RA-SPC-6103)*	Determined Eligible	None, location of LRT line will not affect access.	Poles & catenary visible but in median of University Ave Probably no adverse effects depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored.	None
Minnesota Transfer Railway Company (RA-SPC-6309) including Main Line, yard A, University Ave.	Determined Eligible	None, except traffic lanes will be divided under the bridge on University, and signs and will be added	None, except poles and catenary will be installed under the bridge. The potential for adverse	Vibration, noise, traffic and visual impacts during construction are not likely to affect a rail transfer facility.	None



Summary of Properties Proposed for Classification as Category 3 Properties Properties with No Potential for Adverse Effects					
Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
Bridge (RA-SPC-6310), round house and leads			effects will dependent on design and placement.		
Krank Building (Iris Park Place) (RA-SPC-3927)*	Listed	None, location of LRT line will not affect access. On-street parking will be removed	Poles & catenary visible but in median of University Ave Probably no adverse effects depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored.	Proposed traction power substation will be located in vicinity. No adverse effects depending on site location.
Griggs, Cooper & Company Sanitary Food Manufacturing Plant (RA-SPC-3923) *	Determined Eligible	University Ave. median closed at Beacon but no change to existing property access On-street parking will be removed	Poles & catenary visible but in median of University Ave Station in median of University Ave No adverse effects likely	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored.	None
St. Paul Casket Company Factory (RA-SPC-3903) *	Determined Eligible	Full vehicle access will be maintained through the Griggs intersection with the installation of a traffic signal On-street parking will be removed.	Poles & catenary visible but in median of University Ave No adverse effects likely, depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Some long-term potential redevelopment in general area

Summary of Properties Proposed for Classification as Category 3 Properties Properties with No Potential for Adverse Effects					
Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
Raths, Miills, Bell and Co. Building	Determined eligible	Potential change to parking lot access. On-street parking will be removed	Poles and catenary visible but in median of University Ave No adverse effects likely, depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored.	Some long-term potential redevelopment in general area
Fire Station No. 18 (RA-SPC-3887) *	Determined Eligible	None Modifications to median; signage.signal added to accommodate fire engine access	Poles & catenary visible but in median of University Ave Probably no adverse effects depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored.	Some long-term potential for redevelopment in general area
Owens Motor Company Building (RA-SPC-3889) *	Determined Eligible	Full vehicle access will be maintained through the Grotto intersection with the installation of a traffic signal On-street parking removed	Poles & catenary visible but in median of University Ave No adverse effects likely, depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored.	Some long-term potential for redevelopment in general area
Minnesota Milk Company Building (RA-SPC-3877) *	Determined eligible	Full-vehicle access will be maintained through the Western intersection with the retention of traffic signals.	Poles and catenary visible but in median of University Ave Infrastructure for future Western station will be	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored.	Some long-term potential for redevelopment in general area

Summary of Properties Proposed for Classification as Category 3 Properties Properties with No Potential for Adverse Effects					
Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
		On-street parking removed.	installed. No adverse effects likely, depending on design and placement		
Minnesota Historical Society Building (RA-SPC-0557) Also in the State Capitol Mall Historic District	Listed	None, not directly on LRT line	None, not visible from LRT line	None, far enough away from LRT line	None
Minnesota Building (RA-SPC-5222)	Determined Eligible	4 <sup>th</sup> will become one-way WB; on-street parking removed	Poles & catenary visible but in median of 4 <sup>th</sup> Street The potential for adverse effects will be dependent on design and placement of the poles and catenary	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored.	None
Pioneer Press Building (RA-SPC-3167) *	Listed	4 <sup>th</sup> will become one-way WB; on-street parking removed	Poles & catenary visible but in median of 4 <sup>th</sup> Street The potential for adverse effects will be dependent on design and placement of the poles and catenary	Temporary vibration, noise, traffic and visual impacts during construction; such impacts could be monitored Access to parking garage may be restricted during construction	None

**Summary of Properties Proposed for Classification as Category 3 Properties  
Properties with No Potential for Adverse Effects**

Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
Endicott Building (RA-SPC-3167) *	Listed	4 <sup>th</sup> will become one-way WB; on-street parking removed	Poles & catenary visible but in median of 4 <sup>th</sup> St  The potential for adverse effects will be dependent on design and placement of the poles and catenary	Temporary vibration, noise, traffic and visual impacts during construction  Such impacts could be monitored.	None
First National Bank Building (RA-SPC-4545)*	Determined Eligible	4 <sup>th</sup> will become one-way WB; on-street parking removed	Poles & catenary visible but in median of 4 <sup>th</sup> St  The potential for adverse effects will be dependent on design and placement of the poles and catenary	Temporary vibration, noise, traffic and visual impacts during construction  Such impacts could be monitored.	None

**Summary of Properties Proposed for Classification as Category 2 Properties  
Properties with Some Potential for Adverse Effects  
(Related to changes to individual property access / traffic impacts / parking impacts)**

Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
Washington Avenue Bridge (HE-MPC-4918)	Determined Eligible	Traffic on the bridge would be reduced to one-lane each direction (from two lanes currently) with two LRT tracks replacing the two center vehicular lanes  Would not be considered an adverse effect.	Improvements to the bridge will take place without changing the profile or significantly altering its current aesthetic characteristics. Design and placement of poles and catenary need to be evaluated in relation to bridge elements and university buildings flanking the west bridge approach.	Temporary vibration, noise, traffic and visual impacts during construction  May impact university buildings flanking the west bridge approach; such impacts could be monitored.	None
University of Minnesota Old Campus Historic District (The Knoll) (HE-MPC-3046)	Listed	Additional traffic on portions of E. River Road, Pillsbury Drive, and Pleasant St. due to closure of Washington Ave. to auto traffic	None, not within sight of LRT tracks.	None anticipated	None

**Summary of Properties Proposed for Classification as Category 2 Properties  
Properties with Some Potential for Adverse Effects  
(Related to changes to individual property access / traffic impacts / parking impacts)**

Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
Prospect Park Historic District	Determined Eligible	Median closed at Clarence and Arthur; right-in/right-out but minor impact on access. Potential increased traffic impacts through district on Franklin Avenue from East River Parkway; signal installation at 29 <sup>th</sup> and University west of district. On-street parking removed from University Avenue.	Poles and catenary visible but in median of University Ave; no adverse effects. Depending on how medians are closed on University, there might be an adverse effect on landscaped triangles by Tower Hill Park.	Traffic impacts during construction.	Potential increase in non-resident parking on streets adjacent to University, which could be mitigated by the City of Minneapolis through permitting, parking restrictions, and other strategies.
Prospect Park Water Tower (HE-MPC-3052) and Tower Hill Park (HE-MPC-3177) Also included within the Prospect Park Historic District	Listed	Median closed at Clarence; right-in/right-out but minor impact on access	Poles and catenary visible but in median of University Ave. no adverse effects	None	None

<p align="center"><b>Summary of Properties Proposed for Classification as Category 2 Properties</b>  <b>Properties with Some Potential for Adverse Effects</b>  <b>(Related to changes to individual property access / traffic impacts / parking impacts)</b></p>					
Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
University-Raymond Historic District	Determined Eligible Certified local historic district	Median closed at Carleton and La Salle; some on-street parking removed. No adverse effects	Station at Raymond in median of University Ave Poles and catenary visible but in median of University Ave. No adverse effects likely, depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Potential for redevelopment in this area A proposed traction power substation may be located within the district boundaries. No adverse effects depending on the site location.
Porky's Drive-In Restaurant (RA-SPC-6102) *	Determined Eligible	University Avenue median closed at Lynnhurst W but no change to existing property access	Poles & Catenary visible but in median of University Ave No adverse effects likely, depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Proposed traction power substation will be located in vicinity. No adverse effects depending on site location.
Quality Park Investment Company Building/Midway Books (RA-SPC-3912) *	Determined eligible	Full vehicle access will be maintained through the Snelling intersection. Station platform will be placed in front of building. On-street parking will be removed	Poles and catenary visible but in median of University Avenue. Station platform in front of building. Probably no adverse effects for poles or catenary. Effects of station platform will be dependent on design.	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Some long-term potential redevelopment in general area

**Summary of Properties Proposed for Classification as Category 2 Properties  
Properties with Some Potential for Adverse Effects  
(Related to changes to individual property access / traffic impacts / parking impacts)**

Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
Brioschi-Minuti Company Building (RA-SPC-3895) *	Determined Eligible	Median closed at Milton – restricts access to right-in/right-out On-street parking will be removed	Poles & catenary visible but in median of University Ave No adverse effects likely, depending on design and placement	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Some long-term potential for redevelopment in general area Proposed traction power substation will be located in vicinity. No adverse effects depending on site location.
Ford Motor Company Building (RA-SPC-3868) *	Determined Eligible	None, on-street parking removed	Poles & catenary visible on south side of University Ave Station at SE corner of Rice and University Potential for adverse effects is dependent on design and placement of the poles, catenary, and station platform	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	None
Norwegian Evangelical Lutheran Church (RA-SPC-3867) *	Determined Eligible	None, on-street parking removed	Poles & catenary visible on south side of University Ave Station at SE corner of Rice and University The potential for adverse effects will be dependent on design and placement of the	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	None



**Summary of Properties Proposed for Classification as Category 2 Properties  
Properties with Some Potential for Adverse Effects  
(Related to changes to individual property access / traffic impacts / parking impacts)**

Property Name	NRHP Status	Potential Impacts			
		Traffic Impacts	Visual Impacts	Construction Impacts	Other Impacts
			poles, catenary, and station platform		
St. Agatha's Conservatory of Music and Fine Arts (RA-SPC-1200)	Listed	On-street parking removed on Cedar Street	Potential for adverse effects is dependent on design/placement of the poles, catenary, and station	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Proposed traction power substation will be located in vicinity. No adverse effects depending on site location.
St. Paul Athletic Club (RA-SPC-0550)	Determined Eligible	On-street parking removed	Poles & catenary visible on Cedar Street 4 <sup>th</sup> Street station would be constructed behind the building. The potential for adverse effects will be dependent on design and placement of the poles, catenary, and station	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Diagonal station alignment would impact Athletic Club Addition.

<p align="center"><b>Summary of Properties Proposed for Classification as Category 1 Properties</b>  <b>Properties with High Potential for Adverse Effects</b>  <b>(Design goals / strategies developed for all)</b></p>					
PROPERTY NAME	NRHP STATUS	POTENTIAL IMPACTS			
		TRAFFIC IMPACTS	VISUAL IMPACTS	CONSTRUCTION IMPACTS	OTHER IMPACTS
East River Parkway	Contributing to Eligible Grand Rounds	Traffic volumes on East River Parkway north and south of the Washington Avenue Bridge would increase. Potential for adverse effects on significant parkway elements.	None LRT line will run on bridge above the parkway.	Temporary vibration, noise, traffic and visual impacts during construction	Reconfiguration of one intersection on the Parkway at E. River Road and Washington Avenue  Depending on design, no adverse effect.
University of Minnesota Campus Mall Historic District	Determined Eligible	Additional traffic on Pleasant Avenue and other traffic impacts due to closure of Washington Avenue to automobile traffic. Potential adverse effects to pedestrians, building access and building integrity.	Poles and catenary visible  Potential adverse effects depending on design and placement.	Temporary vibration, noise, traffic and visual impacts during construction  Potential adverse effects which would require mitigation.	None

**Summary of Properties Proposed for Classification as Category 1 Properties  
Properties with High Potential for Adverse Effects  
(Design goals / strategies developed for all)**

PROPERTY NAME	NRHP STATUS	POTENTIAL IMPACTS			
		TRAFFIC IMPACTS	VISUAL IMPACTS	CONSTRUCTION IMPACTS	OTHER IMPACTS
State Capitol Mall Historic District (RA-SPC-5616) Including the State Capitol Power Plant (RA-SPC-5619)	Determined Eligible	Closure of vehicle access from MLK Boulevard to Robert Street	Poles & catenary visible on south side of University Ave and west side of Robert Street Station located at SE corner of Rice Street and University Ave Station located on west side of Robert Street 10 <sup>th</sup> Street station will change view of Capitol and other buildings on grounds from Cedar Street. The potential for adverse effects will be dependent on design and placement of the poles, catenary, and station platforms	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Changes to pedestrian access at north face of Capitol building. Changes to vehicular access to parking area on west side of Capitol building and at MLK Boulevard E. Encroachment into Leif Erikson Lawn as part of Rice St. Station siting. Depending on the design and placement, this may be an adverse effect. Green medians in the Cedar Street approach will be removed on the I-94 bridge and at the 10 <sup>th</sup> Street station, truncating the formal approach at I-94. A proposed traction power substation may be located within the district boundaries. No

**Summary of Properties Proposed for Classification as Category 1 Properties  
Properties with High Potential for Adverse Effects  
(Design goals / strategies developed for all)**

PROPERTY NAME	NRHP STATUS	POTENTIAL IMPACTS			
		TRAFFIC IMPACTS	VISUAL IMPACTS	CONSTRUCTION IMPACTS	OTHER IMPACTS
					adverse effects depending on the site location
Minnesota State Capitol (RA-SPC-0229) Also in the State Capitol Mall Historic District	Listed	None, covered by district	Poles & catenary visible on south side of University Ave Station located at SE corner of Rice and University Ave 10 <sup>th</sup> Street station will change view of Capitol from Cedar Street. The potential for adverse effects will be dependent on design and placement of the poles, catenary, and station platforms	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Changes to pedestrian access at north face of Capitol building. Changes to vehicular access to parking area on west side of Capitol building. Probably not adverse effects
Central Presbyterian Church (RA-SPC-0553)	Listed	Potential for access closure; on-street parking removed Closure of access could be an adverse effect	Poles & catenary visible on Cedar St. Station at 10 <sup>th</sup> Street in median of Cedar St. The potential for adverse effects will be dependent on design and placement of	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Proposed traction power substation will be located in vicinity. No adverse effects depending on site location.

**Summary of Properties Proposed for Classification as Category 1 Properties  
Properties with High Potential for Adverse Effects  
(Design goals / strategies developed for all)**

PROPERTY NAME	NRHP STATUS	POTENTIAL IMPACTS			
		TRAFFIC IMPACTS	VISUAL IMPACTS	CONSTRUCTION IMPACTS	OTHER IMPACTS
			the poles, catenary, and station platforms		
St. Louis King of France Church and Rectory (RA-SPC-0554)	Determined Eligible	On-street parking removed	Poles & catenary visible on Cedar St. Station at 10 <sup>th</sup> Street in median of Cedar St. The potential for adverse effects will be dependent on design and placement of the poles, catenary, and station	Temporary vibration, noise, traffic and visual impacts during construction Such impacts could be monitored	Proposed traction power substation will be located in vicinity. No adverse effects depending on site location.
Lowertown Historic District (RA-SPC-4580)	Listed	<u>Wacouta Plus alignment alternative</u> : 4 <sup>th</sup> Street becomes one-way WB; on-street parking removed; median closed at Wacouta	Poles & catenary visible but in median of 4 <sup>th</sup> St The potential for adverse effects will be dependent on design and placement of the poles and catenary	Temporary vibration, noise, traffic and visual impacts Such impacts could be monitored	A proposed traction power substation may be located within the district boundaries. No adverse effects depending on the site location
St. Paul Union Depot (RA-SPC-5225) and elevated rail	Listed	4 <sup>th</sup> St. will become one-way WB; on-street parking	Poles & catenary visible but in median of	Temporary vibration, noise, traffic and visual impacts;	Construction of the Vehicle Storage and Maintenance

**Summary of Properties Proposed for Classification as Category 1 Properties  
Properties with High Potential for Adverse Effects  
(Design goals / strategies developed for all)**

PROPERTY NAME	NRHP STATUS	POTENTIAL IMPACTS			
		TRAFFIC IMPACTS	VISUAL IMPACTS	CONSTRUCTION IMPACTS	OTHER IMPACTS
yards (determined eligible) Also included in Lowertown Historic District		removed; access and parking removed in front of building	4 <sup>th</sup> St. The potential for adverse effects will be dependent on design and placement of the poles and catenary Station in front of Depot will change some views of the building; station will impact circular drive Potential for adverse effects is dependent on design.	Such impacts could be monitored Access to depot may be affected during construction	facility may impact the elevated rail yards behind the Depot Concourse. The potential for adverse effects will be dependent on design and placement.
St. Paul Urban Renewal Historic District	Determined eligible	4th will become one-way WB; on-street parking removed	Poles and catenary visible on Cedar Street and 4th Street. Cedar and 4th Streets station would be constructed on a site in the district. The potential for adverse effects will be dependent on design and placement of the poles, catenary, and station	Vibration, noise, traffic and visual impacts during construction Such impacts could be mitigated	Diagonal station alignment will require removal of one contributing building that falls within period of significance.

## Sources Consulted

- The 106 Group Ltd. "Phase I Architectural History Investigation for the Proposed Central Transit Corridor, Hennepin and Ramsey Counties, Minnesota." August 2003. Submitted to Hennepin County Department of Transit and Community Works.
- . "Phase II Architectural History Investigation for the Proposed Central Transit Corridor, Hennepin and Ramsey Counties, Minnesota." September 2004. Submitted to Ramsey County Regional Rail Authority.
- . "Phase I and II Architectural History Survey for the Union Depot Multi-Modal Transit Hub Project, St. Paul, Ramsey County, Minnesota." William E. Stark, M.A., Principal Investigator. May 2007. Submitted to Ramsey County Regional Rail Authority.
- Allen, Michael. "Missouri Athletic Club Building." October 2006. National Register of Historic Places Registration Form. Available at the Missouri State Historic Preservation Office, Jefferson City, Missouri.
- American Terra Cotta Company. Saint Paul Athletic Club Terra Cotta Plans. 1916. American Terra Cotta Collection, Northwest Architectural Archives, Elmer L. Andersen Library, University of Minnesota.
- Altowitz, Abe. "New Washington Av. Span Nears Reality." *Minneapolis Star*, March 16, 1960.
- Betts, John Rickards. "The Technological Revolution and the Rise of Sport, 1850-1900." In *The American Sporting Experience: A Historical Anthology of Sport in America*, edited by Steven A. Riess, 147-151. Champaign, Ill.: Leisure Press, 1984.
- BRW, Inc., Hess, Roise and Company, and Foth and Van Dyke. "Phase I and II Cultural Resources Investigations of the Central Corridor, Minneapolis, Hennepin County, and Saint Paul, Ramsey County, Minnesota." July 1995. Submitted to Minnesota Department of Transportation, Ramsey County Regional Railroad Authority, and Hennepin County Regional Railroad Authority.
- "Bridge of the Americas to Open in Panama." *New York Times*, September 23, 1962.
- "A Brief History of St. Matthew's Evangelical Lutheran Church." *The Visitor* 11 (December 1937): 3-5.
- Business Motion Pictures: Reid H. Ray Film Industries, Inc.* Saint Paul, 1953.
- Carney, Robert S., and Don Padilla. "A History of the Minneapolis Athletic Club." In *Seventy-five Years at the Minneapolis Athletic Club*. Minneapolis: Minneapolis Athletic Club, 1991.
- Curran, Christine A., and Charlene K. Roise. "Prospect Park Water Tower and Tower Hill Park." 1997. National Register of Historic Places Registration Form prepared by Hess, Roise

- and Company. Available at Minnesota State Historic Preservation Office, Minnesota Historical Society.
- Diers, John W., and Aaron Isaacs. *Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul*. Minneapolis: University of Minnesota Press, 2007.
- “Double-Deck Bridge OKd by ‘U’ & City.” *Minneapolis Star*, December 9, 1954.
- “Double-Deck River Span at U Urged.” *Saint Paul Pioneer Press*, July 6, 1955.
- Douty, Thomas. “Washington Avenue Bridge Receives Annual Makeover.” *Minnesota Daily*, September 10, 1999.
- Ellerbe Architects Papers, 1914-1959. Detailed Contents Online Finding Aid. Northwest Architectural Archives. Elmer L. Andersen Library, University of Minnesota: <http://special.lib.umn.edu/findaid/xml/naa004.xml>.
- Ellerbe, Thomas F. *The Ellerbe Tradition: Seventy Years of Architecture and Engineering*. Minneapolis: Ellerbe, Inc., 1980.
- Empson, Donald L. *The Street Where You Live: A Guide to the Place Names of St. Paul*. Minneapolis: University of Minnesota Press, 2006.
- “Erikson Fete Set Today.” *Minneapolis Sunday Tribune*, October 9, 1949.
- “Erikson Statue Up, Medic Ends 1-Man Fund Drive.” *St. Paul Dispatch*, October 10, 1949.
- Farber, Michael. “In Search of Hockeytown U.S.A.” *Sports Illustrated*, December 4, 2007. Available at [http://www.sportsillustrated.cnn.com/2007/writers/michael\\_farber/12/04/hockeytown1210/index.html](http://www.sportsillustrated.cnn.com/2007/writers/michael_farber/12/04/hockeytown1210/index.html)
- Franklin, Ben A. “Chesapeake Bay Bridge-Tunnel Will Open Today.” *New York Times*, April 15, 1964.
- Gebhard, David, and Tom Martinson. *A Guide to the Architecture of Minnesota*. Minneapolis: University of Minnesota Press, 1977.
- Gilligan, J. A. “Higher-Strength Structural Steels.” *Civil Engineering* 34 (November 1964): 35-39.
- Godin, Roger A. *Before the Stars: Early Major League Hockey and the Saint Paul Athletic Club Team*. Saint Paul: Minnesota Historical Society Press, 2005.
- Gordon, Jon. “Bridge Was Intended to Serve as Focal Point.” *Minnesota Daily*, September 18, 1989.



- Grafenberg, Gary. *An Updated Capitol Area History*. Saint Paul: Capitol Area Architectural and Planning Board, 1996.
- Granger, Susan, Scott Kelly, and Kay Grossman. "Olson, Floyd B., Memorial Statue." *Historic Roadside Development Structures on Minnesota Trunk Highways*. December 1998. Prepared for Minnesota Department of Transportation, Saint Paul. Available at <http://www.dot.state.mn.us/roadsides/historic/files/iforms/HE-MPC-9013.pdf>
- Gray, James. *The University of Minnesota 1851-1951*. Minneapolis: University of Minnesota Press, 1951.
- Hausler, Charles. Papers. Northwest Architectural Archives. Elmer L. Andersen Library, University of Minnesota.
- Hennepin County. Elevation drawing outlining the paint scheme for Bridge No. 9360, November 4, 1999. Available at the Minnesota Department of Transportation, Bridges and Structures Department, Oakdale, Minnesota.
- Hennings, Richard A. "Minnesota Building." Historic Preservation Certification Application Part 1—Evaluation of Significance. October 2006. Prepared for Leo M. Sand, MNB Development, LLC. Available at the Minnesota State Historic Preservation Office, Saint Paul.
- Herrold, George. "Capitol Approaches, St. Paul, Minnesota, 1903 to 1956." Unpublished typescript. Available in Minnesota State Archives, Minnesota Historical Society.
- Hess, Jeffrey A., and Paul Clifford Larson. *Saint Paul's Architecture: A History*. Minneapolis: University of Minnesota Press, 2006.
- Hession, Jane King, Rip Rapson, and Bruce N. Wright. *Ralph Rapson: Sixty Years of Modern Design*. Afton, Minn.: Afton Historical Society Press, 1999.
- Hewett, Robert. "Former Minnesotans Direct Building of Dam in Thailand." *Minneapolis Tribune (Picture Magazine)*, April 14, 1963.
- The Improvement Bulletin*, March 6, 1915, 17; April 3, 1915, 21; October 27, 1933, 12-13; June 15, 1934, 11.
- Insurance Maps of Minneapolis, Minnesota*. Vol. 8. New York: Sanborn Map Company, 1912, and updated through 1951.
- Insurance Maps of Saint Paul, Minnesota*. Vol. 1. New York: Sanborn Map Company, 1885, 1926, updated through 1939 and updated through 1951.
- Insurance Maps of Saint Paul, Minnesota*. Vol. 3. New York: Sanborn Map Company, 1903, 1926, updated through 1939 and updated through 1950.

- Insurance Maps of Saint Paul, Minnesota*. Vol. 6. New York: Sanborn Map Company, 1927. updated through 1939 and updated through 1950.
- A Journey with Mr. B. Otter!* Saint Paul: Minnesota Milk Company, 1927.
- Kehrberg, Daniel. "The Bridge. . . ." *Minnesota Technologist* (February 1965): 24-25.
- Kenney, Dave. *Twin Cities Picture Show: A Century of Moviegoing*. Saint Paul: Minnesota Historical Society Press, 2007.
- Koepfer, H. F. *Historic St. Paul Buildings*. Saint Paul: St. Paul City Planning Board, 1964.
- Kogan, Herman, and Rick Kogan. *Pharmacist to the Nation: A History of Walgreen Co., America's Leading Drug Store Chain*. Chicago: Walgreen Co., 1989.
- Kunz, Virginia Brainard. *Saint Paul: A Modern Renaissance*. Northridge, California: Winsor Publications, 1986.
- Landscape Research. "Northrop Mall: The City Beautiful Campus Plan of the University of Minnesota. Designed Historic Landscape Evaluation. Final Report." October 2003. Submitted to the State Historic Preservation Office, Minnesota Historical Society.
- Larson, Paul Clifford. *Minnesota Architect: The Life and Work of Clarence H. Johnston*. Afton, Minnesota: Afton Historical Society Press, 1996.
- Lehmberg, Stanford, and Ann M. Pflaum. *The University of Minnesota 1945-2000*. Minneapolis: University of Minnesota Press, 2001.
- "Leif Erikson Statue Unveiled." *Minneapolis Morning Tribune*, October 10, 1949.
- MacDonald and Mack, Hess, Roise and Company, and Jerry Mathiason. "Mines Experiment Station (Mineral Resources Research Center). HAER Documentation. MN-95."
- Martin, Judith A., and Antony Goddard. *Past Choices/Present Landscapes: The Impact of Urban Renewal on the Twin Cities*. Minneapolis: Center for Urban and Regional Affairs, 1989.
- McLaughlin, Kathleen. "Completion of Yanhee Dam is Awaited in Thailand." *New York Times*, July 10, 1962.
- . "Vast Power Project Opens New Era for Thailand." *New York Times*, June 30, 1964.
- Merrick, Martin. "Washington Bridge Will Be Year Late." *Minneapolis Star*, September 19, 1964.
- Millet, Larry. *AIA Guide to the Twin Cities: The Essential Source on the Architecture of Minneapolis and Saint Paul*. Saint Paul: Minnesota Historical Society Press, 2007.

Minnesota Historical Society. Visual Resources Database.

“Minnesota Campus is Divided by River.” *New York Times*, January 18, 1961.

Minnesota Department of Transportation. Structure Inventory Sheet for Bridge 9360, May 14, 2003. Available from Mn/DOT, Bridges and Structures Department, Oakdale, Minnesota.

“Minnesota Major Building Airfields on ‘Tokyo Road’.” *Minneapolis Tribune*, February 11, 1945.

Monson, Reuben. “5,000 Pay Tribute to Explorer Leif Erickson at Unveiling of Statue on Capitol Grounds.” *St. Paul Pioneer Press*, October 10, 1949.

“Moving Walk Proposed for City Bridge.” *Minneapolis Star*, June 28, 1955.

Murray, Frank. “City, State Hassle Over Bridge.” *Minneapolis Star*, December 12, 1955.

Murphy, Patricia. *The Public Buildings of the State of Minnesota: An Architectural Heritage*. Saint Paul: Minnesota Historical Society, 1986.

Murphy, Patricia A., and Susan W. Granger. *Historic Sites Survey of Saint Paul and Ramsey County, 1980-1983: Final Report*. Saint Paul: Ramsey County Historical Society and Saint Paul Heritage Preservation Commission, 1983.

*National Register Bulletin 15: How To Apply the National Register Criteria for Evaluation*. Washington, D. C.: U.S. Department of the Interior, National Park Service, 1991.

Nelson, Charles W., and Susan Zeik. “An Historical Inventory of the Old Campus at the University of Minnesota.” March 1977. Prepared for the State Historic Preservation Department, Minnesota Historical Society.

“The New Saint Paul Athletic Club Building.” *The Improvement Bulletin*, April 20, 1918.

“New Steels Open New Roads to Progress.” *Engineering News-Record* 168 (February 15, 1962): 40-41.

“Norse Leaders Fly In For Leif Erikson Statue Fete.” *St. Paul Sunday Pioneer Press*, October 9, 1949.

“Old Bridge Not Missed by Faculty, Students.” *Minnesota Daily*, February 14, 1973.

Parcel, John Ira. Finding Aid for Papers. Available online through the University Archives, Department of Special Collections, University Libraries, Washington University in St. Louis: <http://library.wustl.edu/units/spec/archives/guides/pdf/parcel.pdf>.

Pearson, Marjorie. "Prospect Park, Minneapolis: An Historical Survey." October 2001. Prepared by Hess, Roise and Company for the Minneapolis Heritage Preservation Commission and Prospect Park East River Road Neighborhood Improvement Association.

Phelps, Gary. *History of the Minnesota State Capitol Area*. Saint Paul: Capitol Area Architectural and Planning Board, 1985. Available at: [www.caapb.state.mn.us/history](http://www.caapb.state.mn.us/history).

Prospect Park History Committee. *Under the Witch's Hat: A Prospect Park East River Road Neighborhood History*. Ed. Dean E. Abrahamson. Minneapolis: Prospect Park East River Road Improvement Association, 2003.

*R. L. Polk's City Directory*. Saint Paul: R. L. Polk and Company, 1910 through 1941.

Ramsey County Historical Society and Saint Paul Heritage Preservation Commission. Historic Sites Survey: RA-SPC-0879, RA-SPC-3342, RA-SPC-3892. July 1982. Available at Minnesota State Historic Preservation Office.

Reid Ray Films, Inc. Records, 1918-1972. Historical Sketch by Bonnie Beatson Palmquist (January 1986). Manuscript collection (P1504), available at Minnesota Historical Society.

Riess, Steven A. *City Games: The Evolution of American Urban Society and the Rise of Sports*. Urbana, Ill.: University of Illinois Press, 1989.

Roberts, Norene A., Claire Strom, and Joe Roberts. "Final Report: The University of Minnesota System." September 1993. Prepared for the State Historic Preservation Office, Minnesota Historical Society, Saint Paul.

Roise, Charlene K. "Mitigation Plan for Nicholson Hall with an Assessment of the Landscape of Nicholson and Jones Halls in the Context of the Old Campus (Knoll) Historic District." October 2004. Available at Minnesota State Historic Preservation Office.

*Safe Milk*. Saint Paul: Minnesota Milk Company, 1920.

"St. Louis Adds Major Office Tower." *New York Times*, November 10, 1963.

*Saint Paul Athletic Club Articles of Incorporation*. Saint Paul: Saint Paul Athletic Club, 1921.

Saint Paul Athletic Club Association Records. Manuscript Collection. Minnesota Historical Society, Saint Paul.

*Saint Paul Athletic Club Charter and Bylaws*. Saint Paul: Saint Paul Athletic Club, 1916.

Saint Paul Athletic Club Promotional Brochure. ca. 1913. Saint Paul Buildings Pamphlet Collection, Minnesota Historical Society, Saint Paul.

Saint Paul Athletic Club Promotional Brochure. 1919. Saint Paul Buildings Pamphlet Collection, Minnesota Historical Society, Saint Paul.

St. Paul Fellowship. Website: [www.stpaulfellowship.org](http://www.stpaulfellowship.org).

“School Expands Across a River.” *New York Times*, October 17, 1965.

Schwarz, George M. *The Geology of the Minneapolis-St. Paul Metropolitan Area*. Minneapolis: University of Minnesota Press, 1936.

*The Seventy-fifth Anniversary of the St. Paul Area Congregational Union 1887-1962; A Brief History of the St. Paul Area Congregational Union*. Saint Paul: J. McWethy, 1962.

Sittard, Herm. “On Blighted Area, ‘U’ Will Build an Educational City.” *Minneapolis Star*, October 7, 1959.

———. “River Span May Rank With Great.” *Minneapolis Star*, November 7, 1957.

State of Minnesota, Department of Highways. Trunk Highway No. 12, Bridge No. 9360. General Plan and Elevation, April 13, 1962. Available from Mn/DOT, Bridges and Structures Department, Oakdale, Minnesota.

———. Trunk Highway No. 12-104, S.P. 2715-66, sheets 1 and 2, 1965.

———. Trunk Highway No. 12-104, S.P. 2715-74, 1967, sheets 1 and 2.

———. Trunk Highway No. 12-104, S.P. 2715-86, 1968, sheets 1 and 2 (microfilm roll 438).

———. Trunk Highway No. 35W-394, S.P. 2783-17, 1968, sheets 1 and 2 (microfilm roll 438).

———. Trunk Highway No. 35W-394 and 12-104, S.P. 2783-16 and 2715-75, 1970, sheets 1 and 2 (microfilm roll 438).

“Statue of Leif Erikson Unveiled at State Capitol.” *Minneapolis Star Tribune*, October 10, 1949.

Stem, A. H. Saint Paul Athletic Club Architectural Plans. 1916. Toltz, King, and Day Papers, Northwest Architectural Archives, Elmer L. Andersen Library, University of Minnesota.

Swierczek, Bob. “Sverdrup Corporation.” Answers.com web site. <http://www.answers.com/Sverdrup+Corporation?cat=biz-fin>.

“Two Decks Unite Divided Campus.” *Engineering Record* 175 (July 8, 1965): 72, 74.

“‘U’ and Highway Officials Study Plan for Four-Block Tunnel.” *Minneapolis Star*, September 30, 1964.

“‘U’ Regents Approve New Bridge Plans.” *Minneapolis Star*, November 2, 1957.

“University Asks New Bridge Site.” *Minnesota Daily*, January 23, 1945.

*University Avenue Congregational Church, A Brief History of Our Church.* Galion, Ohio: United Church Directories, [1968].

“University Avenue Congregational Church.” Draft National Register of Historic Places Nomination Form. 1982. Prepared for Historic Sites Survey, Ramsey County Historical Society and Saint Paul Heritage Preservation Commission. Available at Minnesota State Historic Preservation Office.

“University of Minnesota, Minneapolis, General Plan for Arrangement of Buildings and Grounds.” Morell and Nichols, Inc., 1930. Available at University of Minnesota Archives.

“University of Minnesota, Minneapolis, General Plan for Arrangement of Buildings and Grounds.” Morell and Nichols, Inc., 1954. Available at University of Minnesota Archives.

“University of Minnesota, Minneapolis, Study for Co-ordination of Proposed Plans for Arrangement of Campus.” Morell and Nichols, Inc., 1931. Available at University of Minnesota Archives.

“University of Minnesota Old Campus Historic District.” National Register of Historic Places Inventory-Nomination Form, February 1984.

“ ‘Walkalators’ Urged on Bridge.” *Minneapolis Morning Tribune*, June 28, 1955.

“Welded Vierendeel A441 Trusses Frame Library.” *Engineering News-Record* 168 (February 15, 1962): 54-55.

Willard, Daniel E. *The Story of the North Star State.* Saint Paul: Webb Publishing Co., 1922.

Wingerd, Mary Lethert. *Claiming the City: Politics, Faith, and the Power of Place in Saint Paul.* Ithaca, New York: Cornell University Press, 2001.

Zellie, Carole. “Commerce Building.” March 2007. Historic Preservation Certification Application Part 1—Evaluation of Significance. Available at the State Historic Preservation Office, Minnesota Historical Society, Saint Paul.

Zellie, Carole, and Garneth O. Peterson. “St. Paul Historic Context Study: Churches, Synagogues, and Religious Buildings: 1849-1950.” 2001. Prepared for the Saint Paul Heritage Preservation Commission.

———. “Saint Paul Historic Context Studies: Downtown Saint Paul, 1849-1975.” May 2001. Prepared for the Saint Paul Heritage Preservation Commission, Saint Paul, Minn., and available at that office.

———. “St. Paul Historic Context Study: Neighborhood Commercial Centers: 1874-1960.” 2001. Prepared for the Saint Paul Heritage Preservation Commission.

———. “St. Paul Historic Context Study: Transportation Corridors: 1857-1950.” 2001. Prepared for the Saint Paul Heritage Preservation Commission.