



Appendix A-4: Archaeological and Architecture/History Reports

Appendix A-4: Archaeological and Architecture/History Reports are companion documents to the Supplemental Final Environmental Impact Statement containing Chapter 4 (Community and Social Analysis). Metropolitan Council and the United States Department of Transportation - Federal Transit Administration are committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability. If you require an alternative version of this file, please contact FTAWebAccessibility@dot.gov.

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Documents are separated into four volumes due to file size and collectively include:

- Archaeological Literature Review and Assessment Addendum*
- Archaeological Literature Review and Assessment Addendum No. 2*
- Phase I Archaeological Survey of the 1517 Hillside Avenue North Parcel*
- Reconnaissance Architectural History Survey (December 2024, revised to address SHPO comments)
- Intensive Architectural History Survey and Supplemental Reconnaissance Architectural History Survey
- Intensive Architecture/History Survey Addendum of the Bassett Creek Tunnel System
- Section 106 Assessment of Effects for Historic Properties
- Section 106 Assessment of Effects for Historic Properties Addendum
- Cultural Resources Literature Review and Section 106 Assessment of Effects Addendum 2

*Due to the sensitive nature of this report only the cover pages are provided for reference.



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INTENSIVE ARCHITECTURAL HISTORY SURVEY AND SUPPLEMENTAL RECONNAISSANCE ARCHITECTURAL HISTORY SURVEY FOR THE METRO BLUE LINE LIGHT RAIL EXTENSION PROJECT

Minneapolis, Crystal, and Robbinsdale, Hennepin County, Minnesota

December 2024



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Minneapolis, Crystal, and Robbinsdale, Hennepin County, Minnesota

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106 Group Project No. 3145

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MANAGEMENT SUMMARY

The proposed METRO Blue Line Light Rail Extension Project (Project) consists of approximately 13.5 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Project includes construction of new stations, park-and-ride facilities, and new operations and maintenance facilities. This Project is seeking funding from the Federal Transit Administration (FTA) and, therefore, must comply with the National Environmental Policy Act (NEPA) and Section 306108 (previously Section 106 and hereinafter referred to as Section 106) of the National Historic Preservation Act (NHPA) of 1966, as amended (54 United States Code § 306108), and its implementing regulations, (36 Code of Federal Regulations Part 800 et. seq.). The Metropolitan Council (Council) is the Project sponsor and federal grantee and is leading the process for preliminary engineering, final design, and construction. The Council is the local public agency and is required to comply with the requirements of the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045).

FTA, as the lead federal agency, and the Council, as the local project sponsor, published the Project's final Environmental Impact Statement (EIS) on July 15, 2016, in compliance with NEPA and MEPA. FTA signed a Record of Decision (ROD) on September 19, 2016. As defined in the final EIS and ROD, the project consisted of approximately 13.4 miles of new LRT guideway, approximately 7.8 miles of which was proposed to operate in BNSF Railway Company (BNSF) right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the Project in the BNSF corridor were unsuccessful. In 2020, the local Project sponsor (the Council) and its partner, Hennepin County, in coordination with other Project stakeholders and jurisdictions, began to identify and evaluate potential alternative Project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022, and reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by Project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022. The Council, under the direction of the FTA, published a Supplemental Draft EIS in June 2024 and will complete a Supplemental Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties from the previous alignment are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016, and amended September 20, 2022 (FTA 2022). Further consultation with SHPO and consulting parties to resolve adverse effects to historic properties will be completed pursuant to Stipulation XIV of the existing MOA and will be documented in an amendment to the MOA.

From December 2022 to January 2024, 106 Group conducted a reconnaissance architectural history survey for the updated METRO Blue Line Light Rail Extension Project (Project), located in Minneapolis, Robbinsdale, Crystal, and Brooklyn Park, Hennepin County, Minnesota. This reconnaissance architectural history survey was completed to facilitate compliance with Section 106 and with applicable

state laws governing the treatment of cultural resources, such as the Minnesota Historic Sites Act (MS 138.661-9).

As a result of the reconnaissance architectural history survey of that study area, 11 individual properties, one multiple property complex (including two individual properties), and two multiple property districts (including seven and 57 properties located within the APE, respectively) were recommended for survey at the intensive level (Phase II) (Wallace et al. 2023).¹ FTA validated all of these results in September 2024.

Due to updates to the Project area and subsequent revisions resulting in the current APE, the properties surveyed at the intensive level for this report have changed. In their July 5, 2024, response to the *Reconnaissance Architectural History Survey for the METRO Blue Line Light Rail Transit Extension Project, Minneapolis, Robbinsdale, and Crystal, Hennepin County, Minnesota*, SHPO requested the intensive level survey of All Pets Animal Clinic at 2727 Broadway Avenue West (HE-MPC-22644) (Letter from Amy Spong, Deputy SHPO, MN SHPO, to Stewart Mackenzie, Federal Transit Administration, July 5, 2024).

Between April 2024 and November 2024, 106 Group conducted an intensive architectural history survey. Including the All Pets Animal Clinic, properties surveyed at the intensive level for the current APE included seven individual properties; the Franklin Co-Operative Creamery Association North Side Complex (HE-MPC-22706), a multiple-property complex in Minneapolis that consists of two individual properties, the Franklin Co-Operative Creamery at 2108 Washington Avenue North and the building at 2017 2nd Street North (HE-MPC-22144 and HE-MPC-22160); and two historic districts. The historic districts surveyed at the intensive level are the Reno Land and Improvement Company Addition Historic District, 2102-2134 Lyndale Avenue North (HE-MPC-22244), and the Forest Heights Addition Historic District (HE-MPC-22600), both in Minneapolis. The Reno Land and Improvement Company Addition Historic District contains seven individual properties within the APE. The Forest Heights Addition Historic District contains 120 individual properties within the surveyed architectural history APE. Of the properties surveyed at the intensive level, five individual properties, the Franklin Co-operative Creamery Association North Side Complex and its two individual properties, the Reno Land and Improvement Company Addition Historic District, and the Forest Heights Addition Historic District are all recommended eligible for listing in the NRHP. Two individual properties are not recommended eligible for NRHP listing. Results for the intensive architectural history survey can be found in Section 4.

Between August and November 2024, 106 Group conducted a supplemental reconnaissance architectural history survey. Due to the updates to the Project area and subsequent revisions to the APE, supplemental reconnaissance architectural history survey was completed for the Bassett Creek Tunnel System in Minneapolis and two additional residential properties and one park in Crystal. Bassett Creek Tunnel System was recommended for survey at the intensive level, which will be included in a separate report. None of the three properties in Crystal that were surveyed at the reconnaissance level were recommended

¹ This count includes properties that had been previously surveyed as individual resources but are recommended to be surveyed at the Phase II level for this Project to evaluate their contributing status to a recommended eligible historic district.

for further survey at the intensive level. Results for the supplemental reconnaissance architectural history survey can be found in Section 3.

“I certify that this investigation was conducted and documented according to the Secretary of the Interior’s Standards and Guidelines and that the report is complete and accurate to the best of my knowledge.”

A handwritten signature in blue ink, appearing to read "J. W. [unclear]", written over a light gray rectangular background.

Signature of Principal Investigator

December 31, 2024

Date

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1.0 INTRODUCTION

The proposed METRO Blue Line Light Rail Extension Project (Project) consists of approximately 13.5 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Project includes construction of new stations, park-and-ride facilities, and new operations and maintenance facilities. This Project anticipates receiving funding from the Federal Transit Administration (FTA) and, therefore, must comply with the National Environmental Policy Act (NEPA) and Section 306108 (previously Section 106 and hereinafter referred to as Section 106) of the National Historic Preservation Act (NHPA) of 1966, as amended (54 United States Code § 306108), and its implementing regulations, (36 Code of Federal Regulations Part 800 et. seq.). The Metropolitan Council (Council) is the Project sponsor and federal grantee and is leading the process for preliminary engineering, final design, and construction. The Council is the local public agency and is required to comply with the requirements of the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045). This survey was conducted under contract with HDR, Inc. and only focuses on the APE within the municipalities of Minneapolis and Robbinsdale.

The APE for architectural history accounts for any physical, auditory, atmospheric, or visual impacts to historic properties. The Blue Line Light Rail Extension Project Section 106 Compliance Plan Technical Memorandum of 2023 describes the architectural history APE (Bring and Barnes 2023; Wallace et al. 2023).

The survey area for this intensive architectural history survey includes approximately 656.75 acres (265.78 hectares). The supplemental reconnaissance and intensive architectural history surveys consisted of historical research, desktop assessment, windshield reconnaissance, and field survey. Following the initial desktop assessment, a windshield reconnaissance of the properties within the APE that meet the requirements for reconnaissance survey was completed. During the windshield reconnaissance survey, 106 Group visually confirmed the properties within the architectural history APE and took additional in-field photos, as needed, to document any changes that had occurred to properties since the digital imagery was captured. Field survey was conducted at the intensive level for seven individual properties, one multiple property complex (and two associated properties), and two historic districts (including seven and 120 associated properties within the APE, respectively). Properties within the architectural APE that were constructed in 1976 or earlier and had not previously been evaluated within the last 10 years were then evaluated for potential eligibility for listing in the NRHP. Any previously inventoried property that did not appear to retain sufficient integrity when surveyed in the field was documented in an updated inventory form. Lindsey Wallace, M.A., served as the 106 Group principal investigator for architectural history.

Table 1. Legal Description of Sections Included in the Project Area Surveyed and Documented in This Report

County	Township	Range	Section
Hennepin	29	24	6
			8
			15
			16
			21
			22
	118	21	9

The following report describes project methodology, previous investigations, historic contexts, results, and recommendations for the Project area. Inventory forms have been prepared and submitted separately to the Minnesota State Historic Preservation Office (SHPO). Appendix A includes a mapbook of the Project area, the APE, and the supplemental reconnaissance architectural history survey results. Appendix B includes a mapbook of the Project area, the APE, and the intensive architectural history survey results. A list of project personnel can be found in Appendix C.

Figure 1. Project Location

2.0 METHODS

2.1 Objectives

Properties identified in the *Reconnaissance Architectural History Survey for the METRO Blue Line Light Rail Transit Extension Project, Minneapolis, Robbinsdale, and Crystal, Hennepin County, Minnesota* as potentially eligible were then subjected to an intensive architectural history survey to determine if any were eligible for listing in the NRHP. Due to updates in the Project Area and changes in the APE, the properties identified in that survey were not all evaluated at the intensive level. Recommendations from SHPO included an additional intensive-level survey for one property and a supplemental reconnaissance-level survey for three individual properties and one tunnel system. The primary objective of the supplemental reconnaissance architectural history survey was to determine whether any of those properties are potentially eligible for listing in the NRHP. Intensive-level survey for the tunnel system will be presented in a supplemental intensive survey report. All work was conducted in accordance with the SHPO *Historic and Architectural Survey Manual, The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* [48 Federal Register 44716-44740], *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), and the Blue Line Light Rail Extension Project Section 106 Compliance Plan (SHPO 2017; National Park Service [NPS] 1983; FTA 2022; Bring and Barnes 2023).

2.2 Area of Potential Effect (APE)

The APE for architectural history accounts for any physical, auditory, atmospheric, or visual impacts to historic properties from the alignment and design options originally under consideration for the Project. The Blue Line Light Rail Extension Project Section 106 Compliance Plan Technical Memorandum of 2023 describes the architectural history Area of Potential Effect (APE) (Bring and Barnes 2023). Based on guidance from this document, the prescribed architectural history APE includes the associated APE for each alignment and design option considered, which includes:

- All properties within 200 feet of the centerline of the proposed alignment;
- All properties within 500 feet (roughly equates to one block in urban areas) from the center point of each proposed station;
- All properties within 750 feet from the perimeter of the Operations and Maintenance Facility (OMF) site;
- All properties within 200 feet from the perimeter of each existing or new bridge structure less than 12 feet above an existing grade and/or surface of the feature being crossed;
- All properties within 500 feet from the perimeter of each existing or new bridge structure more than 12 feet above an existing grade and/or surface of the feature being crossed;
- All properties within the construction limits/limits of disturbance (LOD) of existing roadways and parking lots within existing right-of-way;

- The first tier of properties directly fronting the roadway and intersections of new or relocated roadways not within existing right-of-way;
- The first tier of adjacent properties to new surface parking facilities (no buses), modification to existing surface parking facilities (no buses), and new access roads;
- All properties within the construction limits/LOD of bicycle and pedestrian improvements, utilities and systems, borrow/fill and floodplain/stormwater/wetland mitigation areas, and noise walls (Bring and Barnes 2023).²

Due to updates to the Project area and subsequent revisions resulting in the current APE, the properties surveyed at the intensive level for this report have changed, and a supplemental reconnaissance survey was required. In their July 5, 2024, response to the *Reconnaissance Architectural History Survey for the METRO Blue Line Light Rail Transit Extension Project, Minneapolis, Robbinsdale, and Crystal, Hennepin County, Minnesota*, SHPO requested the intensive level survey of All Pets Animal Clinic at 2727 Broadway Avenue West (HE-MPC-22644) and the reconnaissance survey of the Bassett Creek Tunnel System (Letter from Amy Spong, Deputy SHPO, MN SHPO, to Stewart Mackenzie, Federal Transit Administration, July 5, 2024). Changes to the APE further required an additional three properties to be surveyed at the reconnaissance level. Please see Sections 3 and 4 for additional detail.

2.3 Field Methods

As approved by Council, FTA, SHPO, and HDR, Inc., the supplemental reconnaissance architectural history survey of the Project area conducted by 106 Group included both a desktop assessment using the digital imagery platforms Cyclomedia and Google Street View and a windshield reconnaissance survey. During the windshield reconnaissance survey, 106 Group visually confirmed the properties within the assigned subset of the architectural history APE (METRO Blue Line Light Rail Extension Project Compliance Plan 2022).

In-person intensive field survey was conducted on June 19, July 5, and July 28, 2024. Lindsey Wallace, M.A., Max Chavez, M.A., Steve Gallo, PhD, Treasure Tinsley, B.A., and Emily Wallrath Schmidt, M.S., conducted the fieldwork (see Appendix B for a list of project personnel). During the intensive survey, field notes were taken to document each property's integrity. Digital photographs were taken from the public right-of-way for each property that required updated photos.

2.4 Inventory Methods

During the intensive architectural history survey, properties within the Project APE were assessed to recommend which properties are eligible for listing in the NRHP. Inventory forms were prepared for all properties surveyed at the intensive level. During the supplemental reconnaissance architectural history survey, the three individual properties and one tunnel system were assessed to determine whether they were potentially eligible for NRHP listing and thus, would need an intensive-level survey. Inventory

² Per the Blue Line Light Rail Extension Project Section 106 Compliance Plan Technical Memorandum: for bridges, previous project profile was more than six feet above grade, and noise walls are not part of the current design but may be part of the updated design (Bring and Barnes 2023).

forms were prepared for each of the three individual properties and the tunnel system and its two associated properties surveyed at the reconnaissance level.

2.5 Inventory Form

A Minnesota Individual Property Inventory Form was prepared and submitted in the Minnesota's Statewide Historic Inventory Portal (MnSHIP) for each surveyed property for review by SHPO. Minnesota Multiple Property Inventory Forms were prepared and submitted via MnSHIP for the Franklin Co-operative Creamery Association North Side Complex, the Reno Land and Improvement Company Addition Historic District, and the Forest Heights Addition Historic District.

2.6 Evaluation

In the supplemental reconnaissance survey, potential eligibility of each property for listing in the NRHP was assessed based on the property's significance and integrity, and recommendations were made for survey at the intensive level in the case where the property was potentially eligible. In the intensive survey, eligibility of each property for listing in the NRHP was assessed based on the property's significance and integrity. The NRHP criteria, summarized below, were used to help assess the potential significance of each property:

- Criterion A – association with the events that have made a significant contribution to the broad patterns of our history;
- Criterion B – association with the lives of persons significant in our past;
- Criterion C – embodiment of the distinctive characteristics of a type, period, or method of construction; representation of the work of a master; possession of high artistic values; or representation of a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D – potential to yield information important to prehistory or history (NPS 1997 [1995]).

The NPS has identified seven aspects of integrity to be considered when evaluating the ability of a property to convey its potential significance: location, design, setting, materials, workmanship, feeling, and association. The integrity of these properties was assessed in regard to these seven aspects (NPS 1997 [1995]).

2.7 Previously Developed Historic Contexts

Intensive survey of the properties in the architectural history APE for the Project are addressed by the following historic context studies:

- “North Minneapolis” historic context prepared by Landscape Research in 1998 (Peterson and Zellie 1998)
- “Township Development – Robbinsdale” historic context prepared by 106 Group in 2007 (Mathis and Stark 2007)

The *Citywide Community Engagement for a Minneapolis African American Historic and Cultural Context Study* was also consulted for this Project (Lange et al. 2022).

2.8 Property-Specific Historic Contexts

For the purpose of this intensive architectural history survey, the following property-specific historic context was also developed for the Franklin Co-Operative Creamery Complex: “A Brief History of Minneapolis’ Labor Movement in the Early Twentieth Century.”

2.8.1 A Brief History of Minneapolis’ Labor Movement during the Twentieth Century

Since the Industrial Revolution began in the mid-eighteenth century, workers throughout the world have organized to form unions in order to improve their working conditions. Workers in Minneapolis have done the same throughout the city’s history. As early as the 1860s, Minneapolitans working within various industries organized and took action to influence their workplaces. In 1868, for example, approximately 75 of the city’s coopers struck for an increase in pay of three cents more per barrel they made (Kucera 2016). Such efforts continued throughout the nineteenth century and were bolstered by the formation of umbrella groups that sought to organize workers across industries. In 1878 the Knights of Labor, a relatively inclusive national labor federation that sought to organize workers regardless of race and gender, established an Assembly in Minneapolis. The Knights helped establish the Minneapolis Trades and Labor Assembly (TLA) in 1883, which sought to create a unified labor movement in the city and eventually became the local body of the American Federation of Labor following the formation of that national organization in 1898 (Kucera 2016; Millikan 2001:5). Despite these developments, however, Minneapolis employers remained firmly in control of the workplace during the nineteenth century. Union membership risked dismissal from jobs and blacklisting, meaning many workers were hesitant to join and those who did kept their involvement secret. Between 1880 and 1900, Minneapolis averaged fewer than three strikes per year (Millikan 2001:5).

The dynamic between workers and business owners changed dramatically at the turn of the twentieth century. Minneapolis’ booming economy during that period expanded the industrial workforce and, as a result, dramatically increased union membership. By 1902, the city’s unions counted over 13,000 workers within their ranks (Millikan 2001:22). At the same time, the local labor movement took on an increasingly radical outlook. Many of Minneapolis’ immigrant population during this period, including a substantial number of Scandinavian workers, adhered to social democratic philosophy and came from

strong union traditions. They eagerly engaged in socialist politics, supported an expanded radical press, and influenced their unions with such thinking (Faue 1991:50). As a result, union activities grew increasingly militant and effective. Two major strikes—a 1901 machinists’ strike and a 1902 truck drivers’ strike—showcased labor’s increased strength, demonstrated that collective action could have city-wide impacts, and motivated business owners to counter their influence. In 1903, local employers organized themselves and formed the Citizens’ Alliance (CA), an anti-union consortium (Millikan 2001:22-24). The CA championed that National Association of Manufacturers’ “American Plan,” which sought to ensure Minneapolis remained an open-shop (non-union) town through a combination of coercion (via dismissals, industrial spies, and private security) and persuasion (via benefits such as pensions, vacations, and insurance) (Quam and Rachleff 1986:105; Neubeck 1984:2).

The struggle between the CA’s open-shop philosophy and unions’ push to create a closed-shop (union-only) town defined the labor movement in Minneapolis during the initial decades of the twentieth century. The CA asserted its power quickly through a large and well-disciplined membership comprised of local businesses of all sizes. Adherence to the open-shop doctrine was enforced among businesses by both threat and reward. Employers who hired unionists, signed union contracts, or paid workers above the prevailing non-union wage scale were boycotted or had their credit cut off. On the other hand, the CA provided services to its members such as a free Employment Bureau, which supplied businesses with non-union workers, an Employment Relations Bureau, which assisted members in solving “personnel problems,” and legal services, which most frequently worked to obtain court injunctions against unions (Neubeck 1984:2-3). Despite its growing numbers, organized labor struggled to counter the CA’s influence. When unions did go on strike, the CA quickly mustered a powerful response. It hired armed guards to protect strikebreakers; worked to discredit union leaders by framing them for acts of violence; co-opted local law enforcement to do its bidding; and leveraged state government to limit workers’ gains. By the 1930s, Minneapolis had a reputation as a staunchly non-union town, and the CA was celebrated by national employers’ organizations as one of the most successful forces in the open-shop campaign (Neubeck 1984:3-4; Rachleff 24 May 2024). In 1934, the CA boasted that “every strike and boycott in Minneapolis since the end of World War I had ‘failed utterly due to the assistance rendered by the Citizens Alliance’” (Neubeck 1984:5).

The consolidated power of the CA dealt a significant blow to organized labor in Minneapolis during the early twentieth century. The success of the CA during this period devastated unions and working people, generally. During the 1910s and 1920s, workers were disciplined, fired, and blacklisted at the discretion of employers, while wages lagged significantly behind the national average (University of Minnesota 2014; Rachleff 24 May 2024). While local union membership reached a high point in 1920, the position of organized labor was further weakened by internal divisions, efforts by labor leaders to distance themselves from more radical elements, and a general shift in strategy away from broad workplace organizing and toward more specific political and consumer issues (Faue 1991:55-56). As historian Peter Rachleff puts it, “the reign of the Citizens’ Alliance seemed untouchable” by the 1930s (Rachleff 24 May 2024).

The CA's aura of invincibility dimmed in the winter of 1934, when members of Teamsters Local 574 organized workers in the city's coal yards. They initiated a strike on February 7 that quickly spread to 65 of Minneapolis' 67 coal yards and shut down the city's coal supply for two days in the midst of a cold snap. Employers offered the union a settlement in order to end the strike, thereby handing labor a significant victory and causing Local 574's ranks to swell with new members. The union called for a larger strike the following May, which shut down the city's market district for 10 days and once again resulted in employers bending to the union's demands. When the employers, at the encouragement of the CA, violated the terms of the agreement shortly after it was signed, Local 574 renewed the strike. More than 10,000 workers participated, while another 35,000 engaged in sympathy strikes (Rachleff 24 May 2024). Violence broke out between strikers and strikebreakers and, on July 20, police opened fire on unarmed strikers, killing two and wounding 67. The bloodshed swayed public support to the strikers and caused Governor Floyd Olson to declare martial law and force both sides to mediated negotiations. The strike ended on August 22, 1934 (Alam 2019).

The CA's failure to quash the Teamsters strike revealed a weakness and inspired other unions to press the advantage. In 1935-1936, another high-profile strike occurred, this time at the Strutwear Knitting Company. While the eight-month struggle did not result in a union victory, it nonetheless emboldened organized labor through cross-industry solidarity and further weakened the CA's standing (Quam and Rachleff 1986:117).

The 1934 Teamsters strike is widely acknowledged as the end of the CA's dominance over the city, as well as the point at which Minneapolis' reputation transitioned from an open-shop town to union stronghold (Alam 2019; Neubeck 1984:5; Rachleff 24 May 2024). After World War II, the CA had a slight revival due to broad anti-Communist sentiment, but it "never again functioned as a constituency organization among a broad base of local businesses" (Quam and Rachleff 1986:117). During the second half of the twentieth century, workers in Minneapolis benefitted from the demands made by unions in the form of increased wages, healthcare benefits, paid time off, and safer working conditions (Rachleff 24 May 2024). Landmark actions, such as the 1970 Minneapolis teachers strike, led to the passage of major legislation that benefited workers across industries (Kucera 2016). This changed in the 1980s and 1990s, when legislatures and courts weakened workers' rights to strike and unionize and manufacturing jobs were exported abroad. The number of unionized workers declined and the ability of unions to broadly influence workplaces greatly diminished. By the turn of the twenty-first century, Minneapolis, like many other cities across the country, could no longer be called a union town (Rachleff 24 May 2024). This is not to say that the tradition of organized labor has completely disappeared from Minneapolis; the city has experienced a renewed enthusiasm for unionization and collective action in the wake of the 2008 financial crisis, especially among immigrant workers and members of Generation Z (Kucera 2016; Rachleff 24 May 2024).

3.0 SUPPLEMENTAL RECONNAISSANCE ARCHITECTURAL HISTORY SURVEY

3.1 Supplemental Literature Review

3.1.1 Previous Architectural Studies

Within the updated architectural history APE, one property has been listed in the NRHP: the Cameron Transfer and Storage Company Building (HE-MPC-16391). Three architectural surveys have been conducted, and five architectural history properties have previously been inventoried within the updated architectural history APE (Table 2).

In 2011, Hess, Roise and Company completed the *Phase I/Phase II Architecture History Investigation for the Proposed Interchange Project, Hennepin County, Minnesota* (Roise and Peterson 2011). One property, the warehouse at 747 3rd Street North, was surveyed as a part of that project. In that survey, property was recommended not eligible for the NHRP. 747 3rd Street North is part of the larger warehouse property also referred to as the George A. Clark & Son Co. Warehouse, located at 901 3rd Street North. In 2018, 106 Group conducted the *Bassett Creek East Project: Reconnaissance Architecture History Survey Report*. As a part of this survey, 106 Group surveyed 901 3rd Street North (referred to as HE-MPC-19331 in that report). The property was again recommended not eligible for the NHRP (Que 2018). For the purposes of this Project, the property located at 901 3rd Street North will be referenced as HE-MPC-16389.

In 2014, Schafer Richardson and Hess, Roise and Company completed an NRHP form for the Cameron Transfer and Storage Company Building. The property was then listed in the NRHP in 2014 (Richardson et al. 2014).

In 2022, two structures within the Bassett Creek Tunnel System (HE-MPC-22755) were surveyed by Mead & Hunt as part of the *Minnesota Historic Bridge Inventory*: Bridge No. 93108 (HE-MPC-05331) and Bridge No. 93110 (HE-MPC-05332). As the properties were surveyed as part of a statewide bridge inventory, no eligibility determination was made (Mead & Hunt, Inc. 2023a, 2023b).

Table 2. Previously NRHP-Listed, Eligible, or Inventoried Architectural History Properties Within the Updated APE

Inventory No.	Property Name	Address	NRHP Status	Associated Report	Included in Blue Line Survey?
HE-MPC-16391	Cameron Transfer and Storage Company Building	754 4th Street North, Minneapolis	NRHP-listed	NRHP	No

Inventory No.	Property Name	Address	NRHP Status	Associated Report	Included in Blue Line Survey?
HE-MPC-16389/HE-MPC-19331	George A. Clark & Son Co. Warehouse	901 3rd Street North, Minneapolis	Recommended Not Eligible	Bassett Creek East Project: Reconnaissance Architectural History Survey Report	No
HE-MPC-22755	Bassett Creek Tunnel System	From southeast of intersection of 2nd Avenue North and Van White Memorial Boulevard to Mississippi River near intersection of Great River Road and River Street	Structures within system inventoried in 2022, no recommendation made	Minnesota Historic Bridge Inventory	Yes
HE-MPC-05331	Bridge No. 93108	10th Avenue North between 8th Avenue North and 5th Street North	Surveyed in 2022, no recommendation made	Minnesota Historic Bridge Inventory	Yes
HE-MPC-05332	Bridge No. 93110	4th Street North between 10th Avenue North and 7th Avenue North	Surveyed in 2022, no recommendation made	Minnesota Historic Bridge Inventory	Yes

3.2 Supplemental Reconnaissance Architectural History Survey Results

Between August and November 2024, 106 Group conducted a supplemental reconnaissance architectural history survey. Due to the updates to the Project area and subsequent revisions to the APE, supplemental reconnaissance architectural history survey included a total of 3 individual properties and one multiple property district with two associated properties. Between September and November 2024, personnel from 106 Group conducted a supplemental desktop reconnaissance architectural history survey of the Bassett Creek Tunnel System (and its two associated properties) in Minneapolis and properties constructed before 1976 but not previously surveyed in Crystal. Lindsey Wallace, M.A., served as principal investigator (see Appendix C for a list of project personnel). No intensive survey was recommended for any of the three individual properties in Crystal due to a lack of historical significance and/or a loss of historical integrity (Table 3). Three within the updated APE are vacant or not of age (Table 4).

The Bassett Creek Tunnel System was recommended for survey at the intensive level due to potential significance under NRHP Criterion A, in the areas of Community Planning and Development and Health (Table 3). The results of intensive study of the Bassett Creek Tunnel System will be presented in a supplemental intensive architectural history report.

Table 3. Supplemental Reconnaissance Architectural History Survey Results

Inventory No.	Property Name	Address	City	Year Built	NRHP Status
HE-CRC-00803	House	5568 Xenia Avenue North	Crystal	1958	Not Recommended for Intensive Survey
HE-CRC-00804	House and Sheds	5573 Welcome Avenue North	Crystal	1973	Not Recommended for Intensive Survey
HE-MPC-00805	Becker Park	5501-5530 Douglas Drive North	Crystal	1948 2020	Not Recommended for Intensive Survey
HE-MPC-22755	Bassett Creek Tunnel System	From southeast of intersection of 2nd Avenue North and Van White Memorial Boulevard to Mississippi River near intersection of Great River Road and River Street	Minneapolis	1913-1923	Recommended for Intensive Survey
HE-MPC-05331	Bridge No. 93108	10th Avenue North between 8th Avenue North and 5th Street North	Minneapolis	1915	Recommended for Intensive Survey; Potentially Contributing to the Bassett Creek Tunnel System
HE-MPC-05332	Bridge No. 93110	4th Street North between 10th Avenue North and 7th Avenue North	Minneapolis	1923	Recommended for Intensive Survey; Potentially Contributing to the Bassett Creek Tunnel System

Table 4. Not of Age or Vacant Properties within the Updated APE.

Field No.	Address	City	Year Built
387	Address Pending	Minneapolis	N/A
1550	5701 56th Avenue North	Crystal	1958
1551	5709 56th Avenue North	Crystal	1958

4.0 INTENSIVE ARCHITECTURAL HISTORY SURVEY RESULTS

Seven individual properties, one multiple property complex, and two historic districts were recommended as eligible for listing in the NRHP and recommended for further intensive study (see Table 3). As a result of the intensive survey, five individual properties, one multiple property complex (and its two associated individual properties), and two historic districts are recommended eligible for listing in the NRHP. Two individual properties are recommended not eligible for listing in the NRHP. The intensive evaluations follow in Sections 4.1 to 4.10.

Table 5. Intensive Survey Results

Inventory No.	Property Name	Address	City	Year Built	NRHP Status
HE-MPC-07545 ³	House	1830 James Avenue North	Minneapolis	1924	Recommended Not Eligible
HE-MPC-08033 ⁴	North Community YMCA	1711 Broadway Avenue West	Minneapolis	1973-1974	Recommended Eligible
HE-MPC-16722	Northwestern National Bank North American Office	615 7th Avenue North	Minneapolis	1969	Recommended Eligible
HE-MPC-22130	Sundseth Undertaking/Sundseth-Anderson Funeral Home	2024 Lyndale Avenue North	Minneapolis	1925	Recommended Eligible
HE-MPC-22144	Franklin Co-Operative Creamery	2108 Washington Avenue North	Minneapolis	1922	Recommended Eligible as part of the complex HE-MPC-22706 with HE-MPC-22160; Recommended Individually Eligible
HE-MPC-22160	Franklin Co-Operative Creamery Association Barn and Garage	2017 2nd Street North	Minneapolis	1922	Recommended Eligible as part of the complex HE-MPC-22706 with HE-MPC-22144; Recommended Individually Eligible

³ In the original associated Reconnaissance inventory form for this property in this Project, the assigned inventory number is HE-MPC-22593. Subsequent to the development of the form, the property was found to have an already assigned inventory number: HE-MPC-07545.

⁴ HE-MPC-08033 is also located within the boundaries of the Forest Heights Addition Historic District, but it was constructed after the period of significance. Therefore, it is a non-contributing resource to that historic district.

Inventory No.	Property Name	Address	City	Year Built	NRHP Status
HE-MPC-22244	The Reno Land and Improvement Company Addition	2102-2134 Lyndale Avenue North	Minneapolis	1901	Recommended Eligible as a district. For Associated Properties, see Table 4.
HE-MPC-22600	Forest Heights Addition Historic District	Bounded by 26th Avenue North, Penn Avenue North, Golden Valley Road, and Humboldt Avenue North	Minneapolis	1883-1930	Recommended Eligible as a District. For Associated Properties, see Table 5.
HE-MPC-22664	All Pets Animal Clinic	2727 Broadway Avenue West	Robbinsdale	1970	Recommended Eligible
HE-MPC-22706	Franklin Co-Operative Creamery Complex	2108 Washington Avenue North and 2017 2nd Street North	Minneapolis	1922	Recommended Eligible as a complex
HE-RBC-01513	Guaranty State Bank of Robbinsdale	3700 Broadway Avenue West	Robbinsdale	1964	Recommended Eligible
HE-RBC-01528	Elim Lutheran Church	3978 Broadway Avenue West	Robbinsdale	1950	Recommended Not Eligible

4.1 Elim Lutheran Church (HE-RBC-01528)

Location:

3978 Broadway Avenue West, Robbinsdale, Hennepin County, 55422

Description:

This church complex is comprised of three distinct yet connected buildings, all located on the northwest end of a large, landscaped lot bounded by 40th Avenue North to the north, Bottineau Boulevard (County State Aid Highway [CSAH] 81) to the east, Robbins Landing North to the south, and Broadway Avenue West to the west. A large, paved parking lot is located immediately southeast of the church complex and is accessed by Robbins Landing North. The property also includes a vacant, unimproved lot south of the church and parking lot that is bordered by Robbins Landing North to the north, a parking lot to the east, a dental office to the south, and Broadway Avenue West to the west. Irregular in plan, the three buildings join to create the church complex which includes: the main sanctuary (1950-51) that fronts Broadway Avenue West; a one and-one-half-story vestry (1953) located northeast of the main sanctuary; and a large,

two-story school (1960-61) adjacent to the intersection of 40th Avenue North and Bottineau Boulevard (Hennepin County Assessor's Office 2024).

Main Sanctuary (1950-51; 1961 expansion and remodel)

Southwest-Facing Façade

The main sanctuary which anchors the complex was constructed in 1950 and was completed in 1951 (Hennepin County Assessor's Office 2024; The Minneapolis Star 3 March 1951, 27 October 1951). The property is situated on a southwest-to-northeast axis with its primary southwest-facing façade facing Broadway Avenue West. The rectangular sanctuary structure is clad in brick laid in a six-course common bond and features a steeply pitched A-frame roof that is clad in asphalt shingles with vinyl boxed eaves. The northeast end of the roof features a copper flèche on the roof's ridge and a brick chimney on the roof's southeast slope. The sanctuary's foundation is not visible. The sanctuary's southwest elevation holds the structure's primary entrance, which is accessed by concrete steps with metal handrails and, to the east of the entrance, a wood ramp with wood handrails. This entrance consists of two sets of double-leaf aluminum doors with sidelights and three transoms above. In the center of the entrance, there is an aluminum cross. The entrance is centered within the church's one-story narthex, which is clad in stone panels with six, small, decorative stone reliefs. This entrance features a very low-pitched, prow roof with overhanging, metal, boxed eaves. To the west of the entrance, there are three four-light windows atop a hopper window with stone windowsills. To the east of the entrance, there are two three-light windows atop a hopper window with stone windowsills. The narthex extends away from the church nave to the northwest and the southeast and features a secondary entrance on its northwest elevation that is accessed by concrete steps with metal handrails. To the west of this secondary entrance, which consists of a single-leaf aluminum door with a glass inset, there are two fixed, stained glass windows with storm windows. Above the center of the narthex, there is a large, metal-enframed stained glass window directly under the roofline that sits atop four aluminum spandrel panels.

Northwest Elevation

The northwest elevation of the sanctuary features five evenly spaced brick buttress piers with stone caps located on a tiered setback in the middle of the pier. There is a nine-light, stained glass window with a storm window found within each of the five bays. Each window features a windowsill formed by two rows of bricks laid in a rowlock bond.

Northeast Elevation

The northeast elevation features a pair of tiered buttress piers with stone caps on each setback. In between the piers are three thin, tall windows with stone windowsills.

Southeast Elevation

The southeast elevation features eight evenly spaced brick buttress piers with stone caps in the middle of the piers, similar to the northwest elevation, creating seven bays. There is a nine-light, stained glass window within each bay except for the bay on the sanctuary's easternmost end. Each window features a windowsill formed by two rows of bricks laid in a rowlock bond.

Vestry (1953)

The vestry addition is connected to the sanctuary at the west end of the sanctuary's northwest elevation. This one-and-one-half story, rectangular addition is clad in brick laid in a six-course common bond, features a side-gable roof covered in asphalt shingles, and sits atop a painted concrete or cinderblock foundation. There is a brick chimney with stone caps on the north end of the roof ridge. The roof's southwest slope features a nearly full-width, stucco-clad dormer with a shed roof covered in asphalt shingles. The dormer is divided into three bays with the first, westernmost bay formed by a pair of one-light vinyl casement windows, while the middle and easternmost bays are formed by vinyl sliding windows. The roof's northeast slope features a square, one-story addition with a hipped roof covered in asphalt shingles. This addition features a secondary entrance accessed by metal stairs and handrails.

Southwest Elevation

On the east end of the southwest elevation, there is a projecting, one-story vestibule with a shed roof covered in asphalt shingles. This vestibule features the vestry's primary entrance, which is set within a stepped brick door surround and is accessed by concrete stairs and a metal handrail. To the west of the vestry's entryway, there are three bays of vinyl sliding windows divided by stone panels that are framed by a stone surround.

Northwest Elevation

The northwest elevation of the vestry features two stories and a basement level divided into three bays. The basement's first and third bays are formed by two pairs of aluminum one-over-one, double-hung windows while the second, middle bay features no fenestration. The first and second stories feature vinyl-sliding windows on their first and third bays, and each story also features a single, one-light vinyl casement window forming their middle bays. Directly under the roof apex, there is a metal louvered vent. The northwest elevation also features a two-story addition that links the vestry with the school. This addition is clad in brick laid in a six-course common bond and features a front-gabled roof covered in asphalt shingles.

School (1960-61)

The two-story, rectangular school addition is clad in brick laid in a five-course common bond, features a flat roof with boxed, overhanging eaves, and is built into a slight, southwest-sloped incline. The structure's foundation is not visible. The school is connected to the vestry at the school's northwest corner by a one-story, flat-roof hyphen clad in brick. The school's primary entryway is located at the northeast corner of the structure within a recessed porch supported by a single brick pier. The entryway is accessed by a concrete step and ramp.

Northeast-Facing Facade

Above the entryway on the school's northeast-facing elevation, there are individual metal letters affixed to the brick wall spelling "ELIM LUTHERAN CHURCH ELCA." The school's northeast-facing façade that fronts Bottineau Boulevard consists of five bays of ribbon windows on both stories, which are framed by stone surrounds and divided by piers clad in stone panels. The windows are grouped, with two-light aluminum windows with a fixed upper panel and hopper window in the lower panel. On the west end of

the facade, there is a secondary entryway located within a recessed corner porch supported by a single brick pier. This entryway can be accessed on both the northeast-facing façade and the southeast elevation. Above the entryway, there is a white metal cross affixed to the brick wall. Directly in front of this entrance, there is a two-sided digital sign that rests on a brick base and is topped with a rectangular metal sign that reads “ELIM Lutheran Church” on both sides.

Southeast Elevation

The southeast elevation’s ground floor, facing out towards the parking lot, features what appear to be four hopper windows in the center of the elevation. The elevation’s second story features a band of irregularly spaced, two-light aluminum windows with a fixed upper panel and hopper window in the lower panel. In the center of this band of windows, there is a slightly smaller version of this window with a stone windowsill. These windows are framed by stone surrounds and divided by brick piers clad with stone panels.

Southwest Elevation

In the center of the school’s southwest elevation, there is a rectangular, one-story chapel which faces to the southwest. It is clad in brick laid in a five-course common bond, features a flat roof, and rises slightly taller than the school structure. The chapel’s roof features a stone cross sculpture on its southeast end and a brick chimney on its northwest end. The chapel’s southwest-facing facade features an arcade with a flat roof supported by simple brick piers. The arcade roof is connected to a one-story, brick-clad enclosure with a flat roof that is located between the sanctuary and the school. The chapel’s southeast elevation features three grouped, stained glass, lancet windows framed by stone surrounds and divided by stone-clad piers. To the west of the chapel, the school’s elevation is divided into two bays. The westernmost bay has three one-over-one, double-hung aluminum windows with stone windowsills. The easternmost bay has three fixed aluminum windows with hopper windows below. Below these windows is a metal vent, underneath which are three, grouped aluminum hopper windows with a stone windowsill.

Northwest Elevation

The school’s northwest elevation consists of five bays of windows on both stories framed by stone surrounds and divided by piers clad in stone panels. The ground floor’s first, westernmost bay features three fixed aluminum windows while the second bay features what appears to be two, square, aluminum hopper windows with stone windowsills. The remaining three bays on the ground floor consist of three sets of three, grouped fixed aluminum windows with hopper windows below. The second story’s five bays consist of the same style and arrangement of windows except for the second bay, which consists of four grouped windows instead of three. There are also metal louvered vents on the spandrels between each bay. Above the primary entryway on the school’s northwest elevation, there is a white metal cross affixed to the brick wall. The school’s northwest elevation also features a recessed secondary entrance on its east end which consists of two sets of double-leaf doors with full lights flanked by sidelights with full-light transoms on either side. The entryway is accessed by concrete steps with metal handrails and a brick knee wall with a stone cap.



Figure 2. Elim Lutheran Church Sanctuary, Southwest-Facing Façade, Facing Northeast



Figure 3. Elim Lutheran Church Vestry and School, Northwest Elevations, Facing South



Figure 4. Elim Lutheran Church School, Northeast-Facing Facade and Northwest Elevation, Facing Southwest



Figure 5. Elim Lutheran Church School, Northeast-Facing Facade, Facing West



Figure 6. Elim Lutheran Church School, Southwest Elevation, Facing Northeast

Integrity

The main sanctuary, vestry, and school each retain good integrity of location and setting. The integrity of design, materials, and workmanship of the main sanctuary have been slightly compromised by the addition of the vestry in 1953 and the expansion of the façade in 1961. The integrity of design, materials, and workmanship of the vestry have been slightly compromised by the addition of the 1960-61 school building to the northeast and replacement windows and doors. The school addition retains good integrity of design, materials, and workmanship (University of Minnesota 1956; University of Minnesota 1971; Google 2022; Robbinsdale Historical Society 2022a). This property retains good integrity of feeling and association. Overall, this property retains good integrity.

Statement of Significance:

Property History

The Elim Lutheran Church complex was designed, constructed, and completed between 1950 and 1961 (The Minneapolis Star 27 May 1950, 21 January 1961). Early announcements estimated that the church would be completed by fall 1950, but the church's cornerstone was not laid until March 1951 with its official dedication and opening taking place on October 28, 1951 (The Minneapolis Star 3 March 1951; 27 October 1951). The church was built adjacent to the original 1924 building it was replacing. The original 1924 church was sold to Brunswick Methodist Church which relocated the church to a different location in 1952 once construction of the new church was completed, allowing for the construction of the vestry addition the following year (Robbinsdale Historical Society 2022a; The Minneapolis Star Tribune 4 June 1951). By 1953, construction was completed on the vestry addition to the church's northwest elevation; historic aerial photography confirms that the addition was onsite by 1956 (Robbinsdale Historical Society 2022a; University of Minnesota 1956).

On October 16, 1960, the cornerstone was laid for the church's school addition built to the east of the church and vestry at the southwest corner of Bottineau Boulevard and 40th Avenue North (*The Minneapolis Star* 15 October 1960). At the same time, the church sanctuary was elongated by expanding the structure westward toward Broadway Avenue West (University of Minnesota 1956, 1967). The expansion enlarged the church's chancel, balcony, narthex, and choir loft and increased the seating capacity to 800, while the school addition contained a gymnasium, classrooms, reception and youth rooms, offices, and an 88-person chapel. Both the church expansion and school addition were completed by January 1961 (*The Minneapolis Star* 21 January 1961). Aerial photography indicates the hipped roof addition on the vestry's eastern roof slope was constructed between 2009 and 2010 (Nationwide Environmental Title Research, LLC [NETR] 2009, 2010). The two-story gable addition linking the vestry to the school on both buildings' north elevations was completed between 2008 and 2011 (Google 2008, 2011).

Elim Lutheran Church has maintained a presence in Robbinsdale for over a century since its organization in 1922. In 1924, the congregation constructed their first church structure on this parcel with the agreement that the land be always occupied by a house of worship (Robbinsdale Historical Society 2022a). The church hired Pastor C. Ward Nerothin as the congregation's leader in 1944, a position he held for 38 years until his retirement in 1982 (*Minneapolis Star Tribune* 16 September 1982). The suburban population boom Robbinsdale experienced in the years following World War II led to the congregation outgrowing their 1924 sanctuary (Robbinsdale Historical Society 2022a; Buggeln 2015). This increase in congregants prompted the construction of the 1951 church sanctuary adjacent to the original 1924 structure (Robbinsdale Historical Society 2022a). In 1952, the Brunswick Methodist Church relocated the 1924 structure, allowing for the construction of this property's vestry addition in 1953 (Minnesota Historical Society [MNHS] 1952). Further population growth in Robbinsdale throughout the 1950s prompted the church's next expansion in 1961, which included the sanctuary's remodeling as well as the construction of the school addition (Robbinsdale Historical Society 2022a). Elim Lutheran Church owns the property, but the property is shared with Genesis Church, a non-denominational congregation (Hennepin County Assessor's Office 2024; Genesis Church 2024).

Architect

The church structure was designed in 1950 by Donald R. Olson of the architecture firm Walter F. McGregor & Associates (*The Minneapolis Star* 27 May 1950; *The Minneapolis Star* 27 October 1951). Olson was also the architect for the church's expansion and school addition in 1961, however as an employee of the firm Erwin E. Engler & Associates (*The Minneapolis Star* 21 January 1961). Research has only revealed one project of note by Olson: Grace Baptist Church (2120 38th Street East, Minneapolis, built in 1952 also attributed to Walter F. McGregor) (*The Minneapolis Star* 1952 November 8; MNHS 1953).

This building was designed in the Mid-Century Modern style. Mid-Century Modernism is generally identified as an architectural aesthetic from the decades following the end of World War II, including the years between 1945 and the 1970s. The aesthetic grew partially from the late Moderne during the early postwar period, which was characterized by smooth, rounded wall surfaces; asymmetry; casement, corner,

or ribbon windows arranged horizontally; and glass block walls, and more significantly from the International Style, evolving into the structural expressionism of the mid- to late-twentieth century. Mid-Century Modernism is characterized by the simplification of the building form; asymmetrical massing; flat wall surfaces, often clad in brick; low height; and a lack of ornament (Millett 2015). Although it could be easily applied to any building typology, Mid-Century Modernism was particularly popular as the style of choice for churches and religious buildings during this period. Common characteristics found in Mid-Century Modern churches include A-frame sanctuaries, large glass windows, laminated wood beams, and the use of simple, industrial materials like steel and concrete. While the style was grounded in architectural ideologies, Mid-Century Modern's spare use of simple materials meant that it was also ideal for congregations concerned about construction costs (Buggeln 2015). Elim Lutheran Church features many of these Mid-Century Modern church characteristics including a restrained use of simple materials like brick, stone, and glass, an A-frame sanctuary, a lack of ornament, and, as seen on the school addition, a low height profile.

Significance

This property was evaluated within the "Township Development – Robbinsdale" historic context developed in 2007 by the 106 Group for the Hennepin County Transportation Department and the "Post World War II Development: 1946-1970" historic context developed in 2009 by the 106 Group for the Hennepin County Department of Housing, Community Works & Transit (Mathis and Stark 2007:11; Wilcox et al. 2009:20). Robbinsdale is an early suburb of Minneapolis whose initial development was spurred by the construction of a train depot along the Minneapolis & Northwestern Railroad Company's rail line in 1887 (Wilcox et al. 2009). Robbinsdale's namesake and earliest developer, Andrew B. Robbins, began to plat land around the depot shortly thereafter, and by 1888, the village of Robbinsdale had a village hall, a store, a blacksmith, a post office, and thirteen homes. Robbinsdale's development over the following decades was steady but slow, initially propelled by the creation of a streetcar line that connected to Minneapolis's larger streetcar system (Wilcox et al. 2009). Between 1920 and 1950, the town's population grew from 1,369 to 11,289, with almost half of this population growth occurring between 1940 and 1950 (Mathis and Stark 2007).

The Elim Lutheran Church complex's remodeling and expansion throughout the 1950s and 1960s reflects Robbinsdale's modest growth in the postwar years as the congregation numbers increased due to the city's population growth. However, this congregational growth is not unique to Robbinsdale during this era. Church attendance boomed in postwar America, and by 1958, more than half of Americans reported having attended church in the past week. Additionally, nearly \$863 million was spent on new church construction in that year alone (Buggeln 2015). The movement of people from cities to the suburbs meant that many of these new congregations were being established in growing towns located outside historic urban cores. Elim Lutheran Church's development from a single church building in 1922 to a complex of both worship and educational spaces by 1961 is typical of this nationwide pattern. As evidenced by the earlier construction of similar complexes within Robbinsdale, such as Faith-Lilac Way Church (5530 42nd Avenue North, built in 1958) by Patch & Erickson, the church's educational addition is also keeping within well-established developments trends both locally and nationally. While the church's growth between the 1920s and the 1960s speaks to its important role in the Robbinsdale community, it does not

demonstrate any association to a more significant or specific historical trend and therefore, does not have significance under NRHP Criterion A.

This property is known to be associated with longtime church leader Pastor C. Ward Nerothin who was the church's pastor for 38 years beginning in 1944 (Minneapolis Star Tribune 16 September 1982). Despite Nerothin's long tenure at the church, research has not revealed Nerothin to have had an association with any significant events or major accomplishments. Therefore, this property is not known to be associated with significant individuals and does not have significance under NRHP Criterion B.

Elim Lutheran Church displays characteristics of the Mid-Century Modern style as it was often applied to churches during this period. Mid-Century Modernism was notably popular as the style of choice for churches and religious buildings during this period. Common characteristics found in Mid-Century Modern churches include A-frame sanctuaries, large glass windows, laminated wood beams, and the use of simple, industrial materials like steel and concrete. While the style was grounded in architectural ideologies, Mid-Century Modern's spare use of simple materials meant that it was also ideal for congregations concerned about construction costs (Buggeln 2015). Common characteristics of Mid-Century Modern churches found on Elim Lutheran Church include a restrained use of simple materials like brick, stone, and glass, an A-frame sanctuary, a lack of ornament, and, as seen on the school addition, a low height profile. However, it does not stand out as the best example of the style in Robbinsdale nor the Twin Cities during the time in which it was built. Religious architecture in the 1950s both in Minnesota and the nation at large was divided between traditional revivalist styles, such as Gothic or Colonial, and the emerging style of Mid-Century Modernism (Millet 2015; Buggeln 2015). When Elim Lutheran Church was completed in 1951, it was carried out in a Gothic Revival style (The Minneapolis Star 27 October 1951). Although the structure resembled the soon-to-be ubiquitous A-frame that would come to define suburban Mid-Century Modern churches, the church's Gothic detailing placed it firmly within the historicist trends of the preceding decades of American ecclesiastic architecture (Millet 2015).

By the time the church was remodeled in the 1960s, its new Modernist appearance adhered heavily to the established architectural trends of the previous decade. Modernist churches flourished in the Midwest and, in particular, the Twin Cities, due to Protestants' embrace of the style in the postwar years (Buggeln 2015). Early examples of Modernist churches in the Twin Cities region that preceded Elim Lutheran Church's remodeling include St. Frances Cabrini Church (1500 Franklin Avenue Southeast, Minneapolis, built in 1948) by Thorshov and Cerny; Eliel and Eero Saarinen's Christ Church Lutheran (3244 34th Avenue South, Minneapolis, built in 1949); and Prince of Peace Lutheran Church (205 Otis Avenue, St. Paul, built in 1958, demolished) by Ralph Rapson (Millet 2015). Within Robbinsdale specifically, Elim Lutheran Church is not an early or outstanding example of the A-frame Mid-Century Modern church complex, as Faith-Lilac Way Church and Robbinsdale Baptist Church (3900 Hubbard Avenue North, built in 1955) preceded the remodeling of Elim Lutheran Church by several years (The Minneapolis Star 1 October 1955, 1 May 1958). Therefore, this property does not have significance under NRHP Criterion C in the area of Architecture.

Elim Lutheran Church and its additions were designed by architect Donald R. Olson of the firm Walter F. McGregor & Associates and later Erwin E. Engler & Associates. Research in newspapers, architectural journals and magazines, and archival collections, as well as relevant texts such as *Minnesota Architects* by Alan K. Lathrop and *Minnesota Modern* by Larry Millet has not revealed any other notable designs by Olson, McGregor & Associates, or Engler & Associates. Therefore, this property does not have significance under NRHP Criterion C as the work of a master.

This property has not yielded, nor is it likely to yield, information important in prehistory or history. Therefore, it does not have significance under NRHP Criterion D.

Recommendation

This property is not recommended eligible for listing in the NRHP, due to a lack of historic significance.

4.2 Guaranty State Bank of Robbinsdale (HE-RBC-01513)

Location:

3700 Broadway Avenue West, Robbinsdale, Hennepin County, 55422

Description:

This property is located on a triangular plot of land north of the intersection of Broadway Avenue West and France Avenue North in Robbinsdale, Minnesota. It is a one-story, irregular-shaped building that rests on an exposed basement, is clad in random course split-face stone, and has a flat roof with metal coping. The bank is built into a southwest sloped incline, resulting in a one-story elevation fronting Broadway Avenue West and a two-story elevation fronting France Avenue North. The building consists of a trapezoidal main volume at the northwest, a projecting one-story, flat roof drive-through teller section that is attached to the main volume at the southeast elevation, and a steel, flat-roof, open air canopy above a drive-through ATM. The main, trapezoidal volume of the building narrows in a southwesterly direction. The roof of the main volume of the building rests on a series of exposed concrete T-beams that create overhanging eaves on the building's northeastern and southwestern elevations. There are seven clerestory windows running along the top of the northeastern and southwestern elevations, which are divided by the roof's T-beams. The roof also extends beyond the northwestern and southeastern elevations of the building's main volume, creating small, overhanging eaves. At the south end of the parcel, there is a one-story, three-side metal sign supported by a metal post. The sign reads "Citizens Independent Bank" above the bank's phone number and website.

Northwest-Facing Façade

The bank's northwest-facing façade is divided into three bays. The first bay at the western end of the façade features three fixed, rectangular aluminum-enframed windows on both stories. These windows are separated by spandrels formed by sixteen square cinderblocks, and the windows are framed by a cinderblock surround. The second, central bay on the northwest-facing façade is formed by a one-story, projecting vestibule surmounted with a flat roof featuring the same T-beam arrangement and metal coping seen on the roof of the building's main volume. The T-beam arrangement forms fixed, aluminum-enframed clerestory windows on the northeastern and southwestern elevations of the vestibule. The

vestibule features the bank's primary entryway on its northwestern elevation. The entryway features double-leaf, aluminum-enframed glass doors, a fixed three-light sidelight, and a fixed, five-light transom. There are individually mounted letters above the primary entryway that read "CITIZENS INDEPENDENT BANK." The northeast elevation of the vestibule features a fixed, two-light, aluminum-enframed window on the second story. The southwest elevation of the vestibule is formed by a canted secondary entryway that features a single-leaf, aluminum-enframed glass door, a sidelight, and two fixed transoms. The third bay, on the northwest-facing façade's easternmost end, features a fixed, three-light, aluminum-enframed window with a cinderblock surround that rests on a spandrel formed by square cinderblocks.

Southwest Elevation

The building's southwest elevation is divided into eight bays and includes the main volume, the projecting drive-through teller addition, and addition on the southeast elevation. From the elevation's westernmost end, the first six bays are formed by the roof's T-beam overhang, the seventh bay is formed by a projecting drive-through teller window addition, and the eighth bay is formed by an irregular-shaped addition on the building's southeast elevation. This addition is one-story with a flat roof and metal coping and is clad in the same stone as the bank's main volume. The first bay features a metal sign affixed to the wall that reads "3700 Citizens Independent Bank Est, 1950." The second bay from the west features a fixed, two-light, aluminum-enframed window that rests on a spandrel formed by square cinderblocks and is framed within a cinderblock surround. The seventh bay is formed by a projecting, drive-through teller window addition and clad in stone similar to what is used on the structure's main volume. Attached at the south end of the drive-through teller window, is a concrete canopy with a flat roof supported by two square columns, which features a sliding, aluminum-enframed window. There is an ATM underneath the canopy which can be accessed by vehicles on both sides of the machine. The southeast elevation of the teller window addition has a secondary entrance which features a single-leaf steel door. The eighth bay features a fixed, aluminum-enframed window on its east end. The remaining bays feature no fenestration.

Southeast Elevation

The building's southeast elevation is formed by an irregular-shaped addition on the southeast end of the building's main elevation. This elevation features a multi-lane drive-through formed by a long canopy overhang which extends away from the center of the elevation. The canopy rests on top of the addition, is formed by three steel T-beams that intersect with the elevation at a perpendicular angle, and is supported by two square metal posts. It features numbers 1 through 5 affixed across the southwest-facing side of the canopy and under each number is written the lane's respective height clearance. Due to the slope of the property parcel, the height clearances for each lane vary: under 1 is written "CLEARANCE 11'-4"; under 2 is written "CLEARANCE 11'-9"; under 3 is written "CLEARANCE 12'-2"; under 4 is written "CLEARANCE 12'-8"; and under 5 is written "CLEARANCE 13'-4". The southeast elevation also features a fixed, rectangular teller window with an aluminum frame on the elevation's east end underneath the canopy. To the west of the window, there is a deposit drop box affixed to the wall.

Northeast Elevation

The two-story northeast elevation is divided into seven bays. From south to north, the first bay is formed by the irregular-shaped addition on the south end of the building's main volume, which extends away from the volume's northeast elevation. There is a secondary entryway on the west end of the first bay which features a single-leaf steel door. To the east of the entryway, there is a stone wall that extends in a southeasterly direction away from the bank and separates the paved drive-through from a grassy lawn. There is a fixed, two-light, aluminum-enframed window on the east end of the first bay's second story. The window rests on a spandrel formed by sixteen square cinderblocks, underneath of which is a metal louvered vent. The window, spandrel, and vent are framed within a cinderblock surround. The second, fourth, and sixth bays feature the same fenestration arrangement: a fixed, two-light, aluminum-enframed window on both stories separated in the middle by a spandrel formed by sixteen cinderblocks, all of which are framed within a cinderblock surround. The alternating third, fifth, and seventh bays do not feature any fenestration.



Figure 7. Guaranty State Bank of Robbinsdale, Northwest-Facing Façade and Southwest Elevation, Facing South



Figure 8. Guaranty State Bank of Robbinsdale, Southeast Elevation, Facing East



Figure 9. Guaranty State Bank of Robbinsdale, Northeast Elevation, Facing Southwest

Integrity

This property retains excellent integrity of location as it remains in the same site as when it was originally constructed. The integrity of setting has been somewhat compromised by the construction of a commercial building north of the bank between 1966 and 1972, as well as the demolition of this building, a garden space, and parking lot for the subsequent construction of a large residential building to the north of the bank between 2017 and 2019 (NETR 1966, 1972, 2017, 2019; Google 2017, 2018). The integrity of design, materials, and workmanship have been compromised by the construction of an addition and large canopy overhang on the building's southeast elevation between 1972 and 1979, as well as a projecting drive-through teller window vestibule and canopy on the building's southwest elevation, both of which were constructed in 2019 (Google 2019). These later additions employ materials similar to what is found on the original main volume of the building, contributing to a relatively strong adherence overall to the building's integrity of design, materials, and workmanship. This property retains excellent integrity of feeling and association. Overall, this property retains good integrity.

Statement of Significance:

Property History

The building was designed in 1964 to be used as a bank (The Minneapolis Star 17 June 1964). In 1963, an application for the establishment of the Guaranty State Bank of Robbinsdale altered the proposed location from 4722 42nd Avenue North to its current location at 3700 Broadway Avenue West (Minneapolis Star 25 November 1963). The building's construction was completed in 1964, with operations commencing in November of that year. The 1964 announcement of the bank's design notes that the bank would feature a lower-level community room and drive-in banking facilities (The Minneapolis Star 17 June 1964). A historic aerial photograph from October 1964 indicates that the building's original layout consisted of only the main trapezoidal volume and projecting northwest-facing vestibule (University of Minnesota 1964a). A 1964 rendering of the bank depicts the two-story northeastern elevation with the same roofline, fenestration, and stonework as seen on the building's original trapezoidal volume today (The Minneapolis Star 17 June 1964). The irregular-shaped addition and drive-through canopy on the bank's southeast elevation appear in historic aerial photographs between 1972 and 1979 (Nationwide Environmental Title Research, LLC [NETR] 1972, 1979). The westernmost bay of the bank's southwestern elevation once featured a small projecting glass vestibule topped by a sign that read "Instant Cash." The vestibule was removed between 2011 and 2017, and the first bay appears today as it did when the building was originally completed (University of Minnesota 1964b; Google 2011, 2017). The drive-through teller window addition, canopy, and ATM on the bank's seventh bay were constructed and installed in 2019 (Google 2019). There were four ATMs underneath the canopy overhang on the bank's southeastern elevation that were also removed as part of the bank's remodel in 2019.

The building was originally occupied by the Guaranty State Bank of Robbinsdale (Minneapolis Star 12 November 1964). The bank opened for business on October 26, 1964, followed by an open house held in November 1964 which culminated in a celebratory event attended by local and state dignitaries such as Mayor Walter Sochacki, Alderman Earl Hiller, U.S. Senator Walter Mondale, State Legislator Linn Slattengren, State Senator Richard Parish, and Chamber of Commerce President Al Steel. Upon its completion, the basement of the building was made available to community groups free of charge for

meetings and events. Public concerts, including a performance by singer Rudy Vallée, were also held in the parking area (Robbinsdale Historical Society 2022b). Guaranty State Bank of Robbinsdale occupied the property until Citizens State Bank took over the property beginning January 1980 (Minneapolis Star Tribune 6 January 1983). By 1992, the bank was occupied by Citizens Independent Bank (Minneapolis Star Tribune 3 March 1992). As of 2024, the property remains occupied by Citizens Independent Bank.

From 1964 to 1983, Walter C. Rasmussen, a prominent Robbinsdale banker and community figure who owned multiple banks in the area, served as the bank's first president. Prior to his time at Guaranty State Bank of Robbinsdale, Rasmussen was notable for his leadership at the Northeast State Bank in Minneapolis, which was the first bank in Minnesota to publicly disclose by zip code where deposits were derived from and where money was lent to promote transparency about the circulation of money within the local community (Jones 1976). He was noted for his belief that parking lots were opportunities for beautification and could serve as public spaces if landscaped wisely. Rasmussen had the parking lots at Guaranty State Bank of Minneapolis and Northeast State Bank (77 Broadway Street Northeast, Minneapolis, 1962, extant) professionally landscaped to allow for this public use (Minneapolis Star Tribune 24 December 1991; Flanagan 1997). Constance L. Bakken succeeded Rasmussen in 1983. Bakken had been the owner and chairwoman of Citizens State Bank when it opened in the property in 1980. Bakken was one of only a small group of women who owned banks in the Twin Cities during this time. In 1990, she was recognized for her financial and philanthropic accomplishments with the declaration of May 23rd as "Connie Bakken Day" by Minnesota Governor Rudy Perpich (Minneapolis Star Tribune 10 April 2022).

Larson & McLaren, Inc.

The bank was designed by the Minneapolis-based architectural firm Larson & McLaren, Inc. (Minneapolis Star 17 June 1964:18B). The firm was formed in 1922 by architects Albert O. Larson and Donald McLaren. Larson was born in St. Paul, Minnesota, in 1893 and later studied architecture at the University of Pennsylvania. He was enrolled there as a student for three years between 1912 and 1915 before returning to St. Paul, becoming a student at the Atelier Masqueray, operated by Emmanuel Masqueray, a prominent Minnesota architect who was responsible for the design of the Basilica of Saint Paul in St. Paul and the Basilica of Saint Mary in Minneapolis. Larson was simultaneously a draftsman in the St. Paul office of Allen Stem, of the noted architectural firm of Reed & Stem, from 1912 to 1917. Larson found employment at other successful Minnesota firms, including that of Clarence H. Johnston in 1917, Toltz, King & Day in 1919, and Magney & Tusley from 1919 to 1922, before establishing his partnership with McLaren. McLaren had also worked in the offices of Magney & Tulsey from 1920 to 1922 (Lathrop 2010).

Donald McLaren's career was similar to that of Larson in many ways. Born in Wisconsin in 1891, McLaren also traveled east for his education, enrolling as an architecture student at Cornell University. From 1916 to 1917, McLaren found employment working for James Gamble Rogers, known for his Collegiate Gothic university campuses, before he entered the U.S. Armed Forces during World War I. After the war's conclusion in 1918, McLaren returned to the offices of James Gamble Rogers for a year before relocating to Minneapolis and joining Magney & Tulsey (Lathrop 2010). Both Larson and

McLaren remained in partnership until their respective deaths in 1974 and 1950. Together, they formed a prolific firm that, according to the American Institute of Architects (AIA) was “one of the most successful in the Twin Cities” (AIA 2022).

One of the firm’s earliest buildings, Invernes (Inverness, alternately) Court (2126 Lyndale Avenue South, Minneapolis, 1922, extant) was noted as one of the first buildings in the city to use pressed steel, rather than wood, joists in its construction (Minneapolis Star Tribune 26 November 1922). The Baker Building (700-712 2nd Avenue South, Minneapolis, 1926, Gothic Revival, extant) is one the firm’s most significant works and one of many collaborations between the firm and developer Morris T. Baker. Other commissions from Baker include the Kenesaw Hotel (1378 Nicollet Avenue, Minneapolis, 1923, Romanesque Revival, non-extant), the Roanoke Building (705 Marquette Avenue South, 1927, Beaux Arts, extant but remodeled), the Baker Arcade Building (727 Marquette Avenue South, 1926, Neoclassical, non-extant), and the Groveland Apartment Hotel (510 Groveland Avenue, Minneapolis, 1927, Renaissance Revival, extant) (Minneapolis Star Tribune 8 July 1923, 4 April 1926, 9 October 1927, 8 March 1925; Millett 2007).

From the 1930s onward, Larson & McLaren turned heavily to Modernism. The firm designed the prototype Insulite House (3548 45th Avenue South, Minneapolis, 1936, International Style, extant), which they believed could provide a simplified and energy efficient model of housing for the future (Minneapolis Star Tribune 23 August 1936). Larson & McLaren designed a large plant for Western Electric (3100 28th Street East, Minneapolis, 1948, International Style, extant), and in 1950, in partnership with Roger Stahr & Company, they designed 316 Oak Grove Street (International Style, extant). At the time of its construction, 316 Oak Grove Street was the tallest apartment building in Minneapolis and the first large-scale apartment built in the city for nearly two decades (*Times, the Picture Paper* 10 April 1948; The Minneapolis Star 1 May 1950).

The firm also found success renovating and recladding extant commercial buildings to meet the tastes of subsequent eras. Stores for Richman Brothers (522 Nicollet Avenue, Minneapolis, 1932, Art Deco), Dayton’s (700 Nicollet Mall, Minneapolis, 1937-1947, Art Moderne), Donaldson’s (southeast corner of 6th Street and Nicollet Avenue, Minneapolis, 1948, Art Moderne) all received new facades or additions designed by Larson & McLaren (The Minneapolis Star 30 April 1932; Millett 2007; Millett 2018). McLaren passed away on November 15, 1950, but the firm continued under Larson’s guidance, producing other significant retail designs, such as the Victor Gruen & Associates’ Southdale Regional Shopping Center (10 Southdale Center, Edina, Minnesota, 1956, Midcentury Modern), considered the first indoor shopping mall in the United States, a project on which Larson & McLaren served as associated architects (Minneapolis Star Tribune 15 November 1950; Ketchum 1957; Minnesota Historical Society 2023). After McLaren’s death on October 28, 1974, the firm remained in business until 1980 (Minneapolis Star 29 October 1974; AIA 2022).

The building was designed in the Midcentury Modern style. Midcentury Modernism is generally identified as an architectural aesthetic from the decades following the end of World War II, including the years between 1945 and the 1970s. The aesthetic grew partially from the late Moderne during the early

postwar period, which was characterized by smooth, rounded wall surfaces; asymmetry; casement, corner, or ribbon windows arranged horizontally; and glass block walls, and more significantly from the International Style, evolving into the structural expressionism of the mid- to late-twentieth century. Mid-Century Modernism is characterized by the simplification of the building form; asymmetrical massing; flat wall surfaces, often clad in brick; low height; and a lack of ornament (Millet 2015). In the 1960s, banks routinely adopted the appearance of Midcentury Modernism to convey the image of a refreshed, futuristic institution after a multi-decade slump that began during the Great Depression, in which small town banks struggled or collapsed (Lileks 2018). Many of these new buildings employed “various kinds of theatrics in the form of butterfly roofs, angular or undulating walls, cantilevers, and oddly shaped windows” to create “boldly shaped, sometimes outlandish branch offices that stood out from the crowd” (Millet 2015).

Significance

This property was evaluated within the “Township Development – Robbinsdale” historic context developed in 2007 by the 106 Group for the Hennepin County Transportation Department and the “Post World War II Development: 1946-1970” historic context developed in 2009 by the 106 Group for the Hennepin County Department of Housing, Community Works & Transit (Mathis and Stark 2007; Wilcox et al. 2009). Robbinsdale is an early suburb of Minneapolis whose initial development was spurred by the construction of a train depot along the Minneapolis & Northwestern Railroad Company’s rail line in 1887 (Wilcox et al. 2009). Robbinsdale’s namesake and earliest developer, Andrew B. Robbins, began to plat land around the depot shortly thereafter, and by 1888, the village of Robbinsdale had a village hall, a store, a blacksmith, a post office, and thirteen homes. Robbinsdale’s development over the following decades was steady but slow, initially propelled by the creation of a streetcar line that connected to Minneapolis’s larger streetcar system (Wilcox et al. 2009). Between 1920 and 1950, the town’s population grew from 1,369 to 11,289, with almost half of this population growth occurring between 1940 and 1950 (Mathis and Stark 2007). Historic aerial photographs indicate that, by 1956, most of the parcels surrounding the property had already been developed for residential or commercial use (University of Minnesota 1956). The construction of the Guaranty State Bank of Robbinsdale was completed four years after the end of the 1950s, a decade by which most of the Robbinsdale community was already developed, signaling that the establishment of the bank in this part of the Broadway Avenue West corridor followed already well-established population growth and development trends in Robbinsdale (Wilcox et al. 2009). Although the bank offered its auditorium and lawn space to the Robbinsdale community for meetings, events, and concerts, these programs did not contribute in any significant manner to the development and history of the Robbinsdale community. Therefore, this property does not have significance under NRHP Criterion A.

This property is associated with two prominent Twin Cities bankers, Walter C. Rasmussen and Constance L. Bakken, who were owners of the Guaranty State Bank and the Citizens State Bank, respectively. Rasmussen was noted as a local community leader who advocated for increased bank lending transparency. Rasmussen was also a believer in the ability of bank landscaping to provide community gathering spaces. During his tenure as president, the Guaranty State Bank hosted local community groups in the bank’s conference room and the bank’s outdoor green space was employed as a concert and event space. While the Guaranty Bank of Robbinsdale demonstrates Rasmussen’s application of design and

landscape for urban beautification, the Northeast Bank is a better example. Northeast Bank is also the first bank in which Rasmussen bought a major controlling stake (Minneapolis Star Tribune 24 December 1991:2B). Bakken was herself a significant financial leader during her time as owner of Citizens State Bank. One of the only woman bank owners in the Twin Cities, Bakken was recognized local and statewide for her financial and philanthropic accomplishments. The Citizens Independent Bank (5050 Excelsior Boulevard, St. Louis Park, 1973, extant) is the first bank in which Bakken bought a major controlling stake (Minneapolis Star Tribune 10 April 2022:B7). Bakken grew that bank from a \$44 million holding to a \$300 million multi-bank system that includes the Robbinsdale location and a second location in St. Louis Park (4201 Minnetonka Boulevard, 1980, extant) (Minneapolis Star Tribune 12 January 1980:2S, 10 April 2022:B7; Hennepin County Assessor's Office 2024). Although both Rasmussen and Bakken were important community members in numerous capacities, their contributions are more significantly reflected in other properties. Therefore, this property does not have significance under NRHP Criterion B.

The Guaranty State Bank of Robbinsdale displays characteristics of the Midcentury Modern style, especially as it was applied to banks during this period. Midcentury Modern banks were not uncommon in Minnesota, as financial institutions across the state embraced the style as an eye-catching form of branding and advertising to attract potential customers (Millet 2015). The suburban Midcentury Modern bank boom of the 1960s was also driven by a multi-decade slump for small town banks that began during the Great Depression (Lileks 2018). As a result, these newly reinvigorated banks chose this developing style and employed "boldly shaped, sometimes outlandish branch offices that stood out from the crowd" which served as a reaction to preceding decades of statelier, traditional bank architecture (Millet 2015; Lileks 2018). Midcentury Modern characteristics found on this building include the bank's simple use of stone, glass, and steel, an absence of ornament, and a dramatic visual effect created by the eaves' exaggerated size and repetitive structural rhythm. The roof eaves are particularly representative of banks' use of Midcentury Modernism during this period to create striking, even futuristic, appearances. Later alterations in the 1970s, like the irregular-shaped addition and drive-through canopy attached to it, employ the same stone and T-beams used in the original design which maintain the building's Midcentury Modern appearance. The addition of a drive-through teller window and canopy on the building's southwest elevation in 2019 only slightly compromise the property's Midcentury Modern integrity. The building stands out as the only remaining example of a Midcentury Modern bank in the town of Robbinsdale. Including the Guaranty State Bank, there were only two banks constructed in Robbinsdale during Midcentury Modern's most prolific period of the 1950s and 1960s. The other Midcentury Modern bank building was constructed in 1964 at 4210 Broadway Avenue West by First Robbinsdale State Bank, which, per renderings released in the newspaper, featured a red brick structure with a glass vestibule surmounted by a floating canopy with a gridded underside. Comparison of historic aerial photographs of the bank at 4210 Broadway Avenue West with its original renderings show a structure matching that footprint existed from at least between 1966 and 1972 (NETR 1966, 1972). By 1979, the structure at 4210 Broadway Avenue West had been expanded, more closely resembling how the property appeared in 2008 (NETR 1979; Google 2008). The building at 4210 Broadway Avenue West was once again remodeled between 2011 and 2016 and no longer displays characteristics of the Midcentury Modern style (Google 2011, 2016). As a result, the Guaranty State Bank of Robbinsdale is an outstanding, and the only

remaining, example of the Midcentury Modern style as it was then applied to banks in the town of Robbinsdale. Therefore, this property is significant under NRHP Criterion C in the area of Architecture. The period of significance for this property under Criterion C is 1963-1964, which encompasses the timeframe in which the property was planned, designed, and constructed.

The Guaranty State Bank of Robbinsdale was designed by the architecture firm of Larson & McLaren. One of the most prolific and prominent firms in the Twin Cities during the first half of the twentieth century, Larson & McLaren were responsible not only for notable skyscrapers like the Baker Building, but also Moderne refacing projects on popular retail stores like Dayton's and Donaldson's. While many of their most significant works were concentrated in downtown Minneapolis, their work expanded into residential and suburban areas in the firm's later years. While the Guaranty State Bank of Robbinsdale is an outlier as a suburban bank in a body of work most well-defined by large-scale commercial projects, it is not the only bank, nor is the only or earliest Twin Cities Midcentury Modern bank, designed by the firm. Larson & McLaren designed the First Federal Savings Bank (5501 Excelsior Boulevard, St. Louis Park, 1955, extant) and Northeast State Bank (77 Broadway Street Northeast, Minneapolis, 1963, extant), both in the Midcentury Modern style, prior to the construction of this property, indicating that the Guaranty State Bank of Robbinsdale was not the firm's first effort in designing a building that combined this typology and architectural style. Additionally, by the time of the building's design and construction, founding partner McLaren had already passed away while Larson had likely retired following the announcement of his plan to do so in January 1963 (Minneapolis Star Tribune 13 January 1963). While the Guaranty State Bank of Robbinsdale is attributed to one of the area's most important firms, there is no association between the building and the firm's two significant principals. Furthermore, it does not stand out as a distinctly unique building type or use of this style within the firm's history. Therefore, it does not have significance under NRHP Criterion C as the work of a master.

This property has not yielded, nor is it likely to yield, information important in prehistory or history. Therefore, it does not have significance under NRHP Criterion D.

Recommendation

This property is recommended as individually eligible for listing in the NRHP due to its local significance under NRHP Criterion C in the area of Architecture as an outstanding example of Midcentury Modernism architecture, especially as it was applied to banks to create a distinct, inventive visual identity after decades of traditional bank design. The recommended eligible property boundary is the current parcel boundary. The period of significance for this property is 1963-1964, which encompasses the timeframe in which the property was planned, designed, and constructed.

4.3 All Pets Animal Clinic (HE-MPC-22644)

Location:

2727 Broadway Avenue West, Minneapolis, Hennepin County, 55411

Description:

This property occupies a small, triangular parcel bounded by 29th Avenue North on the south, Vincent Avenue North on the west, and Broadway Avenue West on the northeast in Minneapolis, Minnesota near its border with Robbinsdale. A small asphalt parking lot is located on the east half of the parcel with the subject building occupying the larger, west half of the parcel, recessed from Broadway Avenue West. As Broadway Avenue West runs northwest-southeast at this parcel, the façade is angled at about 45-degrees from the street. The one-story, flat-roofed building is roughly rectangular in form, and is comprised of two separate volumes linked by a courtyard. Wide metal coping is located at the roofline, wrapping around all elevations. A row of soldier course brick wraps around all elevations, just beneath the wide metal coping. Roofing material is not visible. The building sits on a concrete block foundation and is clad in stretcher bond brick. The brick cladding is laid to form large panels, with slim gaps recessed between panels that expose vertical areas of concrete block. The building's corners are comprised of concrete and are recessed from the brick cladding. Doorways on the east-facing façade and south and west (rear) elevations feature concrete breezeblock surrounds.

The east-facing façade is comprised of seven bays. From south to north along the facade, the first four bays feature the brick cladding laid in panels, with slim, vertical, recessions comprised of concrete block. The fifth bay from the south features a sign made of mounted aluminum letters that reads "BROADWAY ROBBINSDALE ANIMAL HOSPITAL." The two bays at the north end of the façade are located on the smaller of the two building volumes, recessed from the larger building volume by about 15 feet. The sixth bay from the south is comprised of breezeblock, with a central, open, single-leaf-width doorway topped with a metal-grille transom into an open-air courtyard that connects the two sections of the building. The recessed, sixth bay from the south, features concrete steps with metal railings and concrete walls that provide access to an open-air courtyard. The primary entrance to the building is located within the courtyard, accessed through a rectangular, enclosed entryway porch in the center of the building section at the north. The only fenestration visible from the facade is one aluminum, single-light, fixed-sash window located on the entry porch's east elevation within the courtyard. The primary entryway door is obscured from the public right-of-way. There is a wood retaining wall at the base of the façade that abuts the parking lot.

The building's north elevation is located on the smaller of the two building volumes, and it features three brick cladding panels and four recessed, vertical sections of concrete block. From east to west, the north elevation is comprised of three bays and features a sign made of mounted aluminum letters that reads "BROADWAY ROBBINSDALE ANIMAL HOSPITAL" in the easternmost bay. It is identical to the sign located on the east-facing façade. The north elevation of the building's larger volume where it meets the recessed smaller volume at the building façade is also visible. This elevation is brick-clad with a vertical recession comprised of concrete block at its northeast corner.

The west elevation is comprised of seven bays, and like the east-facing façade, features the larger building volume, the breezeblock-enframed courtyard, and the smaller building volume. The entire length of the west elevation wall retains the same plane, featuring the same brick cladding and vertical concrete block recessions between bays. From north to south, the second bay from the north is comprised of breezeblock and features a secondary, at-grade, open doorway with a single-leaf, iron door topped with a metal-grille transom. It is accessed by an at-grade concrete walkway. At the seventh bay to the south, there is a white, flat-metal sign screwed into mortar that reads “2727 WEST BROADWAY” written in black block print.

The south elevation is comprised of four bays and features a secondary recessed entryway located in its easternmost bay. The east half of this recessed entryway is enclosed by a concrete breezeblock screen, and the west half has a single-leaf, chain link fence door and transom. The brick panels and vertical concrete block recessions are present on this elevation as well.



Figure 10. All Pets Animal Clinic, Facing North



Figure 11. All Pets Animal Clinic, Facing Southwest



Figure 12. All Pets Animal Clinic, Facing Southeast



Figure 13. All Pets Animal Clinic, Facing North



Figure 14. All Pets Animal Clinic, Detail 1970 Aerial Photograph (University of Minnesota 1970)



Figure 15. All Pets Animal Clinic, Detail of 1971 Aerial Photograph (University of Minnesota 1971)

Integrity

This property retains excellent integrity of location. The integrity of setting and design has been slightly compromised by the installation of a rectangular planter at the east-facing façade of the southern building volume by 1974 and the slight narrowing of the paved lot due to the changes in the public sidewalk width in the decades since original construction (University of Minnesota 1974). The planter remains in the same configuration as when it was installed. The integrity of materials and workmanship remains mostly intact aside from the replacement of one window unit in 2023 (City of Minneapolis 2023). This property retains excellent integrity of feeling and association as a medical office building. Overall, this property retains excellent integrity.

Statement of Significance:

Property History

This property was built in 1970 for the All Pets Animal Clinic. The architect was Lloyd F. Bergquist, and the builder was the Lund-Martin Company (Hennepin County Assessor's Office 2024; City of Minneapolis 1970). A review of aerial photographs and building permits suggests that no major exterior alterations have been made to the building (Nationwide Environmental Title Research, LLC. [NETR] 1972, 2019). Aerial photographs from 1970 show the parcel during construction, with the same footprint it has now, with the ramp from Vincent Avenue North at the northwest of the parcel and an ingress and egress on the south end of the parcel on 29th Avenue North (University of Minnesota 1970). In 1971, stairs just north of the larger southern building volume that leads to the clinic and a parked car are visible on the parcel, confirming that the parking lot was likely used as such since construction (University of Minnesota 1971). In 1974, the building is in the same place, with the same set back from the road within the parcel, stairs, ramp, and ingress and egress visible; the only change is that there is a concrete sidewalk visible along the east-facing façade of the southern building volume (University of Minnesota 1974). In the 1978 aerial photograph, parked cars are visible on the parcel (University of Minnesota 1978). Please

see Property Photograph section for the aerial images. By 2006, the concrete sidewalk was replaced with plantings; this may have occurred earlier, however poor image quality makes it impossible to discern (NETR 1991, 2003 2006). In 2023, a single window in the open-air vestibule was replaced (City of Minneapolis 2023).

While this property was built in 1970 as the All Pets Animal Clinic, by 1972, the clinic was operating under the name Good Shepherd Pet Hospital (Chastain 1972). By 1977, the clinic was operating under its current name, Broadway-Robbinsdale Animal Hospital (Minneapolis Star 1 April 1977:26). A 1998 photograph shows the building in its current form (Hennepin County Library 1998). The Broadway-Robbinsdale Animal Hospital is one of only three remaining, standalone veterinary clinics in North Minneapolis and Robbinsdale, and the only purpose-built clinic. The Camden Pet Hospital (1973, extant, 1405 North 44th Avenue, Minneapolis) was built for an electrical repair business and the Access Veterinary Care (1979, extant, 6225 North 42nd Avenue, Minneapolis) was a former bank (City of Minneapolis 1973; Hennepin County Assessor's Office 2024).

Architect Lloyd F. Bergquist

Architect Lloyd F. Bergquist was born in 1929 and received his degree in architecture from the University of Minnesota. In 1957, he joined the St. Paul-based architectural firm of Bergstedt and Hirsch. From 1958 to 1959, Bergquist opened and managed the firm's short-lived branch office in Menominee, Wisconsin (Dunn County News 15 May 1968:1). Bergquist returned to the Twin Cities shortly thereafter. In 1965, Bergquist was made a principal in the firm that was then known as Bergstedt Wahlberg Wold and Bergquist (Caldwell 1965). In 1968, the firm changed its name to Bergstedt, Wahlberg, Bergquist Associates, Inc. (Minneapolis Star 1 May 1968:18B). In 1973, after principal departures and arrivals, the firm took on its current name of Bergstedt Wahlberg Bergquist Rohkohl or BWBR. Bergquist stayed at BWBR until he retired in 1995, serving as a director from 1974 to 1995 (BWBR 2023). He was appointed to the College of Fellows with the American Institute of Architects in 1980 (Lockwood 2020). The origins of the firm dated back to the 1920s, at which time it designed a wide variety of educational, civic, commercial, and industrial buildings. That mix of project types continued into the period in which Bergquist was employed at the firm; however, Bergquist specialized in church designs (Dunn County News 17 February 1965:1; Lockwood 2020). Notable extant buildings in Minnesota designed by the firm in the 1960s and 1970s include Osborne Building (built in 1968, 370 Wabasha Street North, St. Paul), Christ the King Lutheran Church (1963, 1900 7th Street Northwest, New Brighton), Arrowwood Lodge (1971, 2100 Arrowwood Lane, Alexandria), and Inver Hills Community College (1972, 2500 80th Street East, Inver Grove Heights) (BWBR 2024). Around this time, Bergquist was recognized as the sole architect on at least one other design, including a 1974 sanctuary for the Mayflower Community Congregational Church (1974, extant, 100 E Diamond Lake Road, Minneapolis) (Minneapolis Tribune 1 October 1974:1B; 5B).

Builder Lund-Martin Company

The Minneapolis-based construction company of Lund-Martin was formed in 1956 by Magnus C. Lund and Ed Martin. Some of the company's notable construction projects include the Medtronic headquarters building (with Bergquist) in Fridley (1968, 6970 Old Central Avenue), Gethsemane Lutheran Church in

Hopkins (1960, 715 Minnetonka Mills Road), and the Arrowwood Lodge in Alexandria (1971, 2100 Arrowwood Lane) (Minneapolis Star Tribune 20 February 1989:4Be; BWBR 2024). The firm was purchased by Ronald Hinn in 1978 and continued to operate out of Minneapolis until at least 2009 (Minneapolis Star 22 February 1978:29; Minneapolis Star Tribune 17 January 2009:M16).

Midcentury Modern Style

This building was designed in the Midcentury Modern style. Midcentury Modernism is generally identified as an architectural aesthetic popular in the decades following the end of World War II, from 1945 into the 1970s. The aesthetic partially evolved from the late Moderne style, which was characterized by smooth, rounded wall surfaces; asymmetry; casement, corner, or ribbon windows arranged horizontally; and glass block walls. Midcentury Modern styles also evolved from, and alongside, the International Style, which was generally characterized by asymmetrically massed buildings with flat roof tops; smooth and uniform wall surfaces; large expanses of windows; projecting or cantilevered balconies or upper floors; and an overall lack of ornamentation (Architectural Styles of America and Europe n.d.; Blumenson 1981:74-75, 78-79; Millett 2015:2; National Trust for Historic Preservation 2011:1). Midcentury Modernism is characterized by the simplification of the building form; asymmetrical massing; flat wall surfaces, often clad in brick; low height; and a lack of ornament (Millett 2015:xii, 166, 168). This building features several characteristics of the Midcentury Modern style including a simplification of the building form; asymmetrical massing of the two building sections; flat wall surfaces clad in brick; and an overall simplification of ornamentation, limited primarily to gaps between brick-clad panels and the use of concrete breezeblock screens.

Significance

This property was evaluated within the "North Minneapolis" historic context prepared by Landscape Research (Peterson and Zellie 1998). The construction of this property falls within the "Late Twentieth-Century Urban Neighborhood: 1960-1980" period. This property does not stand out within the history of North Minneapolis because the area was largely developed before the onset of World War II, and redevelopment of parts of North Minneapolis had already begun, starting in the 1930s. Around the time of this building's construction, North Minneapolis neighborhoods damaged by fire and vandalism during the 1967 uprising were soon targeted for demolition by city officials by way of urban renewal programs. Redevelopment of the region resulted in the construction of new shopping centers, schools, and housing developments. This movement carried into the 1970s when the Minneapolis Housing and Redevelopment Authority identified the Broadway commercial corridor as a potential focus area for further urban renewal efforts (Peterson and Zellie 1998). This property, built in 1970, post-dated the initial development of this part of the city and did not play an important role in any redevelopment efforts in the post-World War II decades. Therefore, this property does not have significance under NRHP Criterion A.

This property is not known to be associated with significant individuals and, therefore, does not have significance under NRHP Criterion B.

Though modest in size, this property is an intact, unique, late example of the Midcentury Modern style. Midcentury Modern was commonly used in North Minneapolis and throughout the Twin Cities from 1945 into the 1970s. According to architectural historian Larry Millett, doctors, dentists, lawyers, and

other professionals in the Twin Cities and surrounding areas frequently moved to updated buildings in the decades immediately following World War II, resulting in many small professional buildings designed in the Midcentury Modern style (Millett 2015:92). The dental clinic built at 2701 Nicollet Avenue, Minneapolis (1948, extant) is a classic early example of the style, featuring a stark asymmetrical form angled onto its corner lot, low height, brick cladding, overhanging eaves, horizontal ribbons of casement windows, and three distinct outthrust steel struts that support an entry canopy (Hennepin County Assessor's Office 2024; Millett 2015:92). The Midcentury Modern characteristics featured on this building at 2727 Broadway Avenue West include a simplification of the building form, asymmetrical massing of the two building sections, flat wall surfaces clad in brick, and an overall simplification of ornamentation, limited primarily to gaps between brick-clad panels and, most notably, the use of concrete breezeblock screens in the doorways.

Breezeblocks, also known as concrete screen blocks, are common in the subset of Midcentury Modern style popularized in California in the late 1950s and early 1960s (Rubano 2000). Breezeblocks were used as sunscreens and privacy screens--a practical way to screen large, floor to ceiling windows while allowing air circulation. Spurred by the coordinated marketing efforts of concrete manufacturers, breezeblock was quickly integrated in mid-20th century designs in other warm regions in the U.S., including Florida, and rapidly made their way into modern, vernacular designs the world over (Rubano 2000; Bridgeman 2020; Clay 2024).

Breezeblock was popular in Minneapolis—especially for use in patio walls and screens—in the 1960s through the early 1970s, when they rapidly fell out of fashion (Minneapolis Tribune 24 September 1961:6H; Rubano 2000). Extant breezeblock in the Twin Cities is increasingly rare. No comparable, extant, commercial/office properties were located in the Twin Cities, though it is likely many more existed at one time. One extant example of breezeblock is the Aqua City Motel (1954, addition 1967, 5739 Lyndale Avenue South, Minneapolis) (City of Minneapolis 1954a, 1967). At this motel, breezeblock is used as fencing and screening surrounding the pool area, and, though limited in use, is reminiscent of the Midcentury Modern subset style of the era, popular in California and other warmer climes. Motels of this era in the Twin Cities commonly featured breezeblock, however almost none remain extant. The Ambassador Motel (1961, non-extant, 5225 Wayzata Boulevard, St. Louis Park) featured breezeblock wall panels in its covered pool area, and the Thunderbird Motel (1962, non-extant, Interstate 494 and 24th Avenue South, Bloomington) had an expansive breezeblock porte-cochère (Millett 2025:125,137).

Unlike the previously noted examples, however, this subject property employs the breezeblock within the façade as the primary decorative element. Breezeblock also serves its traditional, practical purpose of screening the entry vestibule of the animal clinic. The building's orientation to its triangular parcel, and the parcel's orientation to the street, showcases the breezeblock as the primary decorative element, as it is prominently visible from Broadway Avenue West. Therefore, as an intact, unique example of a Midcentury Modern, architect-designed professional office in the Twin Cities that expertly employs the formerly ubiquitous, but increasingly rare, breezeblock material, this property has significance under NRHP Criterion C, in the area of Architecture. The period of significance for this property under Criterion C is 1970, which encompasses the timeframe in which the building was constructed.

This property is associated with the architect Lloyd F. Bergquist and the builder Lund-Martin Company. However, the property is extremely modest compared to other buildings designed and built by these entities, such as the Arrowwood Lodge (1971, 2100 Arrowwood Lane, Alexandria) and does not appear to have played a major role in the development of either Bergquist's or Lund-Martin's project portfolio. Therefore, this property does not have significance under NRHP Criterion C as the work of a master.

This property has not yielded, nor is it likely to yield, information important in prehistory or history. Therefore, it does not have significance under NRHP Criterion D.

Recommendation

This property is recommended as individually eligible for listing in the NRHP with local significance under NRHP Criterion C in the area of Architecture as one of the only extant examples of a Midcentury Modern style building in Minneapolis with prominent breezeblock details, an increasingly rare material and high-style characteristic of the architectural style. The recommended eligible parcel boundary is the current parcel boundary, as the original triangular parcel, contributed to the unique setback setting of the building in relation to Broadway Avenue West and has served as the clinic's parking lot since at least 1971, if not since original construction. The period of significance for this property under Criterion C is 1970, which encompasses the timeframe in which the building was constructed.

4.4 Forest Heights Addition Historic District (HE-MPC-22600)

Location:

4101 Bounded by 26th Avenue North, Penn Avenue North, Golden Valley Road, and Humboldt Avenue North, Minneapolis, Hennepin County, 55411

Description:

The Forest Heights Addition Historic District includes approximately 680 parcels bound by 26th Avenue North on the north; Penn Avenue North on the west; Golden Valley Road on the south; and on the east by a line that follows the alignment of Humboldt Avenue North and extends south, bisecting the block between Irving Avenue North and Girard Avenue North (Hennepin County Assessor's Office 2024). The Forest Heights Addition was platted in 1883 and features curvilinear streets that traverse a low, broad hill, the apex of which is near the intersection of Hillside Avenue North and Ilion Avenue North, at roughly the center of the subdivision. The central, curvilinear section of the Forest Heights Addition Historic District is surrounded by 25th Avenue North on the north, Irving Avenue North on the east, Broadway Avenue West on the south, and Logan Avenue North on the west. Broadway Avenue West bisects the southwest section of the Forest Heights Addition Historic District. It runs southeast to northwest and features a prominent curve that is mirrored by the streets immediately to the northeast, which include Logan Avenue North and James Avenue North. The streets at the northwest end of the Forest Heights Addition Historic District are generally straight and run northwest to southeast until they intersect with the curved Logan Avenue North. The blocks and lots within the Forest Heights Addition Historic District are generally curvilinear rather than rectangular, with the exception of those at the northwest end of the

Forest Heights Addition Historic District. The Forest Heights Addition Historic District features many old-growth deciduous trees, providing a dense tree cover throughout. The majority of residential parcels feature green lawns, and many also feature shrubs, manicured landscaping, and lawn terracing at their facades.

Buildings

The Forest Heights Addition Historic District features a mix of commercial, residential, institutional, and ecclesiastical properties and vacant parcels, which have mostly been seeded to lawn. The majority of the buildings within The Forest Heights Addition Historic District are residential, with approximately 590 single-family and multi-family residences, including duplexes, triplexes, and apartment buildings. Away from Broadway Avenue West, buildings are almost exclusively residential, with the exception of a few churches and a 1968 Boys and Girls Club building located in the northeast section of the Forest Heights Addition Historic District. The vast majority of these residential properties (about 400) were constructed prior to 1930 (Hennepin County Assessor's Office 2024). Additionally, the majority of these are one- to two-and-one-half stories tall. Most are clad in stucco or wood, feature asphalt-shingled, hipped or gabled roofs, and porches. Generally, the houses are modest in design but feature characteristics of the Queen Anne, Craftsman, Colonial Revival, Tudor Revival, and Prairie styles and the American Foursquare form. Some post-World War II houses illustrate influences of Mid-Century Modern design. More recently constructed houses (mostly post-2000) tend to be designed to be sympathetic with those built before World War II in form and style. The houses on Hillside Avenue North and James Avenue North between Ilion Avenue North and Irving Avenue North retain the most original features when compared to other residential clusters in the Forest Heights Addition Historic District.

Of the 30 commercial properties located within the Forest Heights Addition Historic District, the majority are located along Broadway Avenue West and were constructed prior to 1930. These early commercial properties are generally rectangular, one- to three-story, brick-clad buildings with flat roofs. These buildings usually share party walls with adjacent buildings and house commercial storefronts on the first story and apartments or offices on the upper stories. More recently constructed commercial and institutional properties along Broadway Avenue West, mostly built during the 1960s and 1970s, are generally rectangular or irregular in form, one- to three-story, brick-clad buildings with flat roofs. These newer buildings tend not to share party walls and tend not to include apartments or offices. Broadway Avenue West also features a number of multi-family residential buildings built in the 2000s and 2010s. These tend to be rectangular, two- to four-story, brick-clad buildings with flat roofs. Some are mixed-use, but most are strictly residential. The commercial buildings near the intersection of Irving Avenue North and Broadway Avenue West retain the most original features when compared to other residential clusters in the Forest Heights Addition Historic District (Hennepin County Assessor's Office 2024).

Institutional properties within the District include the two-story, brick-clad, flat-roofed Capri Theater (formerly the American Variety Theater) at 2027 Broadway Avenue West (HE-MPC-06986, built 1925); the one-and-one-half story, brick-clad, Mid-Century Modern Boys and Girls Club at 2410 Irving Avenue North (HE-MPC-08156, built 1968); and the two-story, brick-clad, late-Modernist North Community

YMCA at 1711 Broadway Avenue West (HE-MPC-08033, built 1973) (Weaver Olson and Roise 2001; S.J. 1980; Gallo 2023).

Ecclesiastical properties within the District include the Forest Heights Congregational Church at 2054 James Avenue North (HE-MPC-08164, built 1908); the Christ in You Ministries the Hope of Glory at 2006 James Avenue North (HE-MPC-22121, built 1956); and the New Creation Church at 1922 25th Avenue North (built 1923, with a circa 1965 addition). Designed by Downs and Eads architectural firm, the Forest Heights Congregational Church is located at the northwest side of Cottage Park and displays high-style characteristics of the Stick and Eastlake architectural styles with its decorative wood shingles, brackets, and multiple-gable form (Mead and Hunt 2002). The Christ in You Ministries the Hope of Glory building was originally constructed as a one-story, brick-clad office building in 1956, and it was used as offices through at least 1974, when the Broadway Avenue West Business Association operated out of the building. It has been operating as a religious facility since at least 1984 (Allen 2023; 1974; Minneapolis Star and Tribune 20 September 1984:13Y). The New Creation Church's original building was constructed in 1923, as a one-and-one-half-story, front-gabled church, clad in brick with decorative stone and brick buttresses. In circa 1965, two brick-clad additions were constructed, adjoining the original 1923 church building at its west elevation. The brick-clad addition in the center has a flat-roof, is rectangular, and has a flat roof. Connected to the central addition is a front-gabled, brick-clad church building that stands as tall as the original 1923 church building. At the southwest corner of this addition is a multi-story, rectangular brick tower with a metal cross at its top (Hennepin County Assessor's Office 2024; Google 2024; Nationwide Environmental Title Research LLC [NETR] 1957, 1966).

In the Forest Heights Addition Historic District, there are about 50 vacant lots, many of which are small, grass lawns next to residential properties. Some lots, such as the one located at the southeast corner of James Avenue North and Ilion Avenue North, have been landscaped and built out with multimodal infrastructure and simple park amenities, such as benches.

Parks

The Forest Heights Addition contains five small parks: two oblong-shaped parks, and three small, triangular parks. The two oblong parks, now named Cottage Park and Glen Gale Park, remain extant and are the largest of the parks by acreage. Glen Gale Park, the largest of all of the Forest Heights parks, is located in the northeast section of the Forest Heights Addition Historic District, on Irving Avenue North between Ilion Avenue North and 23rd Avenue North. Glen Gale Park consists of 1.73 acres of green grass lawn spotted with deciduous trees and features an extensive playground. Cottage Park is located at the center-south of the Forest Heights Addition Historic District, near James Avenue North and Ilion Avenue North. It features 0.51 acres of grass lawn with dense copses of deciduous trees, public art, signage, a playground, and park infrastructure. Three of the small triangular parks remain extant: Irving Triangle, at Irving Avenue North and 22nd Avenue North; Newton Triangle, at Newton Avenue North and 25th Avenue North; and Oliver Triangle at Oliver Avenue North and 21st Avenue North. Newton Triangle consists of 0.14 acres, is located near the northwest corner of Forest Heights Addition Historic District, and features grass lawn, deciduous trees, and paved sidewalks. Irving Triangle consists of 0.09 acres, is located at the east end of the Forest Heights Addition Historic District, and features a grass lawn, deciduous trees, and a sidewalk. Located near the southwest corner of the Forest Heights Addition

Historic District, Oliver Triangle is the smallest park in the Forest Heights Addition Historic District, with only 0.04 acres of grass lawn, deciduous trees, and paved sidewalks (Hennepin County Assessor's Office 2024; Smith n.d.).

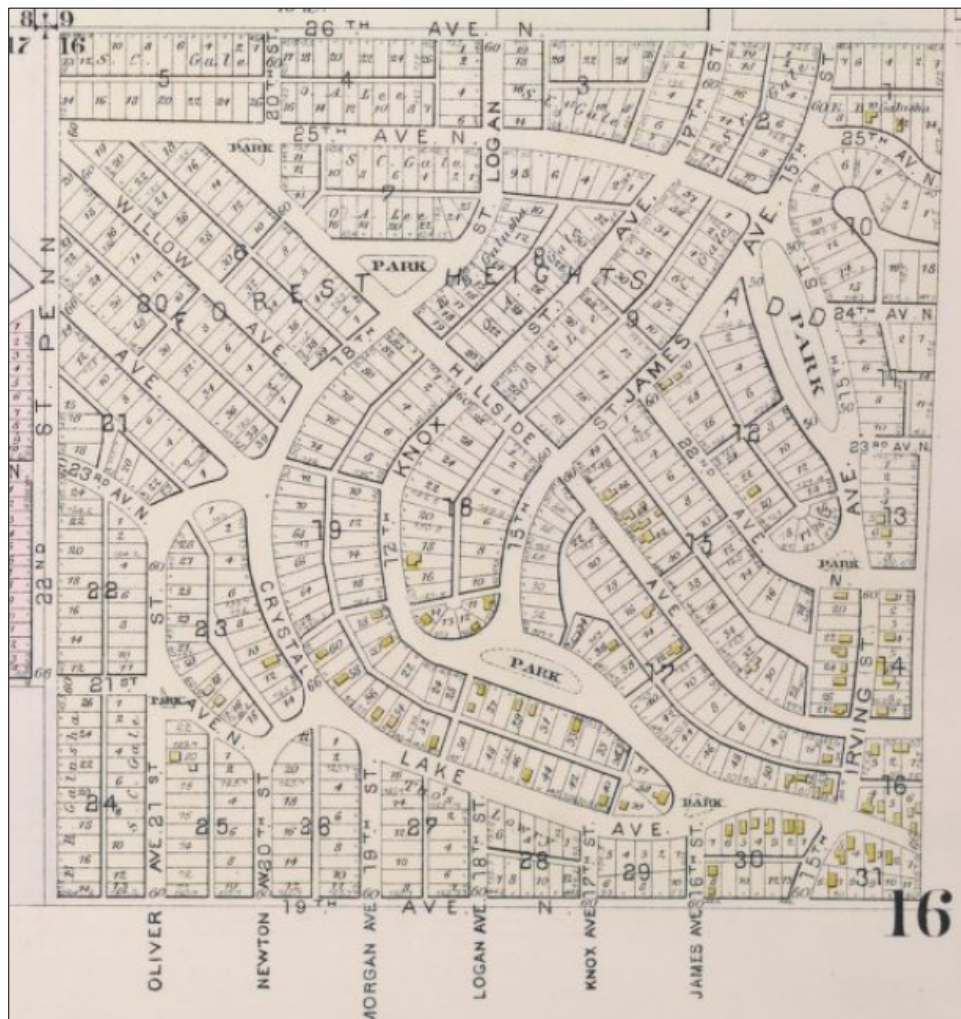


Figure 16. 1885 Plat Map of the Forest Heights Addition, Minneapolis, G.M. Hopkins

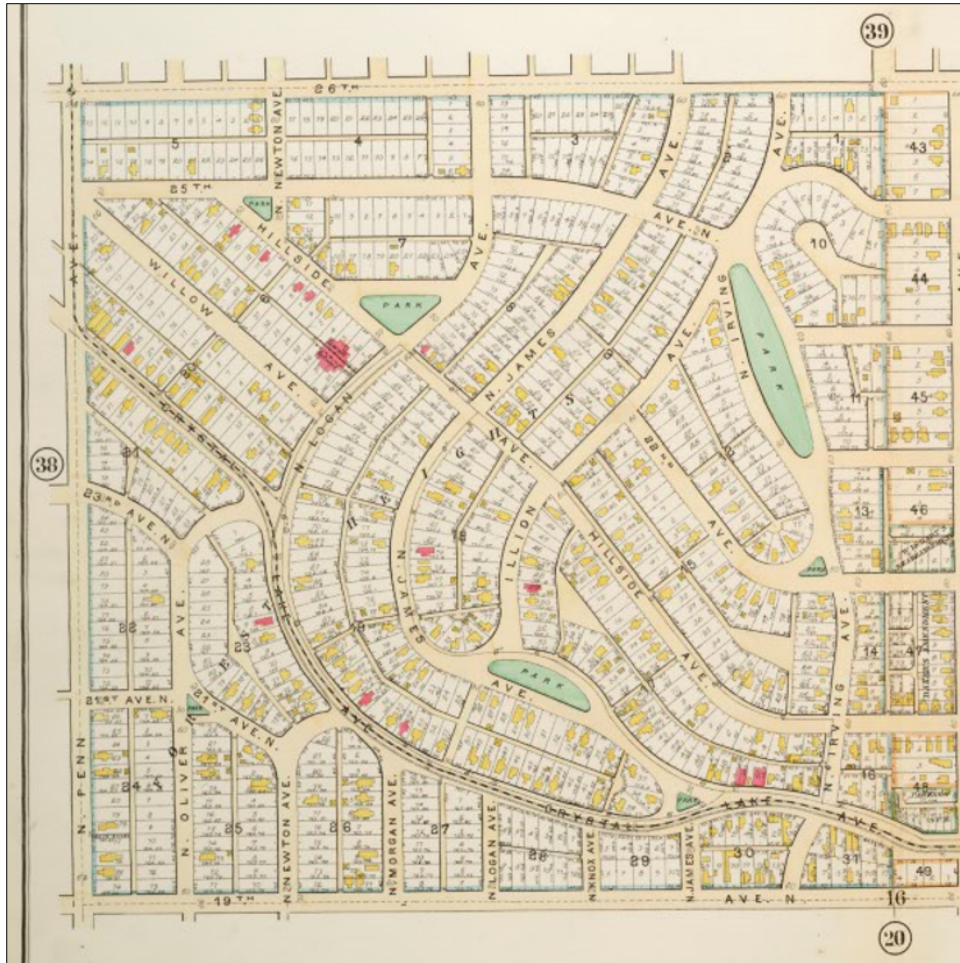


Figure 17. 1892 Plat Map of the Forest Heights Addition, Minneapolis (C.M. Foote and Company 1892)



Figure 18. Forest Heights Addition Historic District, 1525 and 1529 Hillside Avenue North, American Foursquare and Craftsman (respectively), Northeast-Facing Facades and Northwest Elevations, Facing South



Figure 19. Forest Heights Addition Historic District Street View, Facing North



Figure 20. Forest Heights Addition Historic District, Street View, Facing Northeast



Figure 21. Forest Heights Addition Historic District, Cottage Park, Facing Northeast



Figure 22. Forest Heights Addition Historic District, 2107 James Avenue North, Queen Anne, Northeast-Facing Façade, Facing Southwest



Figure 23. Forest Heights Addition Historic District, 1612 Golden Valley Road, Dutch Colonial Revival, South-Facing Façade and East Elevation, Facing Northwest



Figure 24. Forest Heights Addition Historic District, 1538 Hillside Avenue North, Prairie, Southwest-Facing Façade, Facing Northeast



Figure 25. Forest Heights Addition Historic District, 1500-1501 Broadway Avenue West, South-Facing Façades and East Elevation, Facing Northwest

Integrity

The Forest Heights Addition Historic District retains excellent integrity of location and setting. The integrity of design, materials, and workmanship have been compromised by minor alterations to the originally platted circulation system of curvilinear streets and parks. One small triangle park was eliminated by 1938. Hillside Avenue North was converted from a through street to an interrupted street sometime between 1984 and 1991, and the original triangle park location was converted into residential parcels from 2006-2010 (NETR 1984, 1991; Hennepin County Assessor's Office 2024). The integrity of materials and workmanship has also been compromised by the removal of pre-World War II buildings and the redevelopment of approximately 190 parcels (out of 680 in total) after 1930 (Hennepin County Assessor's Office 2024). The Forest Heights Addition Historic District retains good integrity of feeling and association. Overall, the retains good integrity.

Statement of Significance:

Property History

The Forest Heights Addition was platted in 1883 by Gale and Company with investment from and collaboration with real estate developer William W. Huntington and Baptist minister Reverend John Rounds. It was the second such addition platted by Gale and Company, a prominent real estate development firm in Minneapolis. In 1873, Gale and Company had previously platted the Oak Lake Addition (non-extant), originally located northwest of downtown. Like their previous Oak Lake Addition, the Forest Heights Addition was platted in a picturesque style, which had grown popular across the U.S. by the late nineteenth century. Gale and Company hired the engineering firm Nutter and Plummer as the plat surveyors. The original Forest Heights Addition consisted of 785 lots, one-fourth of which the company sold to J.W. Lyon in 1883. The Forest Heights Addition was initially intended to be a "beautiful park-like region" for mostly affluent residents who wanted to live away from the density of downtown, nestled in relative solitude among curved streets and tree cover (Minnesota Tribune 11 August 1883:2, 21 January 1915:6; Martin and Lanegran 1983). An 1885 plat map of the Forest Heights Addition showed it originally platted with seven parks total, including two additional, small, triangular parks, which are no longer extant, which were located at the intersection of Hillside Avenue North and Ilion Avenue North, and present-day James Avenue North and Broadway Avenue West, respectively. By 1885, at least 70 buildings had been constructed, mostly concentrated on the south end of the Forest Heights Addition, on James Avenue North and Hillside Avenue North. Forest Heights lots were sold to individual people to develop, so the Forest Heights Addition's buildings were designed and built by a wide variety of architects, builders, and surveyors. A review of building permit index cards for a sample of Forest Heights houses revealed that Samuel C. Gale was listed as the builder on a few properties, though it is unlikely Gale or Gale and Company physically built any house in the Forest Heights Addition, as neither Gale nor his Company were known builders (Peterson and Zellie 1998; Minneapolis Journal 4 August 1883:4; 18 August 1883:4; Martin and Lanegran 1983; Hopkins 1885).

Despite Gale and Company's intentions, the solitude of the Forest Heights Addition was short-lived. When the Forest Heights Addition was platted in 1883, North Minneapolis was connected to downtown by a single horsecar line that ran along Washington Avenue North and 20th Avenue North (now named Broadway Avenue West), but only as far west as Emerson Avenue North. By 1884, a horsecar line on

Western Avenue provided access to this area of the city and, that same year, the streetcar line extended to the Forest Heights Addition along present-day Broadway Avenue West. By 1890, the system had been improved with steam-, and later electric-powered streetcars, and the lines were extended as far north as 32nd Avenue North along both Washington Avenue North and Fremont Avenue North. Extensions were also made as far west as Penn Avenue North along Broadway Avenue West, 6th Avenue North, and Western Avenue. Streetcars on Emerson and Penn Avenues North provided access as far north as Lowry Avenue by this period, encouraging residential development there. By 1892, the Forest Heights Addition was roughly 50 percent developed with a mix of over 250 residential, institutional, and commercial buildings. At the time, residential construction was concentrated along Hillside Avenue North, James Avenue North, and Irving Avenue North, though houses were present on all platted streets of the Forest Heights Addition by that time. Commercial buildings were generally limited to Broadway Avenue West. By 1904, lots in the Forest Heights Addition were being sold for “very cheap” (Minneapolis Journal 23 April 1904:12). While the access provided by new transportation likely helped the development of the Forest Heights Addition, it also opened North Minneapolis to continued commercial and residential development. The Forest Heights Addition quickly went from a relatively secluded, park-like region to a curved-street anomaly within a densely built neighborhood grid (Peterson and Zellie 1998; C.M Foote and Company 1892; Martin and Lanegran 1983).

Despite that relatively rapid development in North Minneapolis surrounding the Addition, Forest Heights was heralded as a unique example of urban planning in the city in the early twentieth century. In 1915, a piece in the *Minneapolis Tribune* referenced Gale and Company’s early formalized efforts of town planning in Minneapolis, noting “In the subdivision they called ‘Oak Lake’, they bent the streets to fit the conformation of the land, reserved parking spaces, and by forethought developed many advantages of the site...they developed ‘Forest Heights’ in a manner still more striking” (Minneapolis Tribune 21 January 1915:6).

According to Hennepin County assessor data, the majority (about 410) of the approximately 680 parcels in the Forest Heights Addition were developed between 1900 and 1930 (Hennepin County Assessor’s Office 2024). A review of aerial photographs shows that, by 1938, almost all parcels within the Forest Heights Addition had been developed. Over 130 of the extant residential properties were built between 1883 and 1900; approximately 180 between 1901 and 1915; nearly 100 between 1916 and 1930; approximately 50 between 1931 and 1976; and about 140 since 1977 (Hennepin County Assessor’s Office 2024; NETR 2003, 2006, 2008, 2015, 2019; University of Minnesota 1938; City of Minneapolis 1940; Google 2024). A 1940 atlas shows very few vacant lots, most of which were located in the northwest corner of the Forest Heights Addition. In the 24 years since the turn of the millennium, about 90 new properties have been built in the Forest Heights Addition. Most of this new development has been concentrated along Broadway Avenue West, where multi-family residential and mixed-use properties have replaced earlier commercial and mixed-use buildings.

The seven original parks within the Forest Heights Addition were platted in 1883, of which five are extant today (discussed below). In 1898, city water was extended to Glen Gale Park, the largest of the seven. The first improvements to these Forest Heights parks came in 1909 and 1910 (Wirth 1910; Smith n.d.a).

and n.d.b.). Small additions were made to both Glen Gale and Cottage parks in 1914 when the city council asked the Minneapolis Park Board to take over small areas of undeveloped space adjacent to those parks. In 1916, Newtown Triangle was graded, seeded, planted, and curbed. In 1925, the warming house located in Glen Gale, which was not an original feature to the park, was removed, though the park maintained skating rink for some time after. When the Boys and Girls Club was constructed in 1968, a “tot lot” was constructed in the adjacent Glen Gale Park to offer additional amenities for children in the neighborhood (Smith n.d.b.). A playground had been constructed in Cottage Park in the 1970s, but the equipment was replaced in 2008. Similarly, Glen Gale’s tot lot was replaced with updated playground equipment in 2010. In 2011, Irving Triangle was planted with native plants to improve habitat for birds and to decrease mowing costs (Smith n.d.c.).

From its platting through around the 1920s, Forest Heights and its immediate surrounding area in North Minneapolis were populated primarily middle-class white people, including significant populations of Jewish people and Scandinavians. By the late-1970s, the Jordan neighborhood, in which Forest Heights is located, and the adjacent Hawthorne neighborhood had some of the most racially and ethnically diverse populations in the city, with significant populations of Black and Native American residents. In 2024, the neighborhoods remain quite diverse, with significant populations of Black, Hmong, Latinx, and white residents. Compared to the socioeconomic advantages of residents in the late nineteenth and early twentieth centuries, however, the residents in these neighborhoods today experience a greater level of disinvestment and poverty (Martin and Lanegran 1983; Minnesota Compass 2024a and 2024b).

On the whole, the Forest Heights Addition has undergone several minor changes over the years since it was platted and first developed (Hopkins 1885; C.M. Foote and Company 1892; Dahl 1898; City of Minneapolis 1940; Hennepin County Assessor’s Office 2024; NETR 2006, 2008; Google 2024). The circulation system of curvilinear streets first platted in 1883 remains largely intact, with the only alteration to that pattern being the extant break in Hillside Avenue North at Logan Avenue North. Hillside Avenue North was originally platted as a through street at this location, forming the non-extant Hillside Triangle Park at the intersection. The original layout of Hillside Avenue North remained intact until sometime between 1984 and 1991, at which time the extant street configuration was built (NETR 1984, 1991). By the time the existing configuration was in place, the lots fronting Logan Avenue North between Willow Avenue North and 24th Avenue North were vacant. They remained vacant until 2006, when houses began to be constructed in the empty lot, and the Hillside Triangle Park space at this location was eliminated (Hennepin County Assessor’s Office 2024; NETR 2006, 2008). The seventh original park, a tiny triangular park located at the intersection of present-day James Avenue North and Broadway Avenue West, was paved over by 1938 (Hopkins 1885; University of Minnesota 1938). Another notable area of redevelopment is near the intersection of Irving Avenue North and Ilion Avenue North, where the large Boys and Girls Club facility replaced a block of single-family residential properties in 1968. As of 2024, the area immediately surrounding Cottage Park is one of six neighborhood clusters in North Minneapolis that is a focus of residential development led by the City of Minneapolis in partnership with the Northside Home Fund, itself a joint venture between the Project for Pride in Living and Urban Homeworks that focuses on residential renovation and neighborhood home buyer education (University of Minnesota 1938; Hennepin County Assessor’s Office 2024; Project for Pride in Living 2022).

Samuel C. and Harlow Gale, Gale and Company

Samuel Chester Gale was born in 1827 in Worcester County, Massachusetts. After graduating from Yale College, Gale moved to Minneapolis in 1857, joining his brother Harlow A. Gale, who had been living in the city for at least a year. Upon his initial move to Minneapolis, Samuel C. Gale practiced law. In 1858, Gale gave a public speech at Nicollet Island celebrating both the anniversary of the British emancipation of enslaved people in the West Indies and the founding of the United States. This speech gained him public acclaim and attention as a potential local leader. Around this time, he served as president of the Wide-Awakes political club and on the board of the Minneapolis Athenaeum library. In the following decades, Gale was very active in the city, serving as a city alderman, city council chair, member of the Minneapolis Board of Education, member of the Board of Trade, member of the board for the Academy of Natural Science, Minneapolis Society of Fine Arts, and the vice president of the 1886 Minneapolis Exposition. As a member of the board of trade, Gale served as the chair of its parks and public grounds committee, which developed legislation for the establishment of the Minneapolis Park Board, formally established in 1883. Gale married Susan Abigail Damon and had five children; he died in Minneapolis in 1916, seven years after Susan. Upon his death at the age of 89, newspapers throughout the city published a variety of obituaries and reminisces about his life (Smith 2011a; Minneapolis Industrial Exposition 1886; Minnesota Historical Society 1999; Minneapolis Journal 23 September 1916; Minneapolis News 22 September 1916).

In addition to the many leadership roles Samuel C. Gale held, he also worked in real estate development. In 1860, Samuel and Harlow established Gale and Company and began to speculate in real estate by purchasing large tracts of land and subdividing them to create housing additions and subdivisions. In 1872, they platted the 40-acre Gale's First Addition and sold most of it in auction in one day. As there were many real estate development entities in Minneapolis at the time, both large and small, Gale and Company sometimes partnered with others, as in the case of their Oak Lake and Forest Heights additions. In 1873, they partnered with C.W. Griggs to plat their first picturesque addition, the 55-acre Oak Lake (non-extant, previously known as "Gale's Grove"), which featured curvilinear streets, planned parks, and a lake at the center. Several years later, they platted the 40-acre Gale's Second Addition, then built the city's first public market in 1877. For the Forest Heights Addition, Gale and Company partnered with William W. Huntington and Reverend John Rounds. The company was best known for creating the picturesque residential additions of Forest Heights and Oak Lake Park (non-extant), but established other, less high-style, additions throughout the city, including the 1885 Gale's Subdivision located to the east and south of Forest Heights. At the time of his death in 1916, Gale and Company was still in existence (Smith 2011a; Atwater 1893; Peterson and Zellie 1998:16; Minnesota Historical Society 1999; Smith 2011a; Minneapolis News 22 September 1916).

Gale's brother Harlow was born in 1832, in Worcester, Massachusetts. When he was three, Harlow's father passed away, and Harlow was sent to Vermont to be raised by his uncle. By 1852, Harlow had returned to Massachusetts and soon began to teach. He later graduated from Union College in New York in 1856 and moved to Minneapolis. In 1858, he had risen to the position of deputy clerk of the Hennepin County district court and by the following year, had become county auditor. He was elected to this position for three terms, but eventually declined a fourth. He married Elizabeth Griggs in 1859, and they

had four children. In 1872, Gale and Company platted the 40-acre Gale's First Addition and the 30-acre Gale's Second Addition several years later. In 1877, Harlow Gale was instrumental in the construction of the first public market in Minneapolis, which was destroyed by fire. He passed away in Minneapolis on December 14, 1901 (Minnesota Historical Society 1999; Minneapolis Daily Times 16 December 1901:6).

William W. Huntington

William W. Huntington was an independent real estate developer, whose real estate work focused primarily in the Lake Minnetonka area, with some work in Minneapolis. While he worked in real estate development, it was not his primary professional pursuit; Huntington was also involved in mining and milling companies, among many others (Magnuson 2023).

Reverend John Rounds

John Rounds was primarily known as a Baptist minister who served various communities throughout Minnesota. He is mentioned in newspaper accounts announcing the platting of Forest Heights Addition in 1883, and he built his own residence within the plat. However, he died in 1888, soon after the platting, and his obituary does not mention any additional real estate ventures (Minneapolis Journal 18 August 1883:4; Minneapolis Tribune 30 March 1888:5).

Nutter and Plummer

Frank H. Nutter and Frank Plummer formed their civil engineering firm in 1880. As Nutter and Plummer, they surveyed many real estate plat additions in the Minneapolis region throughout the 1880s, from Atwater's 3rd Addition in 1882 to Wolverton and Lewis' Addition to Minneapolis in 1888 (Hennepin County Library 2024). By 1903, Frank H. Nutter was advertised solo, as a landscape architect, and Frank Plummer served at one time as the Hennepin County surveyor (Minneapolis Journal 29 May 1880:4, 17 April 1903:18; Minneapolis Tribune 23 October 1921:1).

Picturesque Residential Additions and Subdivisions in Minneapolis, 1878 to 1910

Beginning in the mid-nineteenth century, architects and landscape architects in the U.S. designed picturesque residential developments that rejected the rigidity of the urban grid and regularly featured curvilinear streets that took advantage of the contours of hilly landscapes; they often featured lakes or ponds and usually incorporated neighborhood parks or green spaces. The designers of these additions drew inspiration from the romantic and picturesque designs of parks and cemeteries that had become popular in England in the early nineteenth century and had been adopted in New England by the mid-nineteenth century. The work of Frederick Law Olmstead, who designed not only New York City's Central Park but also the residential community of Riverside, Illinois, was particularly influential in the spread of this design to other parts of the country, including the Twin Cities. Along with Olmstead's design for Riverside (1869), the other picturesque residential development credited as the first in the U.S. is Llewellyn Park in West Orange, New Jersey (Alexander Jackson Davis, 1857) (Hayden 2003; The Cultural Landscape Foundation 2024).

In Minneapolis, several picturesque residential additions were designed in the late nineteenth century, typically for wealthier residents of the city. These included Prospect Park, parts of the Kenwood

neighborhood and Washburn Park (now the Tangletown neighborhood), all in South Minneapolis (Spalding and Carr 1886; Smith 2011b). In 1878, Prospect Park was platted by real estate developer Louis F. Menage in an unincorporated tract of land that was annexed by the City of Minneapolis in 1883. Washburn Park was designed in 1886 by Horace Cleveland. Picturesque additions in North Minneapolis included Oak Lake Park (non-extant), Forest Heights, and the Homewood Neighborhood. Gale and Company designed both Oak Lake Park and Forest Heights in North Minneapolis. Oak Lake Park was the first to be designed and built and was roughly bound by 6th Avenue North, Lyndale Avenue North, 7th Street North, and the railroad tracks presently owned by BNSF. The area is currently the location of the Minneapolis farmers market (Pearson 2011; Peterson and Zellie 1998; Smith 2011a). The Homewood Neighborhood features modest elements of the picturesque addition style and was platted in 1909 in the area bounded by the western city limits, Penn Avenue North, Oak Park Avenue, and Plymouth Avenue. The Homewood Neighborhood is a locally designated historic district primarily significant for its association with North Minneapolis Jewish community and not as an example of a picturesque addition (Minneapolis Heritage Preservation Commission 2017). The Homewood Historic District (HE-MPC-12101) has also been determined eligible for listing in the NRHP. Kenwood, Washburn Park, and Homewood are extant; however, Forest Heights is the only high-style picturesque residential development still present in North Minneapolis.

Significance

The Forest Heights Addition Historic District was evaluated within the "North Minneapolis" historic context prepared by Landscape Research and the "Picturesque Residential Additions and Subdivisions in Minneapolis, 1878 to 1910," historic context written for this study (Peterson and Zellie 1998; Wallace et al. 2024). The platting of the Forest Heights Addition falls within the "Making of an Urban Neighborhood: 1880-1920" period of the North Minneapolis context (Peterson and Zellie 1998). The platting of additions and the development of public transit went hand-in-hand in helping to develop the areas of North Minneapolis around Broadway Avenue West. Forest Heights Addition was formally platted in 1883, though its planning would have occurred at least slightly before that. At that time, North Minneapolis was connected to downtown by a single horsecar line that ran along Washington Avenue North and 20th Avenue North (now named Broadway Avenue West), but only as far west as Emerson Avenue North. In 1884, after the platting of Forest Heights, an additional horsecar line and a streetcar line provided additional access to this area of North Minneapolis, helping to spur additional residential and commercial development there. By 1890, the system had been improved with steam-, and later electric-powered streetcars, and the lines were extended as far north as 32nd Avenue North along both Washington Avenue North and Fremont Avenue North. Extensions were also made as far west as Penn Avenue North along Broadway Avenue West, 6th Avenue North, and Western Avenue. Access to this portion of North Minneapolis was further improved by the construction of a truss bridge across the Mississippi River in 1887 that connected North Minneapolis with Northeast Minneapolis at Broadway Avenue West. These infrastructure improvements transformed Broadway Avenue West into a central commercial corridor and attracted many new residents to the area, especially working-class Minneapolitans, who were also interested in residing in the area due to the industries that were established along the riverbank. By 1920, much of North Minneapolis, including Forest Heights, had been developed with residential and commercial properties (Peterson and Zellie 1998). Forest Heights was one of the first Minneapolis additions to be formally planned, noted in the 1915 *Minneapolis Tribune* article on early

urban planning, which referred to its picturesque design as “striking” (Minneapolis Tribune 21 January 1915:6). Given its platting in 1883, its significant residential development by 1885, and its association with a well-known real estate development firm of Gale and Company, Forest Heights helped spur residential development in North Minneapolis and the extension of these transportation lines throughout the neighborhood. Further, as one of the earliest picturesque developments in the city, it brought attention to a landscape style relatively new to Minneapolis. Because of its role in the development of North Minneapolis and its role in showcasing the picturesque style of residential development design, the Forest Heights Addition Historic District has local significance under NRHP Criterion A in the area of Community Planning and Development.

The Forest Heights Addition Historic District is associated with the property developers Gale and Company, real estate developer William W. Huntington, and Reverend John Rounds. Led by Samuel Gale, Gale and Company was a prominent development firm in the late nineteenth century in Minneapolis and was responsible for platted additions like Forest Heights and Oak Lake Park in North Minneapolis. Gale and Company platted numerous additions throughout the Minneapolis region, but they are only credited with two picturesque additions. Forest Heights is the only extant picturesque addition credited to Gale and Company. However, Samuel Gale was not only a real estate developer in Minneapolis; he was a prominent citizen who served in many high-profile leadership roles in Minneapolis, most notably his roles as chair of city council and on the Board of Trade. In these roles, Gale was involved in various initiatives that had a significant impact on Minneapolis, such as the establishment of the Park Board, which developed character-defining greenspace throughout the city, and the production of the Minneapolis Exposition, which helped build a national reputation of industrial success for the city during the late nineteenth century. Thus, his professional significance is not limited to his real estate pursuits, which were common as professional endeavors for moneyed Minneapolitan men at the time. Properties associated with Gale’s overall contributions to Minneapolis, such as his primary residence (1530 Harmon Place, non-extant), company office (421 NY Life Building (Metropolitan Building), non-extant) or various city leadership roles, would likely be the best properties to represent his significance in Minneapolis. However, since those properties are not extant, Forest Heights is likely the last extant significant property connected to Gale’s professional life. Therefore, the Forest Heights Addition Historic District has local significance under Criterion B for its association with Samuel Gale of Gale and Company, a prominent real estate developer and Minneapolis civic leader.

William W. Huntington was a small-scale real estate developer, and Reverend John Rounds was a Baptist preacher. Neither Huntington nor Rounds is known to have a significant career in real estate development beyond the Forest Heights Addition. As a result, the Forest Heights Addition Historic District does not have significance under NRHP Criterion B for its association with Huntington or Rounds.

The Forest Heights Addition Historic District features buildings that represent architectural styles, methods, and periods of construction common throughout the city of Minneapolis. Therefore, the Forest Heights Addition Historic District is recommended not eligible under Criterion C as a collection of distinctive residential architecture or as an addition embodying high artistic value.

The Forest Heights Addition Historic District features characteristics of a picturesque addition or subdivision. Forest Heights features curvilinear streets that take advantage of the hilly topography of the area and incorporate multiple public parks and green space. Additions designed in a picturesque style are not common in Minneapolis, and this is the only nineteenth-century picturesque addition in North Minneapolis. The platting of Prospect Park, located in Southeast Minneapolis adjoining the western border of Saint Paul, predates that of Forest Heights by five years, though it was not annexed by Minneapolis until 1883. Like Forest Heights, Prospect Park retains its original, curvilinear street layout and green lawn parks. However, in comparison to Forest Heights, Prospect Park is somewhat smaller in part due to the extension of the Saint Paul and Northern Pacific Railway from Minneapolis to Saint Paul in 1886, to the north of the plat. The railroad segment's bifurcation of the neighborhood also disrupts the self-contained, naturalistic environment that was central to the picturesque style. Further, unlike other districts in the city that feature only subtle elements of picturesque design, such as Homewood, Forest Heights' landscape design features higher style elements, such as those curvilinear streets, dense copses of deciduous trees, and planned parks throughout the Forest Heights Addition Historic District. As a result, the Forest Heights Addition Historic District has local significance under NRHP Criterion C in the area of Landscape Architecture.

Gale and Company, William W. Huntington, John Rounds, and Nutter and Plummer are the only firms credited with the design of the Forest Heights Addition. None of these firms was known as master landscape architecture firm, site planner, or design firm. The picturesque design was likely simply platted by the collaboration of practitioners listed above. Therefore, the Forest Heights Addition Historic District is recommended not eligible under Criterion C as the work of a master.

The Forest Heights Addition Historic District has not yielded, nor is it likely to yield, information important in prehistory or history. Therefore, it does not have significance under NRHP Criterion D.

Recommendation

The Forest Heights Addition Historic District is recommended eligible for listing in the National Register of Historic Places for local significance under Criterion A in the area of Community Planning and Development; under Criterion B for its association with Samuel Gale of Gale and Company, a prominent real estate developer and Minneapolis civic leader; and under Criterion C in the area of Landscape Architecture. The period of significance for Criteria A and C is recommended as 1883 to 1930, which spans the Forest Heights Addition District's initial period of development. The period of significance for Criterion B is 1883, the year Gale and Company platted Forest Heights.

A total of 120 properties within the Forest Heights Addition Historic District are located within the APE of the present study. Of these 120 properties, 102 are contributing and 18 are non-contributing. One property, the North Community YMCA at 1711 Broadway Avenue West (HE-MPC-08033), has been recommended eligible for individual NRHP listing. Please see Section 4.5 for the intensive evaluation for the North Community YMCA. An additional 121 property parcels within the Forest Heights Addition Historic District and the APE are not of age or vacant, and thus, not eligible for listing in the NRHP. The remaining properties located within the boundaries of the Forest Heights Addition Historic District are not located within the APE of the present study, and thus were not evaluated for this study.

The Forest Heights Addition Historic District has 120 associated properties located within the Project APE. One hundred two of these properties are contributing, and 18 of these properties are recommended to be non-contributing to the recommended eligible historic district.

Table 6. Properties Associated with the Forest Heights Addition Historic District within the Project APE

Inventory No.	Property Name	Address	City	Year Built	NRHP Recommendation
HE-MPC-06943	Commercial Building	1400 Broadway Avenue West	Minneapolis	1929	Contributing
HE-MPC-06944	Barnes-Barry Chevrolet Co.	1401 Broadway Avenue West	Minneapolis	1929	Contributing
HE-MPC-06945	Commercial Building	1408 Broadway Avenue West	Minneapolis	1926	Contributing
HE-MPC-06946	Commercial Building	1409-1411 Broadway Avenue West	Minneapolis	1892	Contributing
HE-MPC-06947	Choi's Auto Service	1410 Broadway Avenue West	Minneapolis	1924	Contributing
HE-MPC-06948	Commercial Building	1417 Broadway Avenue West	Minneapolis	1917	Contributing
HE-MPC-06949	Boomtown Commercial Building / Butter Roll Bakery	1500 Broadway Avenue West	Minneapolis	1885	Contributing
HE-MPC-06950	Commercial Building	1502 Broadway Avenue West	Minneapolis	1908	Contributing
HE-MPC-06955	Commercial Building	1525 Broadway Avenue West	Minneapolis	1915	Contributing
HE-MPC-06957	Gas Station/Mini Pac Grill	1600 Broadway Avenue West	Minneapolis	1956	Non-Contributing
HE-MPC-06970	Commercial Building	1821 Broadway Avenue West	Minneapolis	1971	Non-Contributing
HE-MPC-06975	Commercial Building	1915 Broadway Avenue West	Minneapolis	1939	Non-Contributing
HE-MPC-06979	Commercial Building	1939 Broadway Avenue West	Minneapolis	1960	Non-Contributing
HE-MPC-06981	House	1950 Newton Avenue North	Minneapolis	1901	Contributing
HE-MPC-06984	Commercial Building	2021 Broadway Avenue West	Minneapolis	1948	Non-Contributing
HE-MPC-06986	Capri Theater	2027 Broadway Avenue West	Minneapolis	1925	Contributing

Inventory No.	Property Name	Address	City	Year Built	NRHP Recommendation
HE-MPC-06989	Grobe Cafe	2038 Broadway Avenue West	Minneapolis	1949	Non-Contributing
HE-MPC-06990	Commercial Building	2044 Broadway Avenue West	Minneapolis	1905	Contributing
HE-MPC-06991	Commercial Building	2046 Broadway Avenue West	Minneapolis	1910	Contributing
HE-MPC-06992	Commercial Building	2050 Broadway Avenue West	Minneapolis	1904	Contributing
HE-MPC-06993	Commercial Building	2054 Broadway Avenue West	Minneapolis	1887	Contributing
HE-MPC-06994	Commercial Building	2064 Broadway Avenue West	Minneapolis	1948	Non-Contributing
HE-MPC-06995	Commercial Building	2100 Broadway Avenue West	Minneapolis	1925	Contributing
HE-MPC-06997	Commercial Building	2104 Broadway Avenue West	Minneapolis	1940	Non-Contributing
HE-MPC-06998	Commercial Building	2117 Broadway Avenue West	Minneapolis	1890	Contributing
HE-MPC-06999	Commercial Building	2118-2124 Broadway Avenue West	Minneapolis	1929	Contributing
HE-MPC-07015	Commercial Building	2119 Broadway Avenue West	Minneapolis	1914	Contributing
HE-MPC-07017	Commercial Building	2126 Broadway Avenue West	Minneapolis	1927	Contributing
HE-MPC-07018	Commercial Building	2128 Broadway Avenue West	Minneapolis	1929	Contributing
HE-MPC-07042	Commercial Building	2416 Penn Avenue North	Minneapolis	1901	Contributing
HE-MPC-08032	Bistodeau's Market and Grocery	1501 Broadway Avenue West	Minneapolis	1885	Contributing
HE-MPC-08033 ⁵	North Community YMCA	1711 Broadway Avenue West	Minneapolis	1973-1974	Non-Contributing
HE-MPC-08285	House	2019 Willow Avenue North	Minneapolis	1902	Contributing
HE-MPC-10486	House	2004 21st Avenue North	Minneapolis	1900	Contributing

⁵ HE-MPC-08033 is recommended individually eligible for NRHO listing. See Section 4.5.

Inventory No.	Property Name	Address	City	Year Built	NRHP Recommendation
HE-MPC-10487	House and Garage	2008 21st Avenue North	Minneapolis	1900	Non-Contributing
HE-MPC-10526	House	2116 25th Avenue North	Minneapolis	1909	Contributing
HE-MPC-10527	House	2118 25th Avenue North	Minneapolis	1890	Contributing
HE-MPC-10607	House	2123 James Avenue North	Minneapolis	1909	Contributing
HE-MPC-10610	House	2129 James Avenue North	Minneapolis	1900	Contributing
HE-MPC-10611	House	2133 James Avenue North	Minneapolis	1900	Contributing
HE-MPC-10612	House	2139 James Avenue North	Minneapolis	1907	Contributing
HE-MPC-10613	House	2147 James Avenue North	Minneapolis	1904	Contributing
HE-MPC-10615	House	2203 James Avenue North	Minneapolis	1909	Contributing
HE-MPC-10617	House	2207 James Avenue North	Minneapolis	1911	Contributing
HE-MPC-10619	House	2211 James Avenue North	Minneapolis	1924	Contributing
HE-MPC-10620	House	2215 James Avenue North	Minneapolis	1938	Non-Contributing
HE-MPC-10650	House	2300 Logan Avenue North	Minneapolis	1900	Contributing
HE-MPC-10659	House	2308-2310 Logan Avenue North	Minneapolis	1905	Contributing
HE-MPC-10790	House	1934 Newton Avenue North	Minneapolis	1925	Contributing
HE-MPC-10937	House	2108 Oliver Avenue North	Minneapolis	1908	Contributing
HE-MPC-10939	House	2112 Oliver Avenue North	Minneapolis	1916	Contributing
HE-MPC-10940	House	2116 Oliver Avenue North	Minneapolis	1900	Contributing
HE-MPC-10942	House	2120 Oliver Avenue North	Minneapolis	1910	Contributing
HE-MPC-11077	House	2406 Penn Avenue North	Minneapolis	1926	Contributing

Inventory No.	Property Name	Address	City	Year Built	NRHP Recommendation
HE-MPC-12020	House	1901 Willow Avenue North	Minneapolis	1927	Contributing
HE-MPC-12021	House	1907 Willow Avenue North	Minneapolis	1927	Contributing
HE-MPC-12022	House	1911 Willow Avenue North	Minneapolis	1914	Contributing
HE-MPC-12023	House	1919 Willow Avenue North	Minneapolis	1900	Contributing
HE-MPC-12025	House	1923 Willow Avenue North	Minneapolis	1950	Non-Contributing
HE-MPC-12027	House	2003 Willow Avenue North	Minneapolis	1900	Contributing
HE-MPC-12031	House	2015 Willow Avenue North	Minneapolis	1900	Contributing
HE-MPC-12033	House	2023 Willow Avenue North	Minneapolis	1902	Contributing
HE-MPC-12035	House	2029 Willow Avenue North	Minneapolis	1900	Contributing
HE-MPC-12037	House	2035 Willow Avenue North	Minneapolis	1907	Contributing
HE-MPC-12038	House	2102 Willow Avenue North	Minneapolis	1900	Contributing
HE-MPC-12039	House	2103 Willow Avenue North	Minneapolis	1906	Contributing
HE-MPC-12040	House	2105 Willow Avenue North	Minneapolis	1911	Contributing
HE-MPC-12041	House	2106 Willow Avenue North	Minneapolis	1900	Contributing
HE-MPC-12042	House	2110 Willow Avenue North	Minneapolis	1909	Contributing
HE-MPC-12043	House	2111 Willow Avenue North	Minneapolis	1900	Contributing
HE-MPC-12044	House	2114 Willow Avenue North	Minneapolis	1900	Contributing
HE-MPC-12045	House	2122 Willow Avenue North	Minneapolis	1925	Contributing
HE-MPC-12046	House	2005 Willow Avenue North	Minneapolis	1900	Contributing
HE-MPC-21912	House	1402 21st Avenue North	Minneapolis	1886	Non-Contributing
HE-MPC-21913	Fourplex	1405 21st Avenue North	Minneapolis	1916	Contributing

Inventory No.	Property Name	Address	City	Year Built	NRHP Recommendation
HE-MPC-21914	House	1409 21st Avenue North	Minneapolis	circa 1887	Contributing
HE-MPC-22095	House	1410 Golden Valley Road	Minneapolis	1900	Contributing
HE-MPC-22097	House	1414 Golden Valley Road	Minneapolis	1906	Contributing
HE-MPC-22098	House	1418 Golden Valley Road	Minneapolis	1910	Contributing
HE-MPC-22099	House	1422 Golden Valley Road	Minneapolis	1916	Contributing
HE-MPC-22101	House	1612 Golden Valley Road	Minneapolis	1908	Contributing
HE-MPC-22102	House	1616 Golden Valley Road	Minneapolis	1909	Contributing
HE-MPC-22103	House	1513 Hillside Avenue North	Minneapolis	1884	Contributing
HE-MPC-22104	House	1517 Hillside Avenue North	Minneapolis	1884	Contributing
HE-MPC-22105	House	1521 Hillside Avenue North	Minneapolis	1900	Non-Contributing
HE-MPC-22106	House	1525 Hillside Avenue North	Minneapolis	1907	Contributing
HE-MPC-22113	House	2015 Irving Avenue North	Minneapolis	1885	Non-Contributing
HE-MPC-22114	House	2100 Irving Avenue North	Minneapolis	1886	Contributing
HE-MPC-22115	House	2106 Irving Avenue North	Minneapolis	1885	Contributing
HE-MPC-22116	House and Garage	2114 Irving Avenue North	Minneapolis	1909	Contributing
HE-MPC-22121	Office Building	2006 James Avenue North	Minneapolis	1955	Non-Contributing
HE-MPC-22122	House and Garage	2010 James Avenue North	Minneapolis	1913	Contributing
HE-MPC-22123	House	2101 James Avenue North	Minneapolis	1922	Contributing
HE-MPC-22124	House	2107 James Avenue North	Minneapolis	1890	Contributing
HE-MPC-22126	House	1915 Logan Avenue North	Minneapolis	1914	Contributing
HE-MPC-22127	House	1919 Logan Avenue North	Minneapolis	1912	Contributing

Inventory No.	Property Name	Address	City	Year Built	NRHP Recommendation
HE-MPC-22128	House	1923 Logan Avenue North	Minneapolis	1910	Contributing
HE-MPC-22139	House	1922 Morgan Avenue North	Minneapolis	1914	Contributing
HE-MPC-22152	Commercial Building	1405 Broadway Avenue West	Minneapolis	1901	Contributing
HE-MPC-22153	Commercial Building	1506 Broadway Avenue West	Minneapolis	1970	Non-Contributing
HE-MPC-22566	House	1519 22nd Avenue North	Minneapolis	1886	Contributing
HE-MPC-22567	House	1523 22nd Avenue North	Minneapolis	1889	Contributing
HE-MPC-22572	House and Barn	1514 Hillside Avenue North	Minneapolis	circa 1889	Contributing
HE-MPC-22573	House	1522 Hillside Avenue North	Minneapolis	1887	Contributing
HE-MPC-22574	House	1529 Hillside Avenue North	Minneapolis	1911	Contributing
HE-MPC-22575	House	1533 Hillside Avenue North	Minneapolis	1885	Contributing
HE-MPC-22576	House	1534 Hillside Avenue North	Minneapolis	1909	Contributing
HE-MPC-22577	House	1537 Hillside Avenue North	Minneapolis	1905	Contributing
HE-MPC-22578	House and Garage	1538 Hillside Avenue North	Minneapolis	1924	Contributing
HE-MPC-22579	House	1541 Hillside Avenue North	Minneapolis	circa 1887	Contributing
HE-MPC-22580	House	1542 Hillside Avenue North	Minneapolis	1908	Contributing
HE-MPC-22581	Duplex	1545 Hillside Avenue North	Minneapolis	1899	Contributing
HE-MPC-22582	House	1546 Hillside Avenue North	Minneapolis	1908	Contributing
HE-MPC-22583	House	1547 Hillside Avenue North	Minneapolis	circa 1885	Contributing
HE-MPC-22584	House	1550 Hillside Avenue North	Minneapolis	1926	Contributing
HE-MPC-22585	House	1555 Hillside Avenue North	Minneapolis	1885	Contributing

Inventory No.	Property Name	Address	City	Year Built	NRHP Recommendation
HE-MPC-22590	House	2117 Irving Avenue North	Minneapolis	circa 1886	Contributing
HE-MPC-22591	House	2123 Irving Avenue North	Minneapolis	1971	Non-Contributing
HE-MPC-22594	House	2020 James Avenue North	Minneapolis	1909	Contributing
HE-MPC-22595	House	2026 James Avenue North	Minneapolis	1914	Contributing

4.5 North Community YMCA (HE-MPC-08033)

Location:

4101 1711 Broadway Avenue West, Minneapolis, Hennepin County, 55411

Description:

This property is located on the south side of Broadway Avenue West, between Knox Avenue North and Logan Avenue North. This irregularly shaped building is clad primarily in multi-tone stretcher bond brick and has a flat roof with aluminum coping. The building's foundation is not visible. The building is comprised of a series of five wings that range in height from one-story to two-and-one-half stories, creating the effect of a repeated, layered form. The largest volume of the building is formed by a pair of rectangular wings—a two-story wing on the north end of the building and a two-and-one-half-story wing on the south end of the building—that are bridged in the center by a two-story wing that projects to the east, away from these two wings. This two-story projecting wing features the building's primary entryway. The fourth wing is a two-story volume on the west end of the building that connects the northern two-story wing and the southern two-and-one-half story wing. In the center of where these four wings join together, there is a one-story rooftop addition. To the east of the northernmost wing and to the north of the projecting wing, there is a square, one-story wing.

East-Facing Facade

The southernmost bay is two stories tall and features no fenestration. The central bay projects from the southernmost bay and it holds the building's primary entryway, which is located within a projecting glass vestibule at the base of a tower. The entryway features two single-leaf, aluminum-enframed glass doors separated by sidelights and transoms above. The entryway and vestibule are surmounted by a projecting flat-roof awning that is supported by round steel columns. Above the vestibule, there is a fixed four-light, metal-enframed window set within a recessed opening. The bottom third of the tower in which the vestibule is located is faced in smooth stone veneer, and the upper two-thirds are faced in grey metal panels. The east and south elevations of the vestibule tower's second story each feature fixed metal-enframed corner windows with square and rectangular lights. To the east of the corner window on the vestibule tower's east elevation, there is a three-light, aluminum-enframed window. Directly north of the entryway and vestibule tower, there is a two-story, multicolored, aluminum-enframed window projection

with square and rectangular lights. The veneer cladding on the bottom third fully wraps around the central bay's aluminum-enframed projection. This two-story section features the same cladding arrangement as the tower in which the bottom third is clad in smooth stone veneer and the upper two-thirds are clad in grey metal panels. There are multi-light aluminum corner windows on the east end of both floors of the central bay projection, with aluminum spandrel panels in the center. To the east of the central bay projection, there is another window with square and rectangular lights in an irregular arrangement with aluminum mullions. Above this window, there is a square sign that reads "the Y." The façade's northernmost bay is one-story tall, and it holds a recessed, secondary entryway located to the which features an aluminum and glass door with a two-light sidelight. To the north of this entryway, there is a row of four fixed aluminum windows extending nearly to the corner of the elevation. At the north end of its roof, the northernmost bay features a front-gabled, metal-enframed, glass greenhouse which opens at its ridgeline.

South Elevation

At its west end, the south elevation has a one-story section that features a secondary entryway with double-leaf steel doors recessed within an open, canted vestibule. To the east of this canted entryway, there is an additional secondary entryway that features one metal single-leaf door. At the far east end of the south elevation, there is signage consisting of four individual letters affixed to the brick reading "YMCA."

West Elevation

From south to north, the west elevation features three bays: a two-story, recessed bay that covers a third of the elevation; a central, two-story projecting bay that spans the middle third of the elevation; and a recessed, two-story bay that constitutes the final third. The southernmost bay features a two-and-one-half-story rounded half tower located at its west end and a one-story projection at its east end. On the south elevation of the projecting central bay, there is a secondary entryway, consisting of double-leaf steel doors. At the center of the first floor of the projecting central bay, there is a secondary entryway, consisting of a single-leaf steel door, recessed with an open, canted vestibule accessed by a concrete step. There is a large window opening located on the south end of the projecting bay's second story which features six lights in a square or rectangular shape arranged in an alternating pattern with metal mullions. There are grey metal panels located directly above the window opening. At the north elevation of the projecting central bay, there is a recessed secondary entryway with double-leaf metal doors, above which are two metal louvered vents. At the far west end of the elevation, there is a detached L-shaped wall enclosure that extends away from the elevation towards North Logan Avenue. The northernmost bay features a corner at its west end clad in the same combination of smooth stone veneer and grey synthetic panels seen on the east-facing façade's vestibule tower and central bay projection. This cladding surrounds floor-to-ceiling, fixed, multi-light, metal-enframed corner windows that wrap around to the north elevation. There is no other fenestration on the northernmost bay.

North Elevation

At the east end of the north elevation, there is a one-story section which has a grouping of six aluminum ribbon windows. In the center of the two-story section of the elevation, there are mounted metal letters

that read “HAROLD MEZILE NORTH COMMUNITY YMCA YOUTH AND TEEN ENRICHMENT CENTER.” The northwest and northeast corners of the building are clad in the same combination of smooth stone veneer and grey synthetic panels seen on the east-facing façade’s vestibule tower and central bay projection. These corners also feature floor-to-ceiling, fixed, multi-light, metal-enframed corner windows. The north elevation features a series of rounded protective metal handrails lining the roof’s parapet wall.



Figure 26. North Community YMCA, East-Facing Façade and North Elevation, Facing Southwest



Figure 27. North Community YMCA, East-Facing Façade, Facing Southwest



Figure 28. North Community YMCA, North Elevation, Facing South



Figure 29. North Community YMCA, South Elevation and East-Facing Facade, Facing Northwest

Integrity

This individual property retains excellent integrity of location. The integrity of setting has been compromised by the gradual razing of seven single-family homes located to the north of the property, on the opposite side of Broadway Avenue West, between 2008 and 2017; and the razing of a block of commercial buildings located to the east of the property, on the opposite side of Knox Avenue North, in 2021 (Nationwide Environmental Title Research, LLC [NETR] 2008, 2010, 2017; Google 2022). The integrity of design, materials, and workmanship have been slightly compromised by the following 2008 alterations—the enclosure of the recessed opening on the east-facing façade that originally contained the primary entryway; the construction of a rectangular tower, central bay projection, and a glass vestibule on the east-facing façade; the introduction of new cladding and corner windows on the north and west elevations; and the replacement of original doors and windows—as well as the construction of a greenhouse on the roof of the one-story wing located on the east-facing façade between 2019 and 2022 (YMCA 1974 18(4); Google 2008, 2019, 2022). However, the property’s original footprint, design, orientation, materials, and workmanship all remain mostly visible, the 2008 alteration does not significantly detract from the original design intent. This property retains excellent integrity of feeling and association as a YMCA building. Overall, this individual property retains good integrity.

Statement of Significance:

Property History

In the summer of 1967, long-standing, widespread racial inequality and the demolition and displacement caused by a large-scale urban renewal initiative fueled an uprising in Minneapolis, causing significant unrest and property damage along Plymouth Avenue commercial corridor and other areas of North Minneapolis. North Minneapolis neighborhoods damaged by fire and vandalism, most notably along Plymouth Avenue where the unrest was largely centered, were soon targeted for demolition by city officials by way of urban renewal programs. Redevelopment of North Minneapolis resulted in the construction of new shopping centers, schools, and housing developments. This movement carried into the 1970s when the Minneapolis Housing and Redevelopment Authority identified the Broadway commercial corridor as a potential focus area for further urban renewal efforts (Peterson and Zellie 1998).

The North Community YMCA was the first facility completed as part of the Metropolitan Minneapolis YMCA's Face of the Future capital campaign. The program was announced in 1972 to fund the construction of six new YMCA facilities in the Twin Cities region, as well as "provide additions or renovations [sic] for three existing branches, improve eight resident or day-camp facilities and provide endowment funds to support innercity [sic] and student services (Minneapolis Star 15 November 1972; University of Minnesota, Kautz Family YMCA Archives, Metropolitan Minneapolis YMCA Capital Campaign, internal campaign materials, 13 November 1972, Minneapolis, Minnesota). The campaign sought to raise \$18 million before June 1973 and was aided by high-profile figures including businessman and philanthropist Douglas J. Dayton, who served as the campaign's General Chairman, and civil rights activist Coretta Scott King, who spoke at campaign fundraiser dinner on March 14, 1973 (University of Minnesota, Kautz Family YMCA Archives, Metropolitan Minneapolis YMCA FACE of the FUTURE Campaign Dinner, event program, 14 March 1973, Minneapolis, Minnesota). The fundraiser was reported to be "the largest of its kind" ever attempted nationally by the YMCA and was the largest ever drive undertaken by a social service in the Twin Cities (The Minneapolis Star 2 January 1973). Large donations were received from some of the most prominent organizations in the area including General Mills who pledged \$1 million and the Dayton Hudson Foundation who pledged a contribution of 5% of all funds raised up to \$1 million (The Minneapolis Star 20 November 1972; The Minneapolis Star Tribune 21 November 1972). By the end of 1973, more than \$15 million had been collected by the fundraising effort. This effort contributed to the establishment of multiple new facilities in the Twin Cities over the following decade and provided endowments for the long-term operation of these facilities (YMCA 1979: 23(3)).

The North Community YMCA building was mentioned in a 1974 editorial by Gene G. Elston, then-executive director of the West Broadway Business Association and West Broadway Redevelopment, Inc., demonstrating the visual and symbolic impact of the property's construction on the corridor during this initial wave of redevelopment in North Minneapolis: "Of equal importance [to commercial revitalization] is the changing scene in the West Broadway area. If one drives down Broadway, one of the most striking sights is the new North Community YMCA and the countless services available" (Elston 1974).

This building was designed as a Young Men's Christian Association (YMCA) facility in 1973, with construction completed between 1973 and 1974 (Minneapolis Star 24 April 1973, 14 August 1974). It has retained nearly the same footprint since its completion, except for a 2008 remodeling, which included the addition of the tower, projecting vestibule, overhanging canopy, and projecting bay near the primary entrance on the east-facing facade (Nationwide Environmental Title Research, LLC [NETR] 1979, 2006, 2021; Google 2008; YMCA 1974: 18(4)). The building's original primary entryway was located within an open, recessed entrance on the ground floor of the east-facing facade's two-story central bay (YMCA 1974 18(4)). This recessed entrance has now been filled in by the projecting vestibule. In 2008, a window opening was added directly to the east of the facade's central bay projection, while the northeast and northwest corners of the building's main volume were reclad in stone veneer and metal panels, which framed newly installed two-story window openings (Google 2008). The glass greenhouse on the roof of the facade's northernmost bay was constructed between 2019 and 2022 (Google 2019, 2022). The protective metal handrails along the north elevation's parapet wall were also installed between 2019 and 2022 (Google 2019, 2022).

The building has been occupied and owned by the YMCA since its construction (Hennepin County Assessor's Office 2024). At the time of its opening, the property operated as both the YMCA and the Northside Senior Citizen Center. The Northside Senior Citizen Center was overseen by Minneapolis Senior Citizens Inc., an agency of United Way (YMCA 1975). The Northside Senior Citizen Center remained in the property until 1993 (Minneapolis Star Tribune 2 March 1993). The property was renamed for the YMCA of Metropolitan Minneapolis Director, Harold Mezile, between 2013 and 2016 (Google 2013, 2016).

Williams/O'Brien Associates

The building was designed by Williams/O'Brien Associates (Minneapolis Star 24 April 1973). According to information gathered as part of the *Citywide Community Engagement for a Minneapolis African American Historic and Cultural Context* completed in 2022, the building was designed by Lorenzo P. "Pete" Williams, a founding partner of Williams/O'Brien Associates (Lange et al. 2022). Williams was born in Louisville, Kentucky, in 1923 and attended Howard University after serving in World War II. Williams graduated in 1950, and from that same year, he was employed at various firms, eventually working at the Minneapolis firm of Benjamin A. Gingold & Associates in 1959 (Docomomo MN 2019). James W. O'Brien was born in Grand Rapids, Minnesota, and was a graduate of the University of Minnesota's architecture school. Williams and O'Brien were both employees in Gingold's office in 1962 when they departed to establish their own firm (Architecture Minnesota 1986). The firm officially assumed the name of Williams/O'Brien Associates in 1970, with all projects prior to this credited strictly to Williams (Architecture Minnesota 1986). Some of the firm's first projects in Minneapolis were Zion Baptist Church (621 Elwood Avenue North, built 1963, extant), Sabathani Church (3805 3rd Avenue South, built 1964, non-extant), and the Holland Hi-Rise project (1717 Washington Street Northeast, built 1968, extant) which was the first tower in Minneapolis to be built with pre-cast reinforced concrete (St. Paul Recorder 7 September 1962; Cunningham 1964; The Minneapolis Star 11 October 1968). Williams believed that their firm's work could not be neatly classified as having a single distinct style, once

remarking, “We both hate the idea of style. Architects do so much good work that you can’t label” (Architecture Minnesota 1986).

Williams was active in issues of social concern. In 1966, Williams was appointed to the National Commission on Architectural Barriers by President Lyndon B. Johnson to study how building design could be altered to increase access for people with disabilities (The Minneapolis Star 26 May 1966). In 1967, he was selected to join the Residents Committed for Grant Development, an organization overseeing the redevelopment of the Grant Park neighborhood on Minneapolis’s North Side (Minneapolis Star Tribune 17 December 1967). Williams was also involved with the Minnesota Social Welfare Task Force and the Citizens League Low-Income Housing Committee, and he was the first Black president of the National Council of Architectural Registration Board from 1978 to 1979 (Docomomo MN 2019). Much of Williams’s work served Black clients and the Black community. He was the architect of a home (3521 24th Street West, built in 1967) for Luther T. Prince, Jr., an engineer at Honeywell and the first Black person inducted into the Minnesota Business Hall of Fame. Williams also designed the First Plymouth National Bank (2000 Plymouth Avenue North, built 1970), the only Black-operated bank in Minneapolis at that time (Docomomo MN 2019; Lange et al. 2022; Minneapolis Star Tribune 17 April 1970).

Throughout the 1970s, Williams/O’Brien was the architect for many large-scale housing developments in Minneapolis. These include the redevelopment of Grant Park/Bethune Park (built 1970) and Findley Place (3015 Pillsbury Avenue, built in 1975) (Minneapolis Star Tribune 25 January 1970). Findley Place earned Williams/O’Brien acclaim, was featured in *Progressive Architecture* in 1975, and won AIA Minnesota’s Citation Award for “provocative projects” in 1978 (Docomomo MN 2019). Williams and O’Brien remained business partners until Williams’s retirement in 1999 (Minneapolis Star Tribune 13 September 2011).

Late Modern Style

This building displays characteristics of the Late Modern style. The style was an expansion upon and a reaction to the prevailing Modernism of the mid-twentieth century, which, by the 1960s and 1970s, had reached an inflection point due to the style’s omnipresence in cities around the world, as well as the death of many of Modernism’s most famous practitioners. Late Modernism was concerned with exaggeration and repetition of a building’s volumes and features; the use of a building’s structural and technical elements as ornament; complex and contradictory appearances; smooth curtain walls or repetitive material use; and gridded organization (Jencks 1980). Architect and theorist Charles Jencks describes the style as taking “the ideas and forms of the Modern Movement to an extreme, exaggerating the structure and technological image of the building in its attempt to provide amusement, or aesthetic pleasure” (Jencks 1980). This property exhibits multiple characteristics of the Late Modern style, including near-total cladding in a single material, repetition of a single structural volume to create the building’s footprint, and a gridded but “dissonant” organization (Docomomo-US 2020; Jencks 1980). The building was clad entirely in brick when first constructed, but the later addition of stone veneer and synthetic panels to parts of the building’s façade as well as the construction of a rooftop glass greenhouse have slightly compromised the property’s Late Modernist integrity of design and materials.

Significance

This property was previously individually surveyed in 1980. It was not evaluated for individual eligibility at that time (JT 1980). The property was individually surveyed again in 2001. It was recommended not individually eligible at that time (Weaver Olson and Roise 2001).

This individual property was evaluated within the "North Minneapolis" historic context prepared by Landscape Research (Peterson and Zellie 1998). The property falls within the "Late Twentieth-Century Urban Neighborhood: 1960 to 1980" time period. It stands out within the history of North Minneapolis during this time due to the role it played in redeveloping and revitalizing this neighborhood after the effects of civil unrest in the late 1960s. North Minneapolis neighborhoods damaged by fire and vandalism during the 1967 uprising were soon targeted for demolition by city officials by way of urban renewal programs. Redevelopment of the region resulted in the construction of new shopping centers, schools, and housing developments. This movement carried into the 1970s when the Minneapolis Housing and Redevelopment Authority identified the Broadway commercial corridor as a potential focus area for further urban renewal efforts (Peterson and Zellie 1998). As noted in Elston's aforementioned 1974 op-ed, the North Community YMCA represented to some community members the potentially positive impact of the area's redevelopment.

That North Minneapolis was chosen as the first site for this expansion demonstrates the property's importance as a symbol of the YMCA's commitment to community support in this neighborhood during this significant redevelopment period. Additionally, the North Community YMCA represents one of the earliest and most successful efforts to reinvest in North Minneapolis's Broadway Avenue West corridor following a period of civil unrest in the late 1960s. Therefore, this property has individual local significance under NRHP Criterion A in the area of Community Planning and Development.

This individual property is not known to be associated with significant individuals and, therefore, does not have individual significance under NRHP Criterion B.

This individual property is an example of the Late Modern style of architecture. While the style was relatively short-lived when compared to Modernism which preceded it, and Postmodernism which developed concurrently and after it, Late Modernism is a notable movement that produced structures of significance in the United States. In Minneapolis, specifically, Late Modernism does not have as significant a presence as other architectural styles, but it nevertheless can be found in some of the city's most recognizable buildings, including the IDS Center (717 Nicollet Mall, built in 1973) by Philip Johnson and John Burgee with Edward Baker, the Thrivent Financial Building (625 Fourth Avenue South, built in 1981) by Skidmore, Owings & Merrill, and the Walker Art Center (1750 Hennepin Avenue, built in 1971) by Edward Larrabee Barnes. While Late Modernism was often applied to large-scale corporate skyscrapers and cultural institutions, the style can also be found in smaller, more modest Twin Cities designs during this period.

The design of the North Community YMCA followed an established Late Modern visual brand for Twin Cities YMCAs, one that continued for decades even as Late Modernism waned in popularity. The YMCA

built many other Late Modernist facilities as part of their Face of the Future campaign following the design of the North Community YMCA. Other examples funded by this campaign include the Southdale YMCA (7355 York Avenue South, Edina, built in 1975) by Arthur Dickey & Associates, the New Hope YMCA (7601 North 42nd Avenue, New Hope, built in 1976) by Griswold & Rauma, and the West Suburban YMCA (12301 Ridgedale Drive, Minnetonka, built in 1980) by Green, Nelson, Watten, Weaver and Windsor (Minneapolis Star Tribune 1975 January 7; YMCA 1974 18(3), 1974 18(5), 1980 23(3)). However, these facilities, including North Community YMCA, were designed in a style that was influenced by earlier YMCAs built elsewhere in the Twin Cities region. The St. Paul Northwest Family Branch (3760 Lexington Avenue North, Shoreview, built in 1971) and the St. Paul Northeast Branch (2100 North Orchard Lane, White Bear Lake, built circa 1972) feature the same alternating volumes and brick cladding found on the North Community YMCA (University of Minnesota 1971; Google 2008; NETR 1972). As this building was designed in a style common in the Twin Cities at the time of its construction and, specifically, found on earlier Twin Cities YMCAs during this era, it does not have individual significance under NRHP Criterion C in the area of Architecture.

This individual property is associated with Lorenzo D. Williams, a significant Twin Cities architect. Williams was a renowned architect who was known for designs driven by social, racial, and economic concerns. Many of his works as a principal at Williams/O'Brien sought to stabilize and enrich the lives of the Black community in the Twin Cities. In 1986, Williams said of his work having a distinct style, "We both hate the idea of style. Architects do so much good work that you can't label" (Architecture Minnesota 1986). However, research has shown that much of Williams's work can today be categorized as Late Modernist. Zion Baptist Church, First Plymouth National Bank, Findley Place, the former Oxford Pool (270 Lexington Park, St. Paul, built 1975), and the Northside Child Development Center (1313-1327 Dupont Avenue North, Minneapolis, built in 1977) all display characteristics of the Late Modern style. North Community YMCA does not stand out within Williams's considerable body of Late Modernist buildings as an early or illustrative example of his work within this style nor is it unique example of this building size, type, or style when evaluated against Williams's other designs. Therefore, it does not have individual significance under NRHP Criterion C as the work of a master.

This individual property has not yielded, nor is it likely to yield, information important in prehistory or history. Therefore, it does not have individual significance under NRHP Criterion D.

Recommendation

This property is recommended as individually eligible for listing in the NRHP, with local significance under NRHP Criterion A in the area of Community Planning and Development due to its role as one of the earliest reinvestment construction projects in North Minneapolis following civil unrest in the area during the late 1960s. The recommended eligible property boundary is the current parcel boundary. The period of significance for this property is 1973-1974 which encompasses the period in which the structure's development and construction occurred.

4.6 House at 1830 James Avenue North (HE-MPC-07545)

Location:

1830 James Avenue North, Hennepin County, 55411

Description:

This property is located on the east side of James Avenue North, between Golden Valley Road and 18th Avenue North. The property parcel consists of a two-story house and a grass lawn that slopes downward at the west-facing façade. This two-story house features a full-height, partial-width wing at its south elevation. The house is clad in stucco and has a hipped roof that is covered with asphalt shingles. The roof features wide, overhanging, enclosed eaves.

West-Facing Façade

The west-facing façade features a one-story, partial-width vestibule located at its south end. The primary entryway to the house is located within the vestibule and is accessed by wood steps with wood railings. The vestibule has a hipped roof that is covered with asphalt shingles. The roof of the vestibule features wide, overhanging, enclosed eaves and features two wooden eave brackets. The entryway holds a single-leaf wood door, which is obscured by a painted, single-light, metal storm door. At the center of the basement on the façade, there is a single, three-light, wood casement window. To the north of the vestibule on the first story, there are three one-over-one, double-hung vinyl windows set in a ribbon, with a stuccoed window box with three wood brackets beneath. Small wood casement windows are placed on the north and south elevations of the entry vestibule. At the center of the façade's second story, there are four one-over-one, double-hung vinyl windows set in a ribbon.

South Elevation

The south elevation of the house features a full-height, partial-width wing at its west end. The wing is set back slightly from the west-facing façade. The two-story wing has a hipped roof that is covered with asphalt shingles. At the first and second stories of the wing's south elevation, there are four one-over-one, double-hung vinyl windows set in a ribbon. On the west elevation of this wing, there are three one-over-one, double-hung, vinyl windows set in a ribbon, with a stuccoed window box with three wood brackets beneath, and there are three one-over-one, double-hung vinyl windows set in a ribbon in the center of the second story. A single, three-light, wood awning window is set in the center of the wing's west elevation. On the east elevation of this wing, there are three one-over-one, double-hung, vinyl windows set in a ribbon on both the first and the second stories.

North Elevation

The north elevation of the house features a prominent, external, stretcher bond brick chimney at its west end. There is a secondary entryway to the house located at the center of this elevation. The entryway has a flat-roof canopy clad in asphalt shingles, supported by two wood brackets. The single-leaf wood door is partially obscured by a two-light, metal storm door. The secondary entryway is accessed by a concrete sidewalk. At the first story of the north elevation, the exterior chimney is flanked by three-light, wood, awning windows. There are four pairs of vinyl, two-light, double-hung windows on the north elevation:

one is on first floor to the east of the entryway; the second is above the entryway; and the third and fourth are on the second story, located at opposite corners of the north elevation.

East Elevation

The east elevation features a one-story, partial-width addition that spans two-thirds of the elevation, from north to south. The addition has a hipped roof that is covered with asphalt shingles and features wide, overhanging, enclosed eaves. There is a single-leaf, metal, two-light storm door, accessible by a flight of concrete stairs with metal railing. On the first story house's main volume, there is a three-light, wood awning window. At the second story of the house's main volume, there are two single, vinyl, double-hung windows and one set of paired vinyl, double-hung windows.

Garage (1926)

There is a detached, one-story, double-stall garage located directly southeast of the house. The garage is clad in stucco and has a flat roof covered with asphalt shingles. The north elevation features two vehicular bays with paneled, overhead wood garage doors. The garage doors are accessible by a small asphalt parking lot off the alley. The garage's south elevation has two windows that are infilled with plywood.



Figure 30. 1830 James Avenue North, West-Facing Façade, Looking East



Figure 31. 1830 James Avenue North, West-Facing Façade, Looking Northeast



Figure 32. Garage, 1830 James Avenue North, North Elevation, Looking Southwest

Integrity

This property retains excellent integrity of location. The integrity of setting has been compromised by the construction of the North Commons Recreation Center to the southwest of the house, on the opposite side of James Avenue North, in 1974; the development of the North Commons Water Park on land previously occupied by ball fields to the west of the house, on the opposite side of James Avenue North, between 1972 and 1979; and the razing of a dwelling located directly south of the house and the construction of a new house on the same site between 1991 and 2003 (Hennepin County Library 2024; Nationwide Environmental Title Research LLC [NETR] 1972, 1979, 1991, 2003). The integrity of design, materials, and workmanship has been slightly compromised by the construction of a one-story addition on the east elevation in 1974 (City of Minneapolis 1974). This property retains good integrity of feeling and association. Overall, this property retains good integrity.

Statement of Significance:

Property History

Original building permits indicate that this house was constructed in 1921. The permit lists St. Andrew's Parish as the owner. The original building permits identifies the architect of this house as the Architects' Small House Service Bureau (ASHSB) (City of Minneapolis 1921a). 1830 James Avenue North was built from the design in Plan No. 6510 featured in the ASHAB's 1921 book (1921 The Architects' Small House Service Bureau of Minnesota, Inc: 126). The two-story, 36-foot by 30-foot brick veneer dwelling cost \$6,000 to construct (City of Minneapolis 1921). The contractor was William F. Unger (City of Minneapolis 1921). Just five years after the house's construction, in 1926, a permit was issued to construct a "one-story private stucco garage" at a cost of \$500 (City of Minneapolis 1926). The garage, located to the southeast of the house, is visible in a 1938 aerial photograph (University of Minnesota 1938). In 1974, a building permit was issued to build a \$6,000, 16-foot tall, 18-foot by 9-foot "addition to rear of dwelling" by builder Dave Brandwold (City of Minneapolis 1974). A 1978 aerial photograph shows the house with its current footprint (University of Minnesota 1978). No significant changes have been made to the footprint of the house since 1978 (University of Minnesota 1978; NETR 1984, 1991, 2006, 2015, 2019; Google 2024).

Based on building permits and Hennepin County assessor data, the house appears to have been continually owned by St. Andrew's Parish since its construction in 1921 (City of Minneapolis 1921; Hennepin County Assessor's Office 2024). According to city directories, the house served as a rectory for St. Andrew's rectors from 1921 to at least 1968. Since 2016, the house has served as lodging for service members of the Circle of the Beloved, the Minnesota Branch of the Episcopal Service Corps, in partnership with St. Andrew's Episcopal Church (Minneapolis Directory Company 1921; Minneapolis Directory Company 1968; Circle of the Beloved 2023). St. Andrew's Episcopal Church remained the owner in 2024 (Hennepin County Assessor's Office 2024).

History of St. Andrews Episcopal Church

St. Andrew's Parish was formed in 1858 when Reverend David B. Knickerbacker, then Rector of Gethsemane Parish in Minneapolis, began holding services in a schoolhouse (St. Andrew's Episcopal Church 2024). Known then as St. Mark's Free Church, the congregation eventually held services in a frame building at 21st and Washington Avenues North (Minneapolis Star 29 May 1948: 7). In 1870, a

church building was erected on Washington and Seventh Avenue North, and by 1882, the Parish acquired a new site on the corner of 12th Avenue North and 6th Street (St. Andrew's Episcopal Church 2024). In 1911, St. Andrew's Parish made its final move to its present location at 1832 James Avenue North, when the frame church from its previous location at 18th Avenue North and Girard Avenue North was relocated (Minneapolis Journal 25 November 1911: 6). This frame church was destroyed by a fire in January of 1924 and was rebuilt in stone later that same year (St. Andrew's Episcopal Church 2024). In the Reconnaissance Architectural History Survey for the METRO Blue Line Light Rail Transit Extension Project, Minneapolis, Robbinsdale, and Crystal, Hennepin County, Minnesota, St. Andrew's Episcopal Church building (HE-MPC-08163) was evaluated for NRHP eligibility, and it was recommended not eligible. SHPO concurred with this recommendation (Wallace et al. 2023; Letter from Amy Spong, Deputy, Minnesota State Historic Preservation Office to Anthony W. Greep, Director of the Office of Planning & Program Development Federal Transit Administration, July 5, 2024).

Occupants

Reverend George Buzzelle: 1921-1944

Construction of the rectory began in April 1921, six months after Reverend George Buzzelle had been installed as St. Andrew's rector in 1920 (Minnesota Daily Star 31 August 1920:3). A 1922 publication from Architects' Small House Service stated that the house was built for Reverend Buzzelle, and parishioners contributed "a penny a day" toward its construction (Architects' Small House Service Bureau [ASHSB] 1922). Contemporary accounts describe Reverend Buzzelle as a dynamic rector. An early newspaper article called him the "go get 'em parson" for the speed in which he oversaw the financing of a new organ for the church just one month into his tenure (Minnesota Daily Star 31 August 1920:3). A few years later, he was featured in an article for printing Minneapolis's smallest registered paper, the *St. Andrew's Parish Record*, from the basement of the house (Minneapolis Daily Star 15 September 1924:7). Reverend Buzzelle lived in the house until his death in 1944 (Minneapolis Tribune 22 November 1944:14).

Directory listings put Reverend Buzzelle at the address starting in 1921 along with his sons George Jr., Leonard K., and Robert B., who were listed as students at the address in 1921 and 1922 (Davison's Minneapolis City Directory 1921; Davison's Minneapolis City Directory 1922). Curiously, Reverend Buzzelle's wife, Bessie Vail Buzzelle was not included in the listings. However, her obituary of 1934 lists her at the house (Minneapolis Star 1 October 1934:16). Leonard, who became a physician, lived in the house throughout his father's tenure.

Reverend Clark W. McElmury: 1944-1948

In 1944, St. Andrew's next rector, Reverend Clark W. McElmury, moved in with his wife and three children (Minneapolis Star 21 August 1948:7). The McElmuries left in August 1948 when Reverend McElmury took a church posting in Buffalo, New York (Minneapolis Star 21 August 1948:7).

Reverend George B. Gilbert, Jr.: 1948-c.1970

The Reverend George B. Gilbert, Jr. took over St. Andrew's in 1948 (Minneapolis Star 25 September 1948:17). He lived in the home with his wife and two daughters (Minneapolis Star 25 September

1948:17). Reverend Gilbert was also a long-time resident of the house according to directory data (Minneapolis City Directory 1964). While rector, Reverend Gilbert received an honorary Doctor of Divinity from Seabury-Western Theological Seminary in 1966 (Minneapolis Star 21 May 1966:9).

c. 1970-2015

Property records did not indicate residency for this period. However, St. Andrew's retained ownership throughout, so occupants during this period were likely connected to St. Andrew's, whether as employees, congregation members, or community members the church was serving (Hennepin County Assessor's Office 2024).

Liberty House: 2016-Present

Since 2016, the house has been occupied by Liberty House, which is used as lodging for service members of the Circle of the Beloved, the Minnesota Branch of the Episcopal Service Corps Circle of the Beloved works in partnership with St. Andrew's Episcopal Church to carry out community service initiatives in North Minneapolis (Circle of the Beloved 2023).

Architects' Small House Service Bureau History, 1919-1942

From 1919 to 1942, the Architects' Small House Service Bureau (ASHSB) operated as an organization that provided house plans through production of plan sets and monthly bulletins, not unlike the mass-marketed catalog houses from Sears, Roebuck & Company and other mail-order house companies (Minnesota Historical Society [MNHS] 2022; Tucker 2008). However, plans produced by the ASHSB had the distinction of being architect-designed and were only working drawings, from which a local builder would bid on and ultimately build the house (Bruno 2021).

Formed in Minneapolis in 1919, the ASHSB officially began as the Architects' Small House Service Bureau of Minnesota and was a small commercial stock holding corporation (MNHS 2022). The original impetus for the formation of the ASHSB was as a response to a critical housing shortage in the United States following World War I. Soon after their incorporation, the ASHSB of Minnesota presented their ideas for small, architect-designed houses to Edwin H. Brown, the then newly appointed Chair of the American Institute of Architects (AIA) Small House Committee in Minnesota (Tucker 2008). Through Brown, the ASHSB of Minnesota gained an official endorsement from the AIA in early 1921. In March 1921, the organization was incorporated under a national head, the Architects' Small House Service Bureau of the United States (MNHS 2022). Branches of the ASHSB soon formed, and the Minnesota Bureau became the Northwestern Division of the ASHSB. The incorporators of the Minnesota Bureau (Northwestern Division) included William Channing Whitney, Edwin H. Hewitt, Edwin H. Brown, Frederick M. Mann, William W. Tyrie, George A. Chapman, Roy Childs Jones, Harry T. Downs, Harold H. Eade, Robert V.L. Haxby, Edward S. Stebbins, Carl A. Gage, C.B. Strauss, Thomas G. Holyoke, Beaver Wade Day, and A.R. Van Dyck (MNHS 2022). Because the ASHSB was endorsed by the AIA, membership in the organization was limited to qualified architects and typically those who were also members of the AIA (MNHS 2022).

From its beginning, the ASHSB was as a response to a critical housing shortage in the United States following World War I. According to architectural historian Lisa Marie Tucker, the ASHSB was created “in an effort to improve single-family housing and capture a new market share for the professional designer” (Tucker 2008). According to Tucker, “the Bureau was not intended as a money-making venture but was created to help solve the housing crisis wherein sub-par homes were being built to fill the growing need for housing. The ASHSB sought to protect people from bad design and poor construction” (Tucker 2008). In the 1920s, author Andrew Bruno explains, “the housing market was being transformed by mass-production. While mail-order building plans had been available since not long after the days of Dowling’s pattern books, in the early 20th century companies began to offer full-on mail-order houses, including working drawings, all building materials and often a means of financing the purchase. The mail order house was a radical innovation in the commodification of living space, and it largely cut architects out of the process of designing small houses” (Bruno 2021). The ASHSB attempted to combat the shortage of middle-class, single-family housing by “creating economical and well-designed stock plans of small homes of six-rooms or less that could be modified for any home site” (MNHS 2022). The ASHSB also provided other professional services such as counseling and advice to people with moderate and limited incomes (MNHS 2022).

In the early 1920s, the ASHSB experienced its heyday, with 10 regional offices in the United States. Plans designed by the ASHSB were distributed and published in 76 different magazines and journals, including *Good Housekeeping*, *The Saturday Evening Post*, and *House Beautiful* (Tucker 2008). The Northwestern Division, formerly the Minnesota Bureau, first published a set of 102 plans in 1921 through an agreement with the Southern Pine Association (ASHSB 1921). Most house plans were primarily advertised through the ASHSB’s own monthly publication, *The Small Home*, which started in 1922 (MNHS 2022).

Beginning in 1923, newspaper mat releases (syndicated newspapers advertisements that were written to appear as standard articles) under the title of “Help for the Man who Wants to Build” began circulating and were produced in the Northwestern Division (MNHS 2022). The column highlighted some ASHSB stock plans, “and offered advice, ideas and solutions for costs and financing, construction, repair, interior design, furnishings, and landscaping” (MNHS 2022). A question-and-answer column titled “The Homebuilders Clinic” was created, based on questions generated from correspondence received by the Bureau (MNHS 2022). In addition to advertisements in national publications, in 1923, the Northwestern Division of ASHSB partnered with *The Minneapolis Journal* to construct four demonstration houses in Minneapolis based on its stock plans (MNHS 2022).

Despite the ASHSB having been successful at garnering national attention for their plans via popular publications and newspaper columns, it does not appear the organization was profitable for any period of time. According to Tucker, “in 1921, the ASHSB sold 231 plans; in 1924, 772; and 102 in 1930. The peak years for sales were 1924–25” (Tucker 2008). Records note that plans were sold in 35 states as well as the District of Columbia. Despite sales of their plans, it is not clear how many houses were actually constructed from the plan sales. In some cities, though, there are concentrated areas where ASHSB-designed homes were constructed. In Minneapolis, 44 houses were constructed; in St. Paul, 14 houses

were constructed; and in Chicago, one entire street of ASHSB-designed homes was constructed (Tucker 2008). In Minneapolis, most of the houses were constructed west of Lake Harriet and along Minnehaha Creek. Known examples of ASHSB houses in Minneapolis include 4805 Drew Avenue South (1924, extant) and 2006 West 49th Street (1923, extant) (City of Minneapolis 1924; City of Minneapolis 1923; Sluss and Thomas 1990:4.2.22).

By 1927, the organization was in decline. Maurice I. Flagg, the Director of the Northwestern Division from its inception, resigned in 1927. At the same time, subscriptions to *The Small House* were decreasing at the same time. In 1929, the organization reorganized as a social institution, and in 1930, Edwin H. Brown, the Chair of the AIA's Small House Committee and champion of the ASHSB, passed away. By 1934, three of the ten regional offices had closed, and most others only had one active member. Subsequently, the AIA pulled its endorsement, having decided that the ASHSB presented too great a competition for individual architects (MNHS 2022). Since its inception, the ASHSB faced objections from architects who felt the plan books undercut their services and fees (Schrenk 1983:63). For years ASHSB successfully refuted such objections by stating that their main competitors were not architects, but builders and lumber yards—hence the Bureau's emphasis on home plans with six rooms or less. ASHSB further staved off criticism by insisting that all customers consult with a local architect for the best result (Schrenk 1983:63). In the end, it was a series of articles weighing the pros and cons of the Bureau in *Pencil Points* that caused the AIA to finally withdraw their endorsement in 1934 (Schrenk 1983: 63). As such, by 1938, dissolution proceedings began, with the ASHSB being officially dissolved in 1942 (MNHS 2002).

The house at 1830 James Avenue is a version of Plan No. 6510 "A Touch of the Western Spirit" from ASHSB's first published set of 102 plans (Architects' Small House Service Bureau and Southern Pine Association [ASHSB SPA] 1921). It is a six-room design—the largest "small" house that the ASHSB designed. As built, it actually functions as an eight-room home, thanks to the wing at the south elevation, which has a sun parlor and sleeping porch. In the plan, the house's style is described as "somewhat western which means architecturally it is a house of horizontal lines almost entirely, designed to meet every modern requirement, convenience and economy" (ASHSB SPA 1921).

Starting in 1922, the house at 1830 James Avenue was featured in ASHSB's *Small Home* publications at least three times, as ASHSB used it as an example to prospective plan buyers. The first feature was in the inaugural January 1922 issue of *Small Home*. The full-page spread touted the practicality of the design and detailed the components and modification made to the base plan, specifically the substitution of shingles for ceramic tile on the roof (ASHSB 1922:13). The March 1922 issue republished the same January page (ASHSB 1922:15). The July 1922 issue published a photo and brief description of the home as part of a larger article promoting several designs (ASHSB 1922:20).

A second Minneapolis home built from Plan No. 6510 was featured in the January 1923 issue of *Small Home*. This home, located at 2016 Seabury Avenue (extant), was built in 1922 for Dr. A Soderlind (City of Minneapolis 1922; ASHSB 1923: 8-9). This version of the plan kept the tile roof from the original design but reversed the floor plan so that the sunroom and sleeping porch would be south-facing on the parcel (ASHSB 1923:8-9). It also added a window to each of the ribbons on the façade to take advantage

of views of the Mississippi River (ASHSB 1923:8-9). Notably, this write-up mentioned the parish house at the very end to illustrate the adaptability of ASHSB designs, including cost-cutting measures like choosing a shingle roof over a tile roof (ASHSB 1923: 8-9). Together, these two properties illustrate what the ASHSB sought to do: create well-designed and adaptable plans for modern home builders, both in taste and economy. One plan, such as No. 6510, could be modified to fit the modest budget of a church project or expanded to that of a physician building on a choice lot overlooking the Mississippi River.

Architectural Style

This house features characteristics of both the Prairie style and Mission Revival style. The Prairie style was developed by a group of Chicago architects that became known as the Prairie School, most notably Frank Lloyd Wright. The style became particularly popular in the Midwest from 1900 through 1920. The Prairie style is characterized by an emphasis on horizontal lines through low-pitched roofs that are usually hipped, ribbon windows, and wide, overhanging eaves. Prairie houses are typically two stories with one-story wings, porches, or porte cocheres. Façade detailing emphasizes horizontal lines. Brick and stucco are the most common exterior materials (McAlester 2014:551-555). This house retains several characteristics of the Prairie style, including its low-pitched hipped roof with wide, overhanging eaves, incorporation of ribbon windows, and stucco cladding.

This house also features characteristics of the Mission Revival style, which was popular from 1890 through 1920. The Mission Revival style is characterized by shaped dormers or roof parapets, widely overhanging eaves, porch roofs supported by large piers, and smooth stucco wall surfaces, although some may have brick or stone cladding. The façade may be symmetrical or asymmetrical. Mission Revival buildings do not typically feature decorative detailing, but they may have patterned tiles, carved stonework, or other wall surface ornament (McAlester 2014:511). The building retains several characteristics of the Mission Revival style, including widely overhanging eaves, intentional lack of decorative detailing, and smooth stucco wall surfaces.

The general horizontality, ribbon windows, and wide, overhanging eaves are indicative of the Prairie style, but the small entry porch and multi-light windows are much more Mission Revival in style. Without a ceramic tile roof, the overall impression of Mission style is missing. The plan shows a ceramic tile roof, but the house at 1830 James Ave was intentionally constructed with shingles instead of tile. ASHSB's plan book stated that the styles offered were "Colonial, English, Dutch Colonial, Southern, Western, Mid-Western and Eastern (ASHSB SPA 1921:50). While decidedly vague, ASHSB's architects were traditionalists who ascribed to the notion that "good taste is always conservative" so it is likely that they would promote a revival style such as Mission Revival style over a new style such as Prairie (ASHSB 1929:271).

Significance

This property was evaluated within the "North Minneapolis" historic context prepared by Landscape Research (Peterson and Zellie 1998). The property falls within the "Growth and Renewal: 1920 to 1960" time period. This property does not stand out within the history of North Minneapolis because it was built according to existing trends in residential development in the area. North Minneapolis experienced rapid residential growth in the late nineteenth century, especially after access to the area was improved in the

late 1880s. As of 1884, North Minneapolis was connected to downtown by a single horsecar line that ran along Washington Avenue North and 20th Avenue North (now named Broadway Avenue West) as far west as Emerson Avenue North. By 1890, the system had been improved with steam-, and later electric-powered, streetcars and the lines were extended as far north as 32nd Avenue North along both Washington Avenue North and Fremont Avenue North. Extensions were also made as far west as Penn Avenue North along Broadway Avenue West, 6th Avenue North, and Western Avenue. Access was further improved by the construction of a truss bridge across the Mississippi River in 1887 that connected North Minneapolis with Northeast Minneapolis at Broadway Avenue West. These infrastructure improvements transformed Broadway Avenue West into a central commercial corridor and attracted many new residents to the area. By 1920, much of the area had been developed with residential and commercial properties (Peterson and Zellie 1998:12, 15-18, 25). The construction of this property in 1921 was carried out after infrastructure improvements increased access to North Minneapolis and once the majority of the area had been developed. Therefore, this property does not have significance under NRHP Criterion A within the “North Minneapolis” historic context.

This property is not known to be associated with significant individuals and, therefore, does not have significance under NRHP Criterion B.

This property was designed by the ASHSB (City of Minneapolis 1924). The ASHSB operated from 1919 to 1942 and specialized in developing and selling plan sets for quality residential properties. While this is likely the only known ASHSB plan building built as a rectory in Minneapolis, the house at 2016 Seabury Avenue in Minneapolis was constructed from the same ASHSB plan number 6510 in 1922 very soon after this property was constructed. As the property at 2016 Seabury Avenue was constructed with and still retains its original tile roof, which was a prominent feature in the original plan, it is a higher style example of the ASHSB design (Google 2019). Further, the subject property has some characteristics of both the Prairie and Spanish Mission Revival style, including an emphasis on horizontal lines through a low-pitched hipped roof, ribbon windows, and wide, overhanging eaves, indicate of the Prairie style; stucco exterior, both Prairie and Mission Revival; and an asymmetrical façade and intention lack of decorative detailing, indicative of Mission Revival style (McAlester 2014:511; 551-555). Despite having common characteristics of these styles, the property does not stand out as a particularly notable example of either style. The house at 2016 Seabury is a better example of the Prairie-Mission mix as it contains all of the features above, in addition to a stucco belt course below the second story windows, which emphasizes the horizontality characteristic of the Prairie style and a ceramic tile roof and multi-light windows characteristic of Mission style. The Prairie and Spanish Mission Revival were common styles used in Minneapolis and nationwide at this time period and multiple examples of the style can be found in the City, such as the Purcell-Cutts House, noted Prairie style masterpiece, or Theodore Wirth House, in the Mission Revival Style. Therefore, the property at 1830 James Avenue North does not have significance under NRHP Criterion C, in the area of Architecture.

The ASHSB was the architect of the plans for this house. It was one of approximately 100 houses constructed in Minneapolis using ASHSB plans, and one of two homes constructed between 1921 and 1922 using Plan No. 6510. However, a property is not eligible for listing in the NRHP under Criterion C,

as the work of a master, for simply being designed by a prominent architect. This particular house does not distinguish itself above and beyond the other home built using plan No. 6510, nor other known ASHSB-designed homes in Minneapolis. The ASHSB provided pattern book houses and because of that, there does not appear to be a clear progression of ASHSB design, in which this house could demonstrate a particular idea or phase. This property does not demonstrate a notable difference in characteristic style and quality as opposed to others also designed by the ASHSB. Therefore, this house does not have significance under NRHP Criterion C, in the area of Architecture, as the work of a master, for association with the ASHSB.

This property was constructed by William F. Unger. However, Unger's meager extant portfolio indicates he was not a significant builder in Minneapolis at the time. Therefore, this property does not have significance under NRHP Criterion C as the work of a master for association with a significant builder.

This property has not yielded, nor is it likely to yield, information important in prehistory or history. Therefore, it does not have significance under NRHP Criterion D.

Recommendation

This property is not recommended eligible for listing in the NRHP, due to a lack of historic significance.

4.7 Reno Land and Improvement Company Addition Historic District (HE-MPC-22244)

Location:

East side of Lyndale Avenue North between 21st Avenue North and 22nd Avenue North, Minneapolis, Hennepin County, 55411

Description:

The Reno Land and Improvement Company Addition Historic District (District) consists of nine parcels along the east side of Lyndale Avenue North between 21st Avenue North and 22nd Avenue North (2102-2134 Lyndale Avenue North). The parcels are on the west half of the block bound by Lyndale Avenue North on the west, 6th Street North on the east, North 21st Avenue on the south, and North 22nd Avenue on the north. A north-south alleyway bisects the block. The District is surrounded by residential properties on the north, east, and west, and by a mix of commercial, ecclesiastical, and light industrial properties to the south.

Seven of the nine houses in the District were built in 1901 while two (2122 and 2126 Lyndale Avenue North) were constructed in 2001, replacing original 1901 houses (Hennepin County Assessor's Office 2024). All houses within the District are small and relatively equal in size. Except for one house (2130 Lyndale Avenue North, HE-MPC-22658), all houses within the District have equal setbacks from Lyndale Avenue North, and all have facades that face west, fronting Lyndale Avenue North. The houses in the District have three different roof shapes. There are four houses with front gable roofs (2102 (HE-

MPC-22131), 2118 (HE-MPC-22597), 2126, and 2130 Lyndale Avenue North); two houses with side gable roofs (2110 (HE-MPC-22133) and 2134 Lyndale Avenue North); and three houses with hip roofs (2106 (HE-MPC-22132), 2114 (HE-MPC-22135), and 2122 Lyndale Avenue North). The house at 2114 Lyndale Avenue North features hip roof dormers on the west, north, and south roof slopes, but no other dormers are present. There is no apparent pattern to the distribution of roof forms. All roofs are covered in asphalt shingles. House foundations are concrete, and buildings are clad in a variety of materials. All of the original houses appear to have replacement siding. 2106 Lyndale Avenue North is clad in asbestos siding; 2102, 2118, and 2134 Lyndale Avenue North are clad in metal siding; 2110, 2114, 2122, and 2126 Lyndale Avenue North are clad in vinyl siding; and 2130 Lyndale Avenue North is clad in a combination of vinyl siding and stucco. The west-facing facades of all houses within the District feature one-story porches that span the full width of the facades. Among the seven houses original to the District, those with front gable roofs have front gable porches; those with side gable roofs have shed roof porches with a front gable portion; and those with hip roofs have hip roof porches. Four of these porches are enclosed (2102, 2106, 2110, 2134 Lyndale Avenue North); two are partially enclosed and partially open (2114, 2118 Lyndale Avenue North); and one is fully open (2130 Lyndale Avenue North). The two houses not original to the District (2122 and 2126 Lyndale Avenue North) also feature full-width open porches, with a shed roof and hip roof, respectively. The house at 2110 Lyndale Avenue includes a large addition off the east elevation. Two houses (2106 and 2110 Lyndale Avenue North) feature all replacement windows. Most houses appear to feature a mix of original and replacement windows. At 2102 Lyndale Avenue North, the primary entryway, and most of the first-story windows have been fully or partially covered in plywood. No house appears to have maintained all its original fenestration. Extant original fenestration includes twelve-over-one, double-hung, wood windows; six-over-one, double-hung, wood windows; three-over-one, double-hung wood windows; twelve-, nine-, six-, and three-light fixed wood windows; and a diamond lattice, fixed, wood window.

Five of the parcels (2102, 2106, 2122, 2126, and 2130 Lyndale Avenue North) include garages at the east end of their respective parcels, which are accessed by the north-south alleyway that bisects the block. Garages are all one-story, one- or two-stall, front-gable buildings. Roofs are covered in asphalt shingles, and cladding materials are a mix of stucco, wood siding, and vinyl siding. Visible fenestration includes single-leaf, vinyl doors; double-size, metal and wood overhead garage doors; double-leaf, wood garage doors; fixed wood windows; vinyl awning windows; and one-over-one, double-hung, wood windows.



Figure 33. 2102 Lyndale Avenue North (HE-MPC-22131, determined not individually eligible), West-Facing Façade, Facing East



Figure 34. 2110 Lyndale Avenue North (HE-MPC-22133, determined not individually eligible), West-Facing Façade, Facing East



Figure 35. 2114 Lyndale Avenue North (HE-MPC-22151, determined not individually eligible), West-Facing Façade, Facing East



Figure 36. 2130 Lyndale Avenue North (HE-MPC-22658, determined not individually eligible), West-Facing Façade, Facing East



Figure 37. 2134 Lyndale Avenue North (HE-MPC-22659, determined not individually eligible), West-Facing Façade and South Elevation, Facing Northeast



Figure 38. Lyndale Avenue North Street View, Facing Northeast (Google 2021)



Figure 39. Lyndale Avenue North Street View, Facing Southeast (Google 2021)



Figure 40. 2122 and 2126 Lyndale Avenue North Street View, Facing East (Google 2021)

Integrity

This District retains good integrity of location and good integrity of setting as seven of the nine original properties remain in the same location since their construction. The integrity of setting has been slightly diminished by the demolition of multiple properties on the west side of Lyndale Avenue North between 1991 and 2006 (Nationwide Environmental Title Report, LLC, [NETR] 1991, 2006). The integrity of design, materials, and workmanship has been compromised by the demolition of two 1901 houses and the construction of two new houses on those parcels in 2001. The integrity of design, materials, and workmanship has also been compromised by alterations to individual buildings, including the enclosure of originally open porch areas; the construction of additions on the east (rear) elevations of some houses; and the installation of replacement windows, doors, and siding on all properties within the district. This District retains good integrity of feeling and association. Overall, this District retains fair integrity.

Statement of Significance:

Property History

This District was originally composed of nine houses built along the east side of Lyndale Avenue North from 20th Avenue North to 21st Avenue North. All nine houses were constructed in 1901 on speculation by the Reno Land and Improvement Company, meaning they were built to be sold at a later date (Hennepin County Assessor's Office 2024; City of Minneapolis 2024a). Based on a review of Sanborn maps and aerial photographs, the houses were roughly identical in size and setback, and all had one-story, full-width porches that were partially enclosed and partially opened. The orientation of the enclosed and open porch segments varied. According to the 1912 Sanborn map, six porches had enclosed portions at the south end and three at the north end. The houses had a variety of roof shapes: four had front gable roofs (2102, 2118, 2126, and 2130 Lyndale Avenue North); three had side gable roofs (2110, 2122, 2134 Lyndale Avenue North); and two had hip roofs (2106, 2114 Lyndale Avenue North) (Sanborn Map Company 1912; University of Minnesota 1938). Extant properties retain their original roof shapes.

When the houses within the District were built in 1901, areas to the north, west, and south had already been developed (Hopkins 1885). The block that includes the District as well as the two blocks to the west, however, were undeveloped. By 1912, most of the parcels immediately east of the District were built on and included a mix of single-family homes and flats (Sanborn Map Company 1912). Despite being part of the same subdivision, the Reno Land and Improvement Company Addition, a review of building permits suggests that these other buildings were not constructed on speculation (City of Minneapolis 2024a).

Captain John C. Reno and the Reno Land and Improvement Company

John Christmas Reno was born on December 30, 1822, in Loudonville, Ohio. After roughly five years spent as a store clerk in Pennsylvania, Reno became a steamboat clerk on the Ohio River between Pittsburgh and St. Louis. By 1854, Reno had built and commanded his own boat, the *Fairy Queen*, which he operated along the Ohio and Mississippi Rivers. He later sold his boat, arrived in Minneapolis in 1856, and shortly thereafter, purchased a one-third share of one-hundred acres of land owned by his uncle, Charles W. Christmas, on the west bank of the Mississippi River between 20th and 22nd Avenue. Reno shared this ownership with Christmas and another developer, Isaac I. Lewis (Atwater 1893). Much of the land was soon platted and developed, becoming part of North Minneapolis, but portions remained undeveloped. An 1861 map indicates Reno, Christmas, and Lewis still owned unplatted parcels bordered

by the present-day boundaries of Broadway Avenue West to the south, Lyndale Avenue North to the west, 23rd Avenue North to the north, and 4th Street North to the east (Cook 1861).

At the same time, Reno was active in promoting river transportation between St. Paul and Minneapolis. He advocated improving the river through the construction of locks and dams to aid in travel, ultimately making Minneapolis the head of navigation on the river (The Minneapolis Journal 14 April 1902:7). In 1857, Reno facilitated a contract that brought steamboats from Fulton City (today, Fulton), Illinois, to St. Anthony Falls. Warehouses were constructed to accommodate the increase in trade which amounted to 10,000 tons of freight in that year. That same year, Reno became the third president of the Minneapolis Board of Trade. After the outbreak of the Civil War in 1861, Reno lent his steamboat expertise to aid in the transportation of troops and supplies. In 1863, he was injured, necessitating his departure from military service. He spent the following years operating river steamboats until his retirement in 1884 (Atwater 1893).

Historic plat maps indicate that by 1888, Reno retained one portion of the original parcels owned by himself, Christmas, and Lewis in 1861. This section was some of the only land in North Minneapolis that had yet to be platted: three large blocks between Lyndale Avenue North and 3rd Street to the west and east and 21st Avenue North and 22nd Avenue North to the south and north (Hopkins 1885). In 1892, the land remained unplatted and was being used as a lumber yard (C.M. Foote & Co. 1892). In December 1900, Reno and his wife announced they were granting the westernmost block of this land along Lyndale Avenue North to their four children as a Christmas gift. The land was to be developed “by building modern flats” that “will contain commodious flats of four rooms each; they will stand back some distance from the street, giving space for a lawn in front” (Minneapolis Daily Times 23 December 1900:19). The Reno Land and Improvement Company was incorporated in December 1900 with a capital stock of \$10,000 to facilitate this new development. The company was incorporated by three of Reno’s children: Howard Reno, Alexander Reno, and Virginia Reno Ives (The Saint Paul Globe 8 December 1900:2). A 1903 plat map indicates that Reno’s three parcels had then been platted, but only the westernmost block had been developed with the nine original properties as announced. From 1903 onwards, the block along Lyndale Avenue North as well as the adjoining block along 6th Street North between 21st and 22nd Streets were noted as the “Reno Land & Improvement Co.’s Addition” (Minneapolis Real Estate Board 1903). By 1914, historic maps indicate that the nine blocks owned by the Reno Land and Improvement Company fronting 6th Street North had also been developed (Minneapolis Real Estate Board 1914).

Architect William Kenyon and Builder Maurice Schumaker

According to building permits and newspaper articles, the nine houses built in 1901 as part of this District were all designed by architect William Marsh Kenyon and built by contractor M. Schumacher (City of Minneapolis 2024a; Minneapolis Journal 25 May 1901:11).

Kenyon was born on April 3, 1863, in the town of Hudson Falls, New York. He graduated from Boston Normal School in 1884, worked in Kansas City, Missouri, from at least 1887 to 1890, before eventually arriving in Minneapolis in 1893 (Lathrop 2010; Gaylord Herald 23 June 1887:1; Kansas City Journal 17 April 1890:3). After his arrival in Minneapolis, Kenyon worked in private practice designing residences

and commercial buildings (Minneapolis Star Tribune 10 September 1893:6, 4 August 1895:3). One of his earliest designs in Minneapolis was a modest home for H.W. West (3318 Blaisdell Avenue, built in 1894, non-extant) (Minneapolis Daily Times 28 September 1894:6, 28 October 1894:7). By 1912, Kenyon was building large-scale Minneapolis residences, like the homes of Mary J. Donaldson (72 Groveland Terrace, built in 1912, extant) and Dr. A.A. Law (2310 Stevens Avenue, built in 1909, non-extant), which were featured in prestigious publications like *The Architectural Record* (The Architectural Record Company 1912 31(5); City of Minneapolis 2024a)

Early in his career, Kenyan had designed structures for the Minneapolis, St. Paul and Sault Ste. Marie Railroad (more commonly known as the Soo Line Railroad), one of the earliest being a small passenger station at 214 5th Avenue North (built 1901, non-extant) (The Minneapolis Journal 16 May 1900:6). This connection turned into a twenty-year partnership in which Kenyon served as the chief architect for the Soo Line Railroad, producing notable buildings at a variety of scales like the Soo Line Building (101 5th Street South, Minneapolis, built in 1924, extant) and the Thief River Fall Station (405 3rd Street East, Thief River Falls, Minnesota, built in 1913, extant) (Lathrop 2010; Nord 2003). In 1913, Kenyon formed the firm of Kenyon and Maine with architect Maurice Maine, a partnership that lasted until 1929. One of Kenyon and Maine's most significant works was the design and development of the planned mining town of Ajo, Arizona, as chief architects for the New Carnelia Company (Lathrop 2010). Kenyon and Maine completed numerous other projects of note outside of Minnesota, including the 30,000 sq. ft. Westhome estate (5510 West Nob Hill Boulevard, Yakima, Washington, built in 1916, extant) (Historic Seattle 2015). After Kenyon and Maine was dissolved in 1929, Kenyon managed his own practice until his retirement in 1935. He died in California on February 4, 1940 (Lathrop 2010).

Maurice Schumacher was one of the most prolific builders in Minneapolis during the first half of the twentieth century and was responsible for the construction of many notable structures in the area over the course of his fifty-year career. Born in 1871 in Roxbury, Wisconsin, Schumacher arrived in Minneapolis in 1890 and secured work as a carpenter's assistant. Based on research, Schumacher's earliest documented work was two frame barns built in 1898 at 1777 Colfax Avenue South (non-extant) and 2214 Blaisdell Avenue South (non-extant). Both of these structures were designed by Kenyon, potentially making this their first partnership (Minneapolis Daily Times 2 October 1898:17). Schumacher's earliest documented extant property is a frame home at 2716 Cedar Avenue South built for Charles Waldmann which was constructed between 1899 and 1900 (Minneapolis Daily Times 18 June 1899:20; Hennepin County Assessor's Office 2024). Schumacher quickly graduated to securing contracts for the construction of statelier and larger homes, indicated by his work on 1821 Dupont Avenue South (built in 1899, extant) in Lowry Hill (Minneapolis Daily Times 29 October 1899:9).

In 1900, Schumacher officially began work as a contractor and operated his own business from 1900 to 1929 (Minneapolis Star Tribune 6 January 1950:1). For the first three years of his business, permits were pulled under the name "M. Schumacher," as they were for this district, until 1903 when permits began to be pulled under either "M. Schumacher" or "Maurice Schumacher." While Schumacher worked with other architects during this time, such as the firm of Kees & Colburn on a residential project in 1900 and Charles Sedgwick on the Lowry Hill Congregational Church in 1902 (1022 Franklin Avenue West, non-

extant), Schumacher's most frequent early collaborator was Kenyon (Minneapolis Star Tribune 3 January 1900:9; The Minneapolis Journal 11 October 1902:17). Schumacher built homes for Kenyon, like a residence at 2816 W. 44th Street (built in 1900, non-extant), as well as public structures like the New Hope Chapel (1909 Washington Avenue North, built in 1903, non-extant), and multiple structures for the Soo Line Railroad (The Minneapolis Journal 24 November 1900:10, 18 December 1903:7; Minneapolis Star Tribune 6 January 1950:1).

As Schumacher's career grew, so did his reputation and involvement in the world of construction. Schumacher served as leader of various builder and construction organizations. He was President of the Minneapolis Builders Exchange for two terms, the Minnesota Building Employers Association for eight years, and the Associated General Contractors of America (Minneapolis Star Tribune 1 November 1914:10, 6 January 1950:1). Schumacher eventually partnered with equally prolific Minneapolis real estate developer, Morris T. Baker, forming the firm of Piper, Drake, and Schumacher in 1929, a subsidiary of the Morris T. Baker Company (The Minneapolis Star Tribune 18 February 1929:10). This partnership led to Schumacher working on his largest undertakings. During this time, he was the builder of the Foshay Tower (821 Marquette Avenue, Minneapolis, built in 1929, extant), designed by Magney & Tusler, which remained the tallest tower in Minneapolis until the construction of the IDS Center in 1972 (Minneapolis Star Tribune 15 January 1928:9). He also oversaw the construction of the Sheridan Hotel (1112 Marquette Avenue, Minneapolis, built in 1929, non-extant) for Baker (Minneapolis Star Tribune 11 February 1929:1).

By the 1920s and 1930s, Schumacher was responsible for the construction of a wide assortment of projects across the state of Minnesota. These include Rice County Courthouse (218 3rd Street Northwest, Faribault, built in 1934, extant), the completion of Sandstone Prison (2300 County Road 29, Sandstone, completed circa 1939), Edina-Morningside High School (5701 West Frontage Road, Edina, built in 1949, extant), and Vincent Hall at the University of Minnesota (HE-MPC-03288, 206 Church Street Southeast, Minneapolis, built in 1938, extant) (Gilbertson 2005; *Minneapolis Star Tribune* 26 June 1948:14, 6 January 1950:1). Schumacher also constructed multiple projects beyond Minnesota state lines including Bismarck High School (800 North 8th Street, Bismarck, North Dakota, built in 1935, extant), Elizabeth Waters Hall at University of Wisconsin—Madison (1200 Observatory Drive, Madison, Wisconsin, built in 1940, extant) and the Burns Heights affordable housing complex in Duquesne, Pennsylvania (Living New Deal 2022; University of Wisconsin-Madison 2024; Feldman 1997; Pittsburgh Post-Gazette 24 January 1924:1).

In 1948, Schumacher established Maurice Schumacher & Associates. He passed away two years later, on January 5th, 1950 (Minneapolis Star Tribune 6 January 1950:1).

Significance

In the *Reconnaissance Architectural History Survey for the METRO Blue Line Light Rail Transit Extension Project, Minneapolis, Robbinsdale, and Crystal, Hennepin County, Minnesota*, seven individual properties associated with the District were evaluated for eligibility for individual listing in the NRHP – 2102, 2106, 2110, 2114, 2118, 2130, and 2134 Lyndale Avenue North. These seven were all recommended not eligible as individual properties. SHPO concurred with the recommendation of not eligible for individual NRHP listing for all seven properties (Wallace et al. 2023; Letter from Amy Spong,

Deputy, Minnesota State Historic Preservation Office to Anthony W. Greep, Director of the Office of Planning & Program Development Federal Transit Administration, July 5, 2024).

This District was evaluated within the "North Minneapolis" historic context prepared by Landscape Research (Peterson and Zellie 1998). The construction of this district falls within the "Making of an Urban Neighborhood: 1880-1920" period. This district does not stand out within the history of North Minneapolis because it was constructed as part of typical patterns of residential development for this period. North Minneapolis experienced rapid residential growth in the late nineteenth century, especially after access to the area was improved in the late 1880s. Infrastructure and transportation improvements like the 1887 Broadway Avenue Bridge, and the introduction of horse-drawn and electric streetcars in 1884 and 1890, respectively, helped expand commercial properties west along Broadway Avenue and residential properties to the north and south of that corridor. By 1920, much of the area had been developed with residential and commercial properties (Peterson and Zellie 1998). In 1901, when this particular development was constructed, a majority of the surrounding parcels had been platted and developed, indicating that this part of North Minneapolis had already undergone its heaviest period of development and improvement. Therefore, the District does not have significance under NRHP Criterion A.

This District is associated with Captain John C. Reno. Reno was most notably a steamboat captain who came to be a prominent North Minneapolis landowner and developer during the second half of the nineteenth century. His work improving hundreds of acres in partnership with his uncle and Isaac I. Lewis resulted in the considerable development of the North Minneapolis area during an early period of growth. This District, however, does not maintain any significance with regards to Reno's earlier work in developing portions of North Minneapolis, as its development was completed in 1901, well after most of North Minneapolis had been platted and developed. Additionally, this District does not hold any significance connected to Reno's important efforts in improving the Mississippi River, increasing trade along this corridor, or his work on the Minneapolis Board of Trade. Therefore, the District does not have significance under NRHP Criterion B.

This District includes seven extant working-class houses that do not embody distinctive or illustrative characteristics of a particular architectural style. This District also does not embody a specific period, nor does it serve as the highest or best example of a method of construction. Therefore, the District does not have significance under NRHP Criterion C, in the area of Architecture.

This District was designed and built, respectively, by William Kenyon and Maurice Schumacher, both of whom were prolific in Minneapolis and beyond throughout their long careers. Kenyon's early works consisted mostly of modest residential commissions before progressing onto large-scale homes, churches, and train stations. Kenyon, both in private practice and in partnership with Maurice Maine, designed many buildings nearby in Minneapolis and as far away as Arizona and Washington, particularly as the chief architect for the Soo Line Railroad. Kenyon was a frequent partner of builder Maurice Schumacher who was a well-known name in his own right. Schumacher began his career as a young carpenter, working on small residences, much like Kenyon, before earning much larger commissions and becoming

one of the most in-demand builders in Minneapolis during the first half of the twentieth century. Schumacher oversaw the construction of buildings that shaped the Minneapolis skyline, like the Foshay Tower and the Sheridan Hotel, and found success managing the construction of buildings throughout both Minneapolis and the nation.

This District is not an outlier within Kenyon's body of work, nor does it exemplify any phase of development in his career. Kenyon would come to be most known for his opulent residential designs and his partnership with the Soo Line Railroad, neither of which are represented by this District. Although this is an early, multi-property district within Kenyon's career, other districts, like his master plan for the town of Ajo, Arizona, as well as the Mary Lochren Student Rooming Homes Historic District in the Marcy-Holmes neighborhood of Minneapolis (built in 1901) are more illustrative of Kenyon's talent in designing cohesive groupings of buildings in a variety of architectural styles (City of Minneapolis 2024b). Additionally, by the time of this block's development and construction, Kenyon had been a practicing architect for nearly a decade-and-a-half and had already completed projects on a considerably more intricate level than in the earliest part of his career, including custom homes and train depots. Although research has indicated that this is likely the only instance of Kenyon designing speculative housing, this District does not rise to the level of the work of a master with regards to Kenyon.

However, this District does signify an early and important turning point in Schumacher's career. At the time of these homes' construction in 1901, Schumacher had been a practicing carpenter and builder for only a few years. While Schumacher had built larger and more opulent homes by the time of the construction of this District, this is the earliest extant example of Schumacher undertaking a more comprehensive project beyond one single residence. As Schumacher eventually made his name in part by effectively overseeing large-scale developments such as Foshay Tower, the Sheridan Hotel, and the Burns Heights affordable housing complex, this District appears to be the first instance of Schumacher refining and scaling up the construction skills for which he would eventually become famous for in Minneapolis. Therefore, with regards to its role as the earliest extant large-scale development in Schumacher's fifty-year-long career as one of Minneapolis's most sought-after builders, this District has significance under NRHP Criterion C as the work of a master.

This District has not yielded, nor is it likely to yield, information important in prehistory or history. Therefore, it does not have significance under NRHP Criterion D.

Recommendation

The Reno Land and Improvement Company Addition Historic District is recommended eligible for NRHP listing under Criterion C as the work of a master for its association to builder Maurice Schumacher. The period of significance is 1901, the year the district was constructed. The District boundary runs along the east side of Lyndale Avenue North between 21st Avenue North and 22nd Avenue North (2102-2134 Lyndale Avenue North). The nine properties within the District are on the west half of the block bound by Lyndale Avenue North on the west, 6th Street North on the east, North 21st Avenue on the south, and North 22nd Avenue on the north. Seven were of age for survey, and two were not of age, having been constructed in 2001.

The Reno Land and Improvement Company Addition Historic District has seven associated properties located within the Project APE, all of which are contributing buildings to the recommended eligible historic district.

Table 7. Properties Associated with the Reno Land and Improvement Company Addition Historic District

Inventory No.	Property Name	Address	City	Year Built	NRHP Recommendation
HE-MPC-22131	House and Garage	2102 Lyndale Avenue North	Minneapolis	1901	Contributing
HE-MPC-22132	House and Garage	2106 Lyndale Avenue North	Minneapolis	1901	Contributing
HE-MPC-22133	House	2110 Lyndale Avenue North	Minneapolis	1901	Contributing
HE-MPC-22135	House	2114 Lyndale Avenue North	Minneapolis	1901	Contributing
HE-MPC-22597	House	2118 Lyndale Avenue North	Minneapolis	1901	Contributing
HE-MPC-22658	House and Garage	2130 Lyndale Avenue North	Minneapolis	1901	Contributing
HE-MPC-22659	House	2134 Lyndale Avenue North	Minneapolis	1901	Contributing

4.8 Sundseth Undertaking/Sundseth-Anderson Funeral Home (HE-MPC-22130)

Location:

2024 Lyndale Avenue North, Minneapolis, Hennepin County, 55411

Description:

This building is located on the southeast corner of the intersection of Lyndale Avenue North and 21st Avenue North. This property is comprised of four primary components: an original two-story building located on the northwest corner of the parcel (built in 1925); a two-story addition that spans nearly the entire length of the south elevation of the 1925 building (built in 1954); a large, L-shaped addition that spans east elevations of the original building and 1954 addition and wraps onto the south elevation of the 1954 addition (built circa 2006); and a one-story addition that is connected to the south elevation of the 1954 addition and the west elevation of the circa 2006 addition (built circa 2016). For the sake of clarity, each of these sections are described separately below. There is a grass lawn that borders the northern edge of the parcel as well as the northern half of the western edge of the parcel. There is a curved concrete sidewalk and minor landscape plantings located immediately west of the circa 2016 addition. There is a paved parking lot located immediately south of the circa 2016 and circa 2006 additions.

Original Building (built in 1925)

This two-story building rests on a stucco-covered foundation, is clad in stucco, and has a shallow hipped roof covered in asphalt shingles. There is a short, stucco-clad chimney with three chimney pots located in the center of the roof. The west-facing façade is divided into three bays. The first story of the northernmost bay features a pair of one-over-one, double-hung vinyl windows capped with a vinyl lunette window with false muntins. The paired-window opening features a slightly recessed arch surround with scroll keystone and a brick sill. There is a wrought-iron flower box located directly below the window opening. The first story of the central bay features a one-story projecting vestibule that is clad in stucco and has a front-gabled roof that is covered with asphalt shingles. There are stucco-clad buttresses located on the corners of the vestibule. The primary entryway to the building is located in the center of the vestibule and consists of double-leaf aluminum-encased doors. There is a single-light lunette window with a red shield decal with “THE SALVATION ARMY” written on it located above the double-leaf doors. The vestibule features arched openings with dalle de verre windows and a brick sill on its north and south elevations. The first story of the southernmost bay mirrors that of the northernmost bay. The second story of each of the three bays features pairs of one-over-one, double-hung vinyl windows. There are wrought-iron braces for flower boxes located directly below each pair of windows, and a string course that runs along the top of the windows.

The north elevation is divided into seven bays. The first story of the easternmost bay features a single-leaf steel door surmounted by a seven-light, wood, lunette window. The doorway features a wood arched surround with a wood keystone. This secondary entryway is accessed by concrete steps with steel railings. The first story of the next bay to the west features a small, arched fixed vinyl window with false muntins and a brick sill. The window is set within an arched recession with a wood keystone. There is an opening for what appears to have been a basement window at the base of the arched recession that has been covered with corrugated metal. The first story of the next bay to the west features no fenestration. On the next three bays to the west, the first story features wood arched dalle de verre windows with brick sills. Each window is set within an arched recession with a wood keystone. There are what appear to have been basement window openings at the base of each recession that have been infilled with concrete blocks. The first story of the westernmost bay features a pair of one-over-one, double-hung vinyl windows capped with a vinyl lunette window with false muntins. The paired-window opening is set within an arched recession with a wood keystone and features a brick sill. There is a venting apparatus located at the base of the recession. The second story of the easternmost bay features a one-over-one, double-hung wood window with a brick sill, a wood surround, and a wood scroll pediment. The adjacent four bays to the west each feature pairs of one-over-one, double-hung wood windows with brick sills and wrought iron braces for flower boxes. The next bay to the west features a rectangular bump-out that is clad in stucco. There is a recessed grouping for four wood casement windows located within the bump-out. There is a wood Juliet balcony located below the bump-out. The second story of the westernmost bay features a pair of one-over-one, double-hung wood windows with a brick sill and a wrought iron brace for a flower box.

The east elevation is connected to the west elevation of the circa 2006 addition, and so, it is not visible. The south elevation is connected to the north elevations of the circa 2006 and circa 2016 additions, and so, it is also not visible.

1954 Addition

Slightly recessed from the original 1925 building at its west-facing façade, is a two-story addition constructed in 1954. This four-bay section is designed in the same style as the 1925 section, sits on a stucco-covered foundation, is clad in stucco, and has a shallow, hipped roof covered in asphalt shingles. All windows feature double-hung, one-over-one, vinyl windows with a brick sill. On the first story, the windows are the same size, except for the second bay from the north, which is slightly smaller. Both the northernmost bay and the southernmost bay feature wrought-iron braces for a window box in the same design as the original 1925 building. The third bay from the north has a wrought-iron brace beneath the window, but it is not affixed. The second story windows are the same size and arrangement as the first story, with the wrought-iron braces below the first and fourth windows from the north. There is a stucco string course running along the top of the windows on the second story.

Circa 2006 Addition

The circa 2006 addition is located to the east of the original 1925 building, west of the circa 2016 addition and south of the 1954 addition. There are two different height sections: a three-story section on the north and a one-story section on the south.

At the south elevation of the circa 2006 addition, the southern portion is one-story with a flat roof and metal coping. It is clad in limestone-capped, red tapestry brick veneer that runs three-quarters of the way up the south elevation's façade. The top one-third of top of the wall, and the portions over the windows and doors, is clad in synthetic stucco that steps back slightly to the roof line. A three-brick-tall soldier course, located half-way up the brick portion of the wall, runs the length of the section. This section has four bays. The westernmost bay has a metal overhead rolling garage door flanked by vertical, three-light, aluminum windows with concrete block below. The second bay has a single-leaf metal door. The third bay has a metal overhead rolling garage door. The fourth bay has a six-light, vertical, aluminum window with concrete block below.

The east elevation of the one-story section of the circa 2006 addition is clad in limestone-capped tapestry brick veneer that runs three-quarters of the way up the façade. The top one-third of the wall is clad in synthetic stucco that steps back slightly to the roof line. A three-brick-tall soldier course located halfway up the brick portion of the wall runs the length of the section.

The south elevation of the three-story section of the circa 2006 addition has a flat roof with metal coping and is clad in synthetic stucco, with a limestone-capped tapestry brick veneer that runs three-quarters of the way up the easternmost corner of the elevation and in western corner where the section connects with the single-story portion. This section has three bays: the two western bays are partially visible behind the one-story section; the easternmost bay is fully visible. The easternmost bay on the first story has double leaf metal doors. The second story of the easternmost bay has one six-by-six glass block-filled window opening. The third story of the easternmost bay has two six-by-six glass block-filled window openings. Both the middle and the westernmost bay on the third story have two six-by-six glass block-filled window openings. Directly south of the building is a surface parking lot, accessed from Lyndale Avenue North.

The east elevation of the circa 2006 addition is three-stories in height. Its first story cladding is concrete block. The upper two stories are clad in synthetic stucco. Limestone-capped tapestry brick veneer wraps around both corners, north and south, and runs up two-thirds of the elevation. There are no windows or other notable features on the east elevation.

The north elevation of the circa 2006 addition is three stories tall with three bays and connects to the north elevation of the original 1925 building at its west end. The circa 2006 addition is flush with the 1925 building, and the eaves of the 1925 building extend over the circa 2006 wall. A concrete block foundation covers the base of the elevation, the bulk of the wall is clad in synthetic stucco. Limestone-capped tapestry brick veneer cover the first story and both corners two-thirds of the way up. There is a metal electrical box at the west corner and electrical wiring at the east corner. There are no windows on the first or second story; the third story has two, six-by-six, glass block-filled window openings in each of the three bays. A metal railing and HVAC equipment are visible on the roof.

Circa 2016 Addition

Immediately to the south of the west elevation of the 1954 addition is the circa 2016 addition. This one-story addition is nearly the height of the two story 1954 section, is clad in red and black tapestry brick and has a flat roof with metal coping. The west elevation has three bays with limestone-capped, three-quarter height buttresses at both the north and south corners. The northernmost first bay features a nine-light aluminum window with limestone sills and concrete block below and a three-course brick header set in a soldier bond. The center bay features an entranceway with a double-leaf, aluminum-encased door, surmounted by a two-light transom window. Above the door is an off-center, stepped, decorative limestone projection with an inlaid tiled panel and red shield decal that reads “THE SALVATION ARMY” within. There is a decorative brick panel set between the transom window and the third bay’s window. The southernmost third bay features a nine-light aluminum window with limestone sills and concrete block below and a three-course brick header set in a soldier bond. Over the southmost window are aluminum letters that read:

The Salvation Army
Molly McVay
Community Center
Parkview Corps

There is a curved concrete sidewalk and minor landscape plantings with a flagpole located immediately west of the circa 2016 addition.

The south elevation of the circa 2016 addition is one bay, featuring a pair of nine-light aluminum windows with limestone sills and concrete block below, and a three-course brick header set in a soldier bond. There are limestone-capped, three-quarter-height buttresses at both the north and south corners of the elevation.

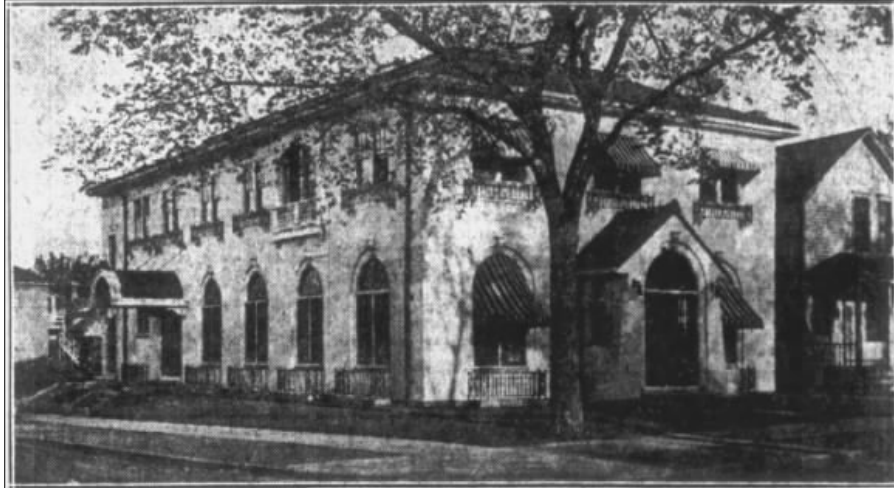


Figure 41. 1925, Sundseth Undertaking Company (Minneapolis Tribune 23 August 1925:10)



Figure 42. circa 1960, The Sundseth Anderson Funeral Home (n.d. Chester Freden Studio)



Figure 43. 2024 Lyndale Avenue North, West-Facing Façade, Facing East



Figure 44. 2024 Lyndale Avenue North, West-Facing Façade of 1925 Building, 1954 Addition, Circa 2016 Addition and South Elevations of Circa 2016 (West) and Circa 2006 (East) Additions, Facing Northeast

Integrity

This property has excellent integrity of location. The integrity of setting is good, as the property remains in a mixed residential and commercial area. The integrity of design, materials, and workmanship has been compromised by the apparent demolition of a 1958 garage in 2006; the construction of a large addition on the east and south elevations in 2006; and the construction of another addition on the west elevation in 2016. The additions are attached to the original 1925 building and 1954 addition and are not visually separated from the original and historic portions of the building. However, the 2006 and 2016 additions are clad in different materials and organized differently than the original building and 1954 addition to differentiate their design. Furthermore, the original 1925 building's historical primary corner, the west-facing façade and the north elevation, is unaffected by later additions. The integrity of feeling and association are fair, as the historic properties are distinct from the modern additions; however, the original use as a mortuary is no longer evident. Overall, this building has fair integrity.

Statement of Significance:

Property History

In 1925, a building permit was issued for a stucco mortuary with attached garage. The building was described as being 40-by-116 feet, and two stories tall. The owner listed on the permit is Sundseth Undertaking Company, C. J. Bard is listed as the architect, and William Bursch is listed as the builder (City of Minneapolis 1925). An advertisement published shortly after construction was completed in 1925 detailed the exterior and interior features of the building, which included a reception room, 200-seat chapel, and slumber rooms where the deceased would be laid out for private visitation (Minneapolis Tribune 23 August 1925:10). A photo of the exterior shows that the original west-facing façade included window awnings and wrought-iron grillwork below each window except the Juliet balcony (Minneapolis Tribune 23 August 1925:10). On the north elevation along 21st Avenue, on the first story, there were windows with fanlights in the four westernmost bays and an entryway with an arched canopy in the third bay from the east (Minneapolis Tribune 23 August 1925:10).

No changes to the property are documented in building permits until 1954, when a permit was issued for a 30-foot by 72-foot, two-story addition to the funeral home. On the permit for the 1954 addition, the architecture firm of Lang and Raugland is listed as the architect, and Sundseth Anderson Funeral Home is listed as the owner (City of Minneapolis 1954b). The adjacent frame dwelling at 2020 Lyndale Avenue North was demolished to accommodate the addition (City of Minneapolis 1954c). In 1955, the adjacent building to the south was demolished and an aerial photograph from 1957 shows a paved parking lot was constructed on the same site (City of Minneapolis 1955; Nationwide Environmental Title Research [NETR] 1957). In 1958, another building permit was issued to construct a 55-by 40-foot garage addition to be attached to the mortuary (City of Minneapolis 1958). No architect is listed on the permit for this addition. A postcard photo from circa 1960 clearly shows the south elevation of the 1954 addition and west-facing façade of the original 1925 building (n.d. Chester Freden Studio). The entire building features a red tile roof. There are awnings on each of the façade's windows and two of the south elevation's second story. On the south elevation, there are two entryways: one at the west and one at the east, which has a large awning that extends into the adjacent parking lot like a porte-cochere.

In 1966, a chapel within the mortuary was remodeled with imported Italian art glass windows (City of Minneapolis 1966; Star Tribune 24 November 1968:18B). No additional permits for additions to the property have been found, but historical aerial photographs detail the history of the present-day additions to the building. A 1993 aerial photograph shows the 1925 building, the 1954 addition on the south elevation, and the 1958 garage addition attached to the east elevation (University of Minnesota 1993). The newspaper advertisement celebrating the company's 75th anniversary in 1968 shows the 1954 Lang and Raugland addition and parking lot full in full view (Star Tribune 24 November 1968:18B). By 2006, a large addition had been constructed that wrapped around the east and south elevations of the original building (NETR 2006). The 1958 garage addition was likely demolished as part of this construction, as it is not visible in the circa 2006 aerial photograph (NETR 2006). Between 2015 and 2016 another addition was constructed on the west elevation, in front of the previous 2006 addition (NETR 2015, 2016; Google 2015, 2016). The footprint depicted in the 2016 aerial photograph is the present-day configuration of the building (Google 2024).

From 1925, when the original building was constructed, until 1996, Sundseth Undertaking/Sundseth-Anderson Funeral Home owned and operated the building. In 1996, the building was sold to the Salvation Army. The Salvation Army remains the owner as of 2024 (Hennepin County Assessor's Office 2024).

Sundseth Undertaking/Sundseth-Anderson Funeral Home History

In 1893, the Sundseth Undertaking Company was established in Minneapolis by a Norwegian immigrant, Andrew Sundseth, who first came to Minneapolis in the late 1870s (Star Tribune 29 April 1945:19). The Minneapolis City Directory of 1893 lists Sundseth as a furniture maker, with his business at 2100 Washington Avenue North (Minneapolis Directory Company 1893-1894). By 1900, Sundseth is listed at 2013 Washington Avenue North (Minneapolis Directory Company 1900). In 1904, Sundseth was listed as an undertaker for the first time and was still operating the furniture business in the same location (Minneapolis Directory Company 1904). Sundseth continued to operate both co-located businesses until 1925, moving them to 250 20th Avenue North by 1910 and 250 West Broadway by 1920 (Minneapolis Directory Company 1910, 1920). After constructing the Sundseth Funeral Home at 2024 Lyndale Avenue North, Sundseth's sole business was undertaking (Minneapolis Directory Company 1926).

When Andrew Sundseth died in 1945, his son Arnold C. Sundseth and long-time employee Arthur H. Anderson continued operation of the funeral home under the Sundseth name (Star Tribune 29 April 1945:19). The name was changed to Sundseth-Anderson in 1954 to honor Arthur H. Anderson (Star Tribune 1 May 1954:15). It is not known when Sundseth-Anderson ceased operations, but Sundseth-Anderson retained ownership of the mortuary until 1996.

Mortuary Buildings in Minneapolis, 1920-1939

The Sundseth Undertaking Company's mortuary was built at a time of great change within the funeral industry in America. Beginning in the 1890s and solidifying as common practice by the 1910s, funerals increasingly move from the deceased's home to dedicated mortuaries (Lampros 2024). While undertakers had long been operating casket showrooms, embalming, and carriage services from dedicated commercial spaces, their function as *the* place for funeral themselves was relatively new, just since the interwar years

(Lampros 2024). Until the 1920s, most undertaking businesses were located in general-purpose commercial buildings in commercial districts. Once the shift in function to hosting funeral services solidified, mortuaries began to relocate operations to purpose-built facilities, many in residential neighborhoods (2024 Lampros). This cultural shift solidified because the majority of middle-class homes built after 1915 had rooms that were less formally partitioned and lacked entry halls that “helped funeral directors transform home funerals into orderly affairs” (Lampros 2024). And while the loss of formality within middle class home life was acceptable, formality in funerals was still desired (Lampros 2024).

As the name “funeral home” suggests, many mortuaries of this new era were established in renovated houses or purpose-built buildings that resembled residences. In the case of a remodel, homes selected were grand in scale and formally arranged. Properties had to be spacious enough to allow for the construction of a garage to facilitate the delivery of bodies shielded from public view and were best located on corner lots to allow for funeral corteges to assemble without great disruption to the neighborhood’s traffic (Callaway 1928). In fact, the funeral industry was on the vanguard of offering car-focused amenities, something that continued into the 1960s in the form of expanding parking lots. The exterior of purpose-built mortuaries were typically designed in either the style of a grand home, harkening back to the home funeral traditions that had only recently shifted, or, alternatively, emulating a house of worship (Callaway 1928).

The interior, regardless of exterior style, typically contained a series of parlors that could serve as reception or chapel space. Larger establishments would have a dedicated chapel. A room off the side of the main chapel would be reserved as a “family room” for immediate relatives to be sequestered for privacy during the services, as was customary at the time. There were also “slumber rooms” decorated like bedrooms of the day, with different motifs for different ages and genders of clientele—those for children were even furnished with toys. The bodies of the deceased were placed in these slumber rooms for private viewing after embalming and prior to the formal services. Public casket showrooms and private back-of-house embalming rooms were also important interior components. Lastly, funeral homes contained at least one residential apartment for mortuary staff to be onsite around the clock (Callaway 1928).

In Minneapolis, the earliest known purpose-built mortuary is the Welander Undertaking Company (HE-MPC-04032, 1825 Chicago Avenue South, extant) built in 1921. Designed in the Romanesque Revival style by Newstorm and Lindquist, this mortuary was billed as a “funeral temple” (Minneapolis Tribune 7 May 1921:12). Architect Martin Lindquist specialized in mortuary design and designed several others in Minneapolis including the mortuary built for W. P Quist (HE-MPC-06936, 1200 West Broadway, extant) in 1926. The “funeral temple” became the prevalent form in Minneapolis and over the next 20 years at least 10 mortuaries were built in various styles including Spanish Colonial revival and Tudor revival. House-style mortuaries in Minneapolis were rarer. The Sundseth Undertaking Company’s mortuary was the first house-style example constructed in Minneapolis, built in 1925. Only one other house-style mortuary was built during this time: the Lee Mortuary (HE-MPC-16762, 2217 Nicollet Avenue, 1934, extant) a neo-Georgian style building on a residential street (Minneapolis Tribune 15 January 1935:14).

Carl J. Bard Architectural Works, 1920-1930

Carl John Bard was born in New Carlisle, Indiana, in 1886. Although much of his early life is unknown, he was working as a draftsman in the Minneapolis firm of Bell & Kinports by 1920 (University of Minnesota 2023a). Between 1921 and 1929, he worked as an architect out of the Builders Exchange of Minneapolis, after which he formed a partnership with Joseph Vanderbilt. Bard and Vanderbilt is first listed as an architecture firm in 1931, and their partnership lasted until Bard's retirement in 1948 (University of Minnesota 2023a; Minneapolis Directory Company 1931). By 1935, Bard was the president of the Minneapolis Society of Architects and on the executive board of the Minnesota Association of Architects (Minneapolis Journal 23 November 1935:2). Following the death of his wife, Anna, in 1949, Bard moved to Three Oaks, Michigan, where he lived until his death in 1953 (The Galien River Gazette 12 February 1953:16).

Bard's early work in Minneapolis consisted of designs using popular revival styles. Between 1922 and 1927, he designed several neighborhood churches in the Gothic Revival style, including Holy Trinity Lutheran Church (3036 28th Avenue South, 1922, Gothic Revival, extant) and Gethsemane Lutheran Church (4656 N Colfax Ave, 1925, Gothic Revival, extant) (Minneapolis Tribune 13 August 1922:5; Minneapolis Tribune 28 December 1924:2, 10 May 1926:10). His earliest known residential project, Fulham Apartments (RA-SPC-01423, 1455 Fulham Street North, St. Paul, 1922, Classical Revival, extant), is a mix of Spanish Colonial Revival and Italianate styles, with decorative brickwork and cornice brackets. In 1923, Bard's design for an apartment and store (3013-3023 Hennepin Avenue, 1923, Classical Revival, non-extant) of tapestry brick and Bedford stone in the "Italian design" sets the stage for his departure from more common revival styles (Minneapolis Tribune 3 June 1923:19).

The Sundseth Funeral Home, built in 1925 in the "Venetian style" is Bard's first, and only mortuary, and a departure from the common styles he had favored up until then (Minneapolis Tribune 23 August 1925:10). After 1925, Bard's projects grew in scale, frequency, and style. The Francis Drake Hotel (HE-MPC-09865, 416 10th Street South, 1926, Spanish Revival, non-extant) featured many of the Mediterranean details that would define his mature style, including elaborate door surrounds, metals grills, Juliet balconies, tile roof projections, and arched windows (Minneapolis Journal, 19 August 1926:15).

Starting in 1927, Bard's design language explodes with a string of residential buildings that showcased his emerging Spanish Eclectic style. The apartment at 3016 James Avenue South (1927, Spanish Eclectic, extant) is elaborately detailed from top to bottom in the Spanish Eclectic style and features a projecting central entry bay, with an arched, wood door with an ocular window, stone-clad, quoined entry surround, Juliet balcony with a metal grill and red tile roof extension (Minneapolis Tribune 27 November 1927:36, Google 2024). Bard's elegant 25-unit, three-story, brick apartment building at 3125 Holmes Avenue South (1927, Spanish Eclectic, extant) carries this style to a larger building--the central entry bay is particularly notable, with stone quoins, spiral columns, Juliet balconies with metal grills and tower-effect gable (Minneapolis Tribune, 3 April 1927:6). The M. E. Greenberg Building (HE-MPC-06222, 3428 Girard Avenue South, 1928, Spanish Eclectic, extant), was called the "first of its type in Minneapolis" and celebrated for its "new note stuck" with its Spanish styling (Minneapolis Tribune 27 January 1929:7; Google 2024). Unlike previous designs which hint at the entry bay as a tower, this design creates one to

full effect. The projecting nature of the tower-like entry creates the opportunity to recess the balcony--featuring elaborate carvings--above the doorway for a more dramatic and high-style appearance. This design further departs from its predecessors with an asymmetrical treatment, allowing Bard to pack in even more Spanish Eclectic detailing, including both arched and square window surrounds, balconies and tiled rooflines. However, Bard's most fanciful design of this period was the Moorish Mansion Apartments (HE-MPC-06308, 3028 James Avenue South, Moorish Revival, 1929, extant). In form, it is identical to M. E. Greenberg Building (HE-MPC-06222), but instead of Spanish detailing, its exterior is dressed in flamboyant Moorish-inspired motifs, including arabesque arches and domes, serpentine columns, and chimney

Prior to 1925, Bard designed primarily in the Gothic Revival style for primarily small-scale, neighborhood churches. Starting with the Sundseth Funeral Home in 1925, he developed an eclectic Italian/Spanish aesthetic that made great use of mixing brick and stone, as well as applied ornamentation like decorative grillwork, and often incorporated tile roofs, well exemplified in his mid- and large-scale apartment designs from the later 1920s. By the time Bard partnered with Vanderbilt in 1931, his mature style had developed.

Later Work: Bard and Vanderbilt

After joining with Vanderbilt in 1931, the firm of Bard and Vanderbilt continued to use the revival styles refined by Bard during his solo career. Most notable of these are the National Register-listed Mayflower Congregational Church (HE-MPC-04830, 5500 Stevens Avenue, 1935, Spanish Colonial Revival, extant), now the Museum of Russian Art, in a high style Spanish Colonial Revival style (The Museum of Russian Art [TMORA] 2022). Bard was founding member of the church and noted as the architect in contemporary publications (TMORA 2022; Minneapolis Journal, 4 October 1936:10). A few years later, Bard and Vanderbilt designed a building for St. Austin Catholic Church (3800 Washburn Avenue North, 1938, Modern, non-extant), which garnered national attention for its ultra-modern design and innovative use of glue-laminated beams (Minneapolis Star 28 November 1938:10). The church, built in 1938, was razed in 1963. Together, they also designed the NRHP-listed Tudor Revival Linden Hills Branch Library (HE-MPC-06817, 2900 West 43rd Street, 1931, extant) (TMORA 2022; City of Minneapolis 2024).

The exact number of works is unknown, but Bard alone and the firm of Bard and Vanderbilt designed upwards of 100 buildings in Minneapolis, ranging from single family homes to industrial buildings and everything in between. Many of Bard's notable works employ his Italian/Spanish Mediterranean-inspired style, and the 1920s were his most prolific years.

Lang and Raugland

The 1954 addition was designed by the firm of Lang and Raugland, which was a partnership between Oscar Lang and Arnold Raugland. The firm is known to have designed the Alpha Kappa Psi Fraternity House at the University of Minnesota from 1950-1952; multiple buildings at Augsburg College; the Northland Greyhound Lines bus depot in Minneapolis, 1936, and the Boe Memorial Chapel at St. Olaf College in Northfield, 1952 (University of Minnesota 2023b).

Oscar Lang was born in Minneapolis on August 25, 1888. He worked for Minneapolis architect Cecil Chapman from 1908 to 1912 and then attended the School of Architecture at the University of Pennsylvania from 1913 to 1915. Following architecture school, Lang returned to Minneapolis and from 1915 to 1922, worked in two architect offices: Hewitt and Brown and Long, and Lamoreaux and Long. In the latter year, Lang formed the partnership of Lang, Raugland and Lewis; in 1930, the firm became Lang and Raugland. Lang died in Minneapolis on December 10, 1960 (University of Minnesota 2023b).

Arnold Raugland was born in Minneapolis on December 6, 1893. He graduated from the University of Minnesota in 1920 with a degree in engineering. Between 1916 and 1920, he worked in several offices and served in the U.S. Army from 1917 to 1919. In 1922, he entered the partnership of Lang, Raugland and Lewis. Raugland's date of death was not found during research (University of Minnesota 2023b).

Italian Renaissance/Renaissance Revival

This property was designed in the Italian Renaissance style. The style, similar to the more-prevalent Spanish Revival style, was popular from about 1890-1935 and is identified by low-pitched, hipped roofs with overhanging eaves and decorative brackets; ceramic tile roofs; smaller windows on upper stories with more elaborate windows on the first story; arches above doors or principal windows; small classical columns or pilasters; stucco walls; and a symmetrical façade. Decorative window grills of wood or iron are common, as are balustrades on cantilevered balconies (McAlester 1993:397-398). This building has several notable characteristics of the style, including a low-pitched roof, stucco walls, prominent arches, window grills, and a cantilevered balcony with balustrade. Contemporary sources advertise the architecture as “Venetian” in style, 1920s-era Italian and Spanish Revival share many characteristics (Minneapolis Tribune 23 August 1925:10).

Significance

This property was evaluated within the "North Minneapolis" historic context prepared by Landscape Research (Peterson and Zellie 1998). The property falls within the “Growth and Renewal: 1920 to 1960” time period. North Minneapolis experienced rapid residential growth in the late nineteenth century, especially after access to the area was improved in the late 1880s. After a bridge was constructed in 1887 over the Mississippi River between North Minneapolis and Northeast Minneapolis, and the streetcar service was extended in the 1890s, a significant amount of commercial development took place along Broadway Avenue West as well. By the 1920s, the corridors were lined with narrow commercial buildings that fronted their respective sidewalks. By the 1960s, small one- and two-story commercial buildings remained along Broadway Avenue West and Washington Avenue North, but large garages and warehouses had begun to encroach on the corridors from the industrial area located along the river, which was, by that point, occupied primarily by scrap yards (Peterson and Zellie 1998:12, 15-18, 23, 35-36). This property is located at the north end of a block that fronts Broadway Avenue West and was established in 1929, which was well after the initial growth and development of this area. From the 1920s until the 1960s, most of the new construction development of north Minneapolis occurred west of Crystal Lake Cemetery and adjacent to Victory Memorial Parkway, while the older areas, those closer to Minneapolis, experienced decline (Peterson and Zellie 1998:34). While this property served an important function within the community by providing funerary services, it does not appear that this property was

significant to the history and development of the area. Therefore, this property does not have significance under NRHP Criterion A, within the “North Minneapolis” historic context.

This property is not known to be associated with significant individuals and, therefore, does not have significance under NRHP Criterion B.

This property is designed in the Italian Renaissance style and displays many notable characteristics of the style. Notable features include a low-pitched, hipped roof, stucco walls, window openings that are smaller on the upper story and less elaborate than those below, arches above first-story windows and doors, grills, and a cantilevered balcony with balustrade. Italian Renaissance shares stylistic traits with Spanish Mission Style, such as roof form and wall cladding. However, the balustrades and scroll keys above the windows, as well as the contemporary declaration of “Venetian style” indicate it is overall more Italian than Spanish. As such, this property a good example of Italian Renaissance architecture in North Minneapolis. The Italian Renaissance style is relatively common in Minneapolis, and better and less altered examples are extant in residential buildings, such as the house at 5020 Wentworth Avenue South (HE-MPC-01493, 1926, extant). However, there are fewer extant examples of Italian Renaissance style commercial buildings or cultural institutions with intact, defining characteristics, and there are no other extant Italian Renaissance style mortuaries, anywhere in Minneapolis. The 1954 addition is designed in a similar style as the original 1925 building, but it is set back from the façade and slightly shorter in height, differentiating it from the original structure. The 2006 and 2016 additions are even more differentiated. The 2016 addition is set back from the 1954 addition’s façade, has a flat roof, and it is clad in a different material. The 2006 addition is only partially visible from Lyndale Avenue North, and at the elevation where it is directly connected to the original 1925 building, it has simple cladding and features that do not detract from the higher style architectural characteristics of the original 1925 building. While these additions have altered the original building, they do not fully detract from the original building’s architectural style. Further, their setback footprints and more subtle design characteristics differentiate them from the original building such that the original building’s design characteristics stand out as the property’s primary features. Due to the property’s demonstrated application of the Italian Renaissance style to non-residential property types in Minneapolis, and its original building’s differentiation from its subsequent additions, this property has local significance under NRHP Criterion C, in the area of Architecture in Minneapolis. The period of significance for this property is 1925, which encompasses the timeframe in which the original building was constructed.

This property is the earliest known extant, purpose-built, residential-style mortuary in Minneapolis, a rare type in the city, and is a classic example of the type of 1920s funeral home, situated on a corner lot in a residential neighborhood, with an exterior design that emulates a grand home. The property’s inclusion as an exemplary funeral home in the *Art of Funeral Directory*, a contemporary funeral industry book, further underscores the building an exemplary 1920s mortuary (Callaway 1928). The only other house-style mortuary that was built during this time is the Lee Mortuary (HE-MPC-16762, 2217 Nicollet Avenue, neo-Georgian, 1934, extant), also located within a residential neighborhood. However, this building was built nearly a decade after Sundseth’s. The “funeral temple” style of purpose built-mortuary was the prevalent form in Minneapolis and at least 10 mortuaries were built in various styles, including Spanish

Colonial revival and Tudor revival, in the 1920s and 1930s. “Funeral temple”-style examples include the Welanders Undertaking Company (HE-MPC-04032, 1825 Chicago Avenue South, Romanesque Revival 1921, extant) and the mortuary built for W. P. Quist (HE-MPC-06936, 1200 West Broadway, 1926, extant). Therefore, this property has significance under NRHP Criterion C, in the area of type, period, or method of construction, as it exemplifies a recognizable architectural building type, as the oldest, extant, purpose-built residential-style mortuary in Minneapolis. The period of significance for this property under Criterion C is 1925, which encompasses the timeframe in which the original building was constructed.

This property was originally designed in 1925 by architect Carl J. Bard. Bard is known to have designed a number of properties in the Minneapolis area, including several churches and apartment buildings of note. Bard is known to have worked in multiple styles, and specialized in exotic styles, including the Moorish Revival Style, Spanish Eclectic style, Spanish Colonial Revival style, and Tudor Revival style. This property is the only example of a mortuary designed by Bard. An analysis of his body of work starting with his earliest known buildings in Minneapolis from 1922, it is apparent that this property stylistically announced his departure from mainstream Gothic Revival and ushered in the start of his mature architectural style. In the immediate years following the design of this property, Bard designed a large number of high-quality buildings in a new, distinctive Mediterranean-inspired Spanish Eclectic style, including the Apartments (3016 James Avenue South, 1927, Spanish Revival, extant), M. E. Greenberg Apartments (HE-MPC-06222, 3428 Girard Avenue South, 1928, Spanish Revival, extant), Moorish Mansion Apartments (HE-MPC-06308, 3028 James Avenue South, 1929, Moorish Revival, 1929). While differing in scale and material, they showcase his adept application of Spanish Italian-inspired features through a 1920s lens to residential facades, including metal grill work, rounded arches, and mixing brick, stone and stucco. His later work under Bard and Vanderbilt, continues this style, specifically the high-style, NRHP-listed Spanish Colonial Mayflower Church (HE-MPC-04830, 5500 Stevens Avenue, 1935, Spanish Colonial Revival, extant) for which he was the lead architect. The Mayflower Church is enthusiastically noted as “clearly one of the best Spanish-influence Revival structures in Twin Cities!” and its dramatic, elaborately carved door surrounds and arches are certainly reminiscent of Bard’s 1920s Spanish Eclectic style (Gemini Research 1991; TMORA 2022). The ultramodern St. Austin’s (3800 Washburn Avenue North, 1938, Modern, non-extant) had a stuccoed façade with recessed, parabolic arches that echoed the recessed detailing around Sundseth’s first floor windows. While this property’s additions have altered the full, original Italian Renaissance style design of the original building, this property was one of his earliest applications of exotic architectural styles, and the additions do not fully detract from the original building’s architectural characteristics. Further, Bard’s other uses of exotic architectural styles as a solo architect are primarily present in residential buildings, not cultural institutions like this one. As this building stylistically announced his departure from mainstream Gothic Revival and ushered in the start of his mature architectural style using exotic styles, particularly as applied to non-residential properties, this property has significance under NRHP Criterion C as the work of a master, for association with Carl J. Bard. The period of significance for this property under Criterion C is 1925, which encompasses the timeframe in which the original building was constructed.

The 1954 addition was designed by the architectural firm of Lang and Raugland. The addition was designed in the same style as the 1925 building by Carl J. Bard, and its design was meant to complement

the original building. It does not represent an original idea or design of the firm. Therefore, this addition does not have significance under NRHP Criterion C, for association with the firm of Lang and Raugland.

This property has not yielded, nor is it likely to yield, information important in prehistory or history. Therefore, it does not have significance under NRHP Criterion D.

Recommendation

This property is recommended as individually eligible for listing in the NRHP with local significance under NRHP Criterion C in the area of Architecture as one of the only extant examples of an Italian Renaissance style cultural institution building in Minneapolis; in the area of the work of a master, for association with Carl J. Bard, especially as the mortuary was during pivotal years in his solo career that solidified his personal style and influenced later Mediterranean revival designs and is his only known mortuary building; and in the area of type, period, or method of construction, as it exemplifies a recognizable architectural building type, as the oldest, extant, purpose-built residential-style mortuary in Minneapolis. The recommended eligible property boundary is the current parcel boundary. The period of significance for this property under Criterion C is 1925, which encompasses the timeframe in which the original building was constructed.

4.9 Franklin Co-operative Creamery Association North Side Complex (HE-MPC-22706)

Location:

2108 Washington Avenue North/2017 2nd Street North, Minneapolis, Hennepin County, 55411

Description:

The Franklin Co-operative Creamery Association North Side Complex is comprised of two discontinuous parcels located on the blocks bounded by Washington Avenue North on the west, 22nd Avenue North on the north, 2nd Street North on the east, and Broadway Avenue West on the south in Minneapolis. The complex consists of two buildings: the Franklin Co-operative Creamery Association North Side Plant located at 2108 Washington Avenue North (HE-MPC-22144) and the Franklin Co-operative Creamery Association Barn and Garage located at 2017 2nd Street North (HE-MPC-22160).

Franklin Co-Operative Creamery Association North Side Plant (HE-MPC-22144)

This building is located on the northwest corner of Washington Avenue North and 21st Avenue North and occupies the west half of the block between 21st Avenue North and 22nd Avenue North. This commercial building is comprised of three sections: a large, rectangular, two-story central volume; a rectangular two-story addition, slightly shorter than the central volume that spans the western third of the south elevation of the central volume; and a large, rectangular one-story addition that spans the entirety of the north elevation of the central volume and extends east slightly beyond the east elevation of the central volume. The central volume and south addition are constructed of gray-painted stretcher bond brick, and the north

addition is constructed of gray-painted concrete blocks. All sections of the building have flat roofs with aluminum coping. Each section of the building is described separately below.

There is a paved parking lot located at the northern end of the parcel that is enclosed by a chain-link fence. There are two large steel shipping containers located in the northwest corner of the parking lot. There is a one-story storage shelter located at the west end of the parking lot, immediately south of the shipping containers. The storage shelter is open on all sides and has a gabled roof that is covered with corrugated metal.

Central Volume (built in 1922)

The central volume's west-facing façade is divided into nine bays. The second and eighth bays each consist of full-height rectangular bump-outs that feature large, stepped, segmental brick arches that begin directly above the first story and end slightly below the roofline. There are basement window openings located within the central five bays of the façade, between the rectangular bump-outs. From north to south, these basement window openings contain two metal vents that are covered with metal grates; a rectangular glass-block window with three metal grates of different sizes integrated within it; a rectangular glass-block window with three integrated metal grates of different sizes and a double hose spigot; a rectangular glass-block window that with three integrated metal grates; a small glass block window; and a metal vent covered with metal grates. From north to south, the first story of the west-facing façade features a large vehicular entrance that has been infilled with gray-painted brick; two, slightly recessed, single-leaf aluminum-encased glass doors located within the northernmost bump-out; a square, glass-block window with a concrete sill; three, large, rectangular glass-block windows with concrete sills; a rectangular window opening with a concrete sill that has been infilled with gray-painted concrete blocks; a metal vent covered with a metal grate and a square opening that has been infilled with gray-painted concrete blocks, both located within a rectangular recession within the southernmost bump-out; and a large vehicular entrance, the southern half of which has been infilled with a combination of gray-painted concrete block and gray-painted bricks and the northern half of which has been infilled with a glass-block window. The two single-leaf doors located within the northernmost bump-out are surmounted by a rounded aluminum awning. The north and south bump-outs each feature pairs of small, square, glass-block windows, the tops of which are aligned with those of the other first-story fenestration located on the façade. There is a nearly continuous band of soldier course brick located above the first-story fenestration on the façade. There are two metal flag poles affixed to the façade on each of the bump-outs, directly above the small glass-block windows.

From north to south, the second story of the west-facing façade features a rectangular window opening with a concrete sill that has been infilled with gray-painted concrete and a pair of aluminum sliding windows; a small rectangular window opening with a concrete sill that has been infilled with gray-painted concrete; a small rectangular window opening with a concrete sill that has been infilled with gray-painted concrete and an aluminum sliding window; a rectangular window opening with a concrete sill that has been infilled with gray-painted concrete and an aluminum sliding window; three rectangular window openings with a concrete sills that have each been infilled with gray-painted concrete and a grouping of three fixed aluminum windows; a rectangular window opening with a concrete sill that has been infilled

with gray-painted concrete and a fixed aluminum window; a small rectangular window opening with a concrete sill that has been infilled with gray-painted concrete and a fixed aluminum window; and a small rectangular window opening with a concrete sill that has been infilled with gray-painted concrete. There are separate bands of soldier course brick located above each second-story window opening. Additionally, there are brick segmental arches located above the window openings within the north and south bump-outs. There is a rectangular, soldier-course brick frame for a wall sign, which spans the width of the central five bays of the façade above the second-story fenestration. There is a nearly continuous band of blue-painted soldier course brick located directly below the roof line of the facade.

The north elevation of the central volume is connected to the north addition (described below) and is, therefore, mostly obscured. The upper portion of the north elevation that rises above the addition features no notable fenestration or details.

The east elevation of the central volume features two, one-story cargo loading docks that project eastward from the elevation: one at the north end, adjoining the south elevation of the north addition, and one located approximately 20 feet north of the south end. Both cargo loading docks are constructed of concrete blocks and have flat roofs with aluminum coping. The roofs of both cargo loading docks extend south beyond to surmount their respective loading bays. There are mechanicals located on the roof of the southernmost cargo loading dock, and a steel ladder extends from the roof of the loading dock to the roofline of the main volume. The northernmost cargo loading dock features a large, elevated, cargo loading bay on its south elevation. The material and operation of the door for the loading bay is not known, as the bay was open at the time of survey. The southernmost cargo loading dock features a small cargo loading bay with a roll-up steel garage door on its north elevation. The south elevation of the southernmost cargo loading dock features two large, elevated, cargo loading bays. The material and operation of the doors for the loading bays is not known, as the bays were open at the time of survey. The first story of the east elevation of the central volume features, from north to south, a small, rectangular, glass-block window with a concrete sill; a wider, narrow rectangular window opening with a concrete sill located directly above the glass-block window, which contains a louvre vent and two large aluminum vertical vent pipes that rise above the roof line; a large, rectangular window opening with a concrete sill that contains glass blocks on the bottom half and two-light fixed wood windows above; an elevated cargo-loading bay with an overhead steel garage door; a secondary entryway consisting of a single-leaf steel door located within a larger opening that has been infilled with gray-painted concrete blocks; a small window opening with a concrete sill that has been infilled with gray-painted concrete blocks; and a large, at-grade vehicular entrance, located immediately south of the southernmost cargo loading dock, that has been infilled with gray-painted concrete blocks. The secondary entryway located to the north of the southernmost cargo loading dock is accessed by concrete steps with steel railings. The second story of the east elevation features, from north to south, a large louvre vent; a window opening with a concrete sill that contains a glass-block window on the bottom half and a louvre vent above; a large, rectangular window opening with a concrete sill that contains glass blocks on the bottom half, and a combination of aluminum sliding windows and louvre vents above; a large, rectangular window opening with a concrete sill that contains glass blocks on the bottom half and aluminum sliding windows above; a cargo loading bay with an overhead steel garage door; a rectangular window opening with a concrete sill that contains

glass blocks on the bottom half and an aluminum sliding window above; a small, rectangular window opening with a concrete sill that has been infilled with gray-painted concrete blocks; and a small, rectangular window opening with a concrete sill that contains glass blocks on the bottom half and an aluminum sliding window covered with a steel grate above.

The south elevation of the central volume features a large, one-story, cargo loading dock that spans the eastern two-thirds of the elevation. The western third of the elevation is connected to the south addition (described below). The loading dock is surmounted by a flat metal roof that is supported by rounded steel columns. Fenestration within the loading dock was not visible from the public right-of-way at the time of survey due to the presence of parked vehicles. There is a steel ladder affixed to the south elevation that leads from the roof of the loading dock to the roof of the main volume. Another steel ladder is affixed to the south elevation and provides access to the roof of the south addition. The second story of the south elevation features, from east to west, two one-over-one, double-hung, aluminum windows that are covered with steel grates; two small window openings with concrete sills that have been infilled with gray-painted concrete; a large window opening with a concrete sill that has been infilled with gray-painted concrete and contains aluminum sliding windows; a small window opening with a concrete sill that has been infilled with gray-painted concrete; and a large window opening with a concrete sill that has been infilled with gray-painted concrete and contains aluminum fixed windows.

North Addition (built in 1968)

The west-facing façade of the north addition features a metal mounted wall sign that reads “CINTAS READY FOR THE WORKDAY.” The façade features a one-story wing wall that extends north from the addition and obscures the north elevation of the addition from view from Washington Avenue North.

The north elevation of the north addition features a large, slightly elevated, cargo loading dock that spans the entirety of the elevation. The loading dock is surmounted by a flat metal roof that is supported by rounded steel columns. The first story of the north elevation features, west to east, a rectangular cargo loading bay with a roll-up steel garage door; a rectangular cargo loading bay with a roll-up steel garage door; and a cargo loading bay that is accessed by a concrete ramp. The operation and material of the door of the westernmost cargo loading bay is not known, as it was open at the time of survey. The second story of the north elevation features concrete-block pilasters that are evenly spaced across the elevation.

The east elevation of the north addition features an elevated cargo loading bay with an overhead steel garage door near its south end. There is a secondary entryway to the building located at the south end of the elevation, immediately south of the cargo loading bay, which contains a single-leaf steel door. The secondary entryway is accessed by concrete steps with steel railings.

The south elevation of the north addition is connected to both the adjacent cargo loading dock and the main volume of the building. There are assorted mechanicals located on the roof of the north addition.

South Addition (built in circa 1945)

The west-facing façade of the south addition is divided into three bays. The first story of the façade features, from north to south, a doorway opening and a large window opening that have both been infilled with gray-painted concrete blocks; a large window opening that has been infilled with gray-painted concrete blocks; and a doorway opening and a large window opening that have both been infilled with gray-painted concrete blocks. The second story features, from north to south, a large window opening with a concrete sill that has been infilled with gray-painted concrete; a large window opening with a concrete sill that has been infilled with gray-painted concrete; and a large window opening with a concrete sill that has been infilled with gray-painted concrete and contains two aluminum sliding windows.

The north elevation of the south addition is connected to the north elevation of the main volume of the building, and so, it is not visible.

The east elevation of the south addition features a recessed cargo loading area on the first story. This area is obscured from view from the public right-of-way due to lack of lighting and parked vehicles. The second story of the addition projects over the loading area and is supported by square steel columns that rest on concrete piers. The second story features, from north to south, a fixed aluminum window; a pair of narrow, fixed aluminum windows; and four fixed aluminum windows.

The first story of the south elevation of the south addition features a vehicular entryway to the loading area that is screened by a chain-link fence. There is a wall sign affixed to the west end of the first story that reads “CINTAS READY FOR THE WORKDAY.” The second story of the south elevation features, from east to west, a small rectangular window opening with a concrete sill that has been infilled with gray-painted concrete; a small rectangular window opening with a concrete sill that has been infilled with gray-painted concrete; and a small rectangular window opening with a concrete sill that has been infilled with gray-painted concrete and contains a fixed aluminum window.

Franklin Co-Operative Creamery Association Barn and Garage (HE-MPC-22160)

This building is located on the west side of 2nd Street North, between Broadway Avenue West and 21st Avenue North. This two-story rectangular building has an exposed basement, which rests on a concrete foundation, is clad in stretcher bond brick, and has a flat roof with a combination of steel and aluminum coping. The aluminum coping is located above the east-facing façade, and the steel coping is located above all secondary elevations. The east-facing façade is clad in red stretcher bond brick, which wraps around onto the eastern ends of both the north and south elevations, and the secondary elevations are clad in tan stretcher bond brick. The roof features a rectangular penthouse on its west end and a stucco-clad chimney at its north end.

Directly above its foundation, the east-facing façade features a water table of soldier course bricks topped with a header course of brick. The façade is divided into eight bays. From south to north, the basement level of the first, second, third, and eighth bays features a grouping of three, 12-light, fixed steel windows with a soldier course brick surround. The basement-level window of the third bay also features an integrated louvre vent. The fourth bay from the south features a tall vehicular entryway, extending from

ground level to the first-story fenestration, with a soldier course brick surround that contains a vinyl overhead garage door. The sixth bay from the south features a single-leaf steel door with a soldier course brick surround and a glass-block window with a soldier course brick surround. The seventh bay from the south has a tall vehicular entryway, extending from ground level to the first-story fenestration, with a soldier course brick surround that contains a vinyl overhead garage door with three oval lights. Both vehicular entryways feature cast iron bollards at their interior corners. All basement-level windows are covered with metal grates. Both vehicular entryways are flanked on either side by steel sconces with globe lights. There is a mounted wall sign immediately south of the vehicular entryway at the seventh bay, directly above the southern sconce, which reads “CLASSIC AUTO 2011 N. 2ND STREET.” There is a mounted wall sign at the south end of the façade, between the basement level and first story, which reads “CLASSIC AUTO – 529-6857.” From south to north, the first story of the first, second, and third bays features a grouping of three 12-lights fixed steel windows with integrated four-light hopper windows, brick sills, and a soldier course brick surround. The central window within the second bay also features an integrated mechanical. The first story of the fourth bay features a grouping of three glass-block windows with brick sills, and a soldier course brick surround. The north and south windows within the fourth bay feature integrated vinyl windows of unknown operation. The first story of the sixth bay features a large rectangular window opening with a soldier course brick surround that has been infilled with brick. The first story of the eighth bay features a grouping of three large rectangular glass-block windows with brick sills and a soldier course brick surround. The first-story windows located within the northernmost bay are covered with metal grates. There is no first-story fenestration above the two vehicular entryways within the fifth and seventh bays. There is no second-story fenestration located within the southernmost (first) bay. From south to north, the second story of the second and third bays features a grouping of three glass-block windows with brick sills and a soldier course brick surround. The central window of each grouping features an integrated window that has been covered with plywood. The second story of the fourth bay features two glass-block windows with brick sills and soldier course brick surrounds. The second story of the fifth bay features a pair of large rectangular glass-block windows with brick sills and a soldier course brick surround. The second story of the sixth bay features two 20-light steel windows with integrated four-light awing windows, brick sills, and soldier course brick surrounds. The second story of the seventh and eighth bays features a grouping of three 20-light steel windows with integrated four-light awing windows, brick sills, and soldier course brick surrounds. There is a continuous course of dogtooth bricks located above the second-story fenestration that spans the full width of the façade and wraps onto the east ends of the north and south elevations.

The north elevation is divided into eight bays. The basement level of the easternmost bay features a grouping of three 12-light fixed steel windows with a soldier course brick surround. The basement level of all other bays features a grouping of three, 12-light fixed steel windows. There is no basement-level fenestration located within the westernmost bay. All basement-level windows are covered with metal grates. The first story of the easternmost bay features a grouping of three large rectangular window openings with brick sills and a soldier course brick surround that has been infilled with black-painted plywood. The first story of the next six bays to the west feature groupings of three large rectangular window openings with brick sills. All windows except those within the third bay from the east have been infilled with black-painted plywood. The window openings within the third bay from the east feature

glass-block windows that are covered with metal grates. The second story of the westernmost bay features one large rectangular window opening with a brick sill that has been infilled with black-painted plywood. There are wall-mounted air conditioning units located between the first and second bays from the east, and between the fourth and fifth bays from the east. The second story of the easternmost bay features a grouping of three, 20-light steel windows with integrated four-light awing windows, brick sills, and soldier course brick surrounds. The second story of the next six bays to the west feature groupings of three large rectangular window openings with brick sills. All window openings contain 20-light steel windows with integrated four-light awing windows except for the easternmost window opening within the second bay from the east, which has been infilled with black-painted plywood with an integrated louvre vent. The second story of the westernmost bay features one window opening with a brick sill that contains a 20-light steel window with integrated four-light awing window.

The west elevation is divided into eight bays. From north to south, the basement level of the northernmost bay features a small window opening that contains a 12-light, fixed steel window that is covered with a metal grate. The next bay to the south features a small coal chute with a steel cover. There is no basement-level fenestration within the next three bays to the south. The next two bays to the south both feature groupings of three 12-light fixed steel windows with brick sills that are covered with metal grates. There is no basement-level fenestration within the southernmost bay. Within the third bay to the south, there is a narrow rectangular opening that begins just above the basement-level fenestration and extends to half the height of the first-story fenestration. The opening contains a slightly recessed single-leaf steel door. The first story of the northernmost bay features a pair of two rectangular window openings with a continuous brick sill that have been infilled with plywood. The next bay to the south features a grouping of three large rectangular window openings that have been infilled with plywood. The next bay to the south features no first-story fenestration. The next bay to the south features a large window opening with a brick sill that contains a 24-light fixed steel window. The next bay to the south features a narrow window opening with a brick sill that contains a 12-light, fixed steel window. The next bay to the south features no first-story fenestration. The southernmost two bays each feature groupings of three small window openings with brick sills that each contain nine-light fixed steel windows. There is a wall-mounted air conditioning unit located within the second bay from the north, between the first and second stories. The second story of the northernmost bay features a pair of two rectangular window openings with brick sills that each contain 20-light, fixed steel windows with integrated four-light hopper windows. The next bay to the south features a grouping of three window openings with brick sills that each contain 20-light, fixed steel windows with integrated four-light hopper windows. The next bay to the south features a narrow window opening with a brick sill that contains a 12-light, fixed steel window. There is no second-story fenestration within the next bay to the south. The next bay to the south features a narrow window opening with a brick sill that contains a 12-light, fixed steel window. The next bay to the south features a small window opening with a brick sill that contains a nine-light fixed steel window. The southernmost two bays each feature groupings of three small window openings with brick sills that contain nine-light, fixed steel windows. The wall of the east elevation within the fourth and fifth bays from the north extend beyond the roofline to meet the wall of the penthouse located on the roof. The east elevation of the penthouse features two small window openings that each contain a two-light, fixed steel window.

The south elevation is divided into eight bays. The westernmost bay features a single window opening located between the basement level and the first story that contains a 12-light, fixed steel window that is covered with a metal grate. The next bay to the east features a large vehicular entranceway that extends from the ground level to just below the first story and contains an overhead vinyl garage door. The vehicular entryway features cast iron bollards at its interior corners. The basement level of the next four bays to the east feature groupings of three window openings with brick sills that contain 12-light, fixed steel windows that are covered with metal grates. The next bay to the east features two window openings that have been infilled with concrete and one window opening with a brick sill that contains a 12-light, fixed steel window that is covered with a metal grate. The easternmost bay features a grouping of three 12-light, fixed steel windows with a brick sill and a standing course/stack bond brick surround. There is a mounted wall sign at the east end of the elevation, between the basement level and first story, which reads "CLASSIC AUTO – 529-6857." The westernmost bay features a first-story rectangular opening that has been infilled with bricks. The outline of the former opening is visible due to the difference in brick mortar and there is a steel bar is mounted directly above that appears to have been for a sliding door. The next seven bays to the east each feature groupings of three window openings with brick sills that contain 12-light, fixed steel windows with integrated four-light hopper windows. The easternmost bay features a grouping of three 12-light, fixed steel windows with a standing course/stack bond brick surround. All of the first-story windows are covered with metal grates. There is no second-story fenestration located within the westernmost bay. The next bay to the east features a pair of window openings with brick sills that each contain 12-light, fixed steel windows with integrated four-light hopper windows. There is a large ventilation pipe located between the windows and rises above the roof line before curving toward the roof. The next bay to the east features a pair of window openings with brick sills that each contain glass block windows. The next four bays to the east each feature a grouping of window openings with brick sills that contain glass block windows. The center window of each grouping contains a rectangular opening that has been covered with plywood. The western most bay features a grouping of three window openings with brick sills and a soldier course brick surround that contain glass block windows. The center window contains a rectangular opening that has been covered with plywood.



Figure 45. Franklin Co-operative Creamery Association North Side Plant (HE-MPC-22144), West-Facing Façade, Facing Northeast



Figure 46. Franklin Co-Operative Creamery Association North Side Plant, West-Facing Façade, Facing East

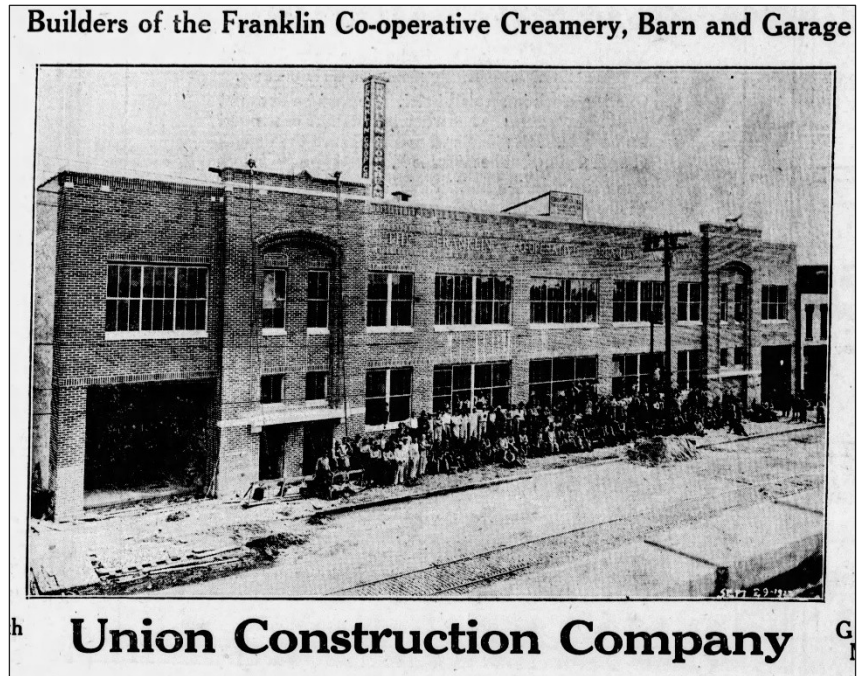


Figure 47. Franklin Co-Operative Creamery Association North Side Plant Under Construction (Minneapolis Star 7 October 1922)



Figure 48. Franklin Co-Operative Creamery Association North Side Plant in 1923 (Hennepin County Library 1923)



Figure 49. Franklin Co-Operative Creamery Association North Side Plant in 1948 (Minnesota Historical Society 1948)



Figure 50. Franklin Co-operative Creamery Association North Side Barn and Garage, East-Facing Façade, Facing Southwest

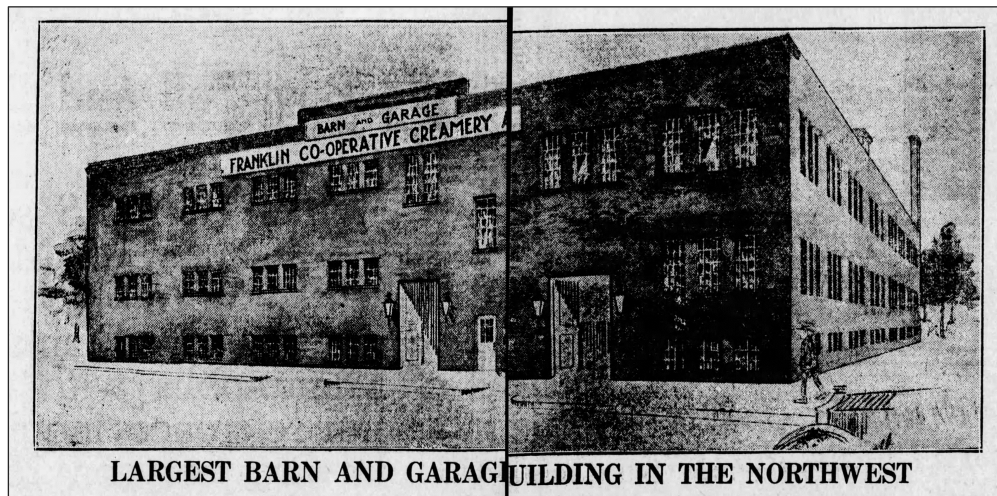


Figure 51. Rendering of the Franklin Co-operative Creamery Association North Side Barn and Garage (Minneapolis Star 7 October 1922)

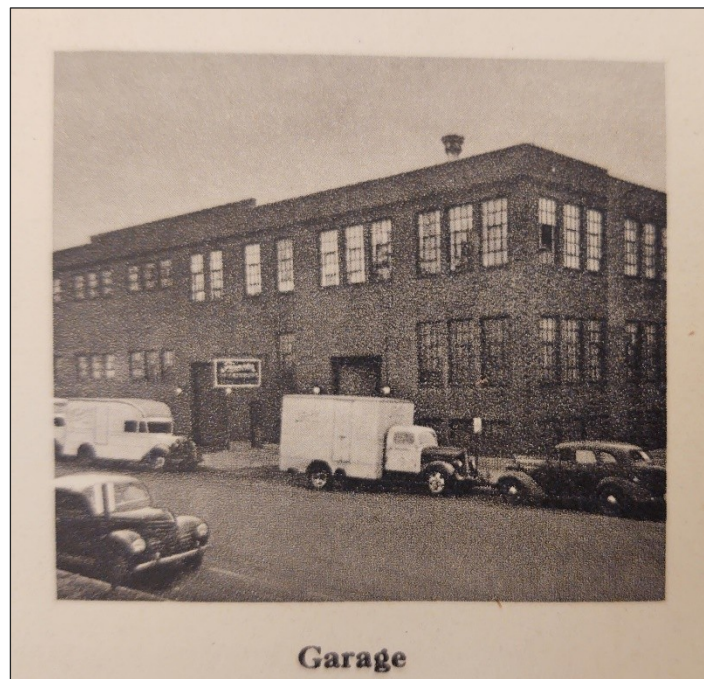


Figure 52. Franklin Co-operative Creamery Association North Side Barn and Garage in 1946 (Franklin Co-Operative Creamery Association 1946)



Figure 53. Franklin Co-operative Creamery Association North Side Barn and Garage in 1966 (Norton & Peel 1966)

Integrity

Franklin Co-Operative Creamery Association North Side Plant (HE-MPC-22144)

This building retains excellent integrity of location. The integrity of setting has been compromised by the razing of three domestic buildings and associated outbuildings located to the east of the building and the construction of a large commercial building on the same site between 1967 and 1974; and the construction of I-94 between 1974 and 1981, which resulted in the razing of numerous commercial buildings located on the two blocks west, southwest, and northwest of the building, on the opposite side of Washington Avenue North (Sanborn Map Company 1912; University of Minnesota 1967, 1974; Peterson and Zellie 1998:40). The integrity of design, materials, and workmanship have been compromised by the construction of the north addition in 1968; the removal of the original portions of the south addition, aside from the portion that remains extant, between 1967 and 1970; the removal of the salt bin and concrete platform located on the east elevation and the construction of the two cargo loading docks currently located on the east elevation during the same period; the construction of the cargo loading dock currently located on the south elevation of the main volume between 1970 and 1974; the removal of the pedimented parapet walls located atop the two-story bump-outs on the west-facing façade at an unknown date; the removal of original second-story windows on the west-facing façade at an unknown date; and the infilling of various window and door openings located on the secondary elevations at an unknown date (Hennepin County Library 2024; University of Minnesota 1967, 1970, 1974). The construction of the south addition and the removal and/or infilling of original fenestration located on the first story of the west-facing façade do not adversely affect the integrity of design, materials, or workmanship, as these changes were made during the complex's recommended period of significance. This building retains fair integrity of feeling and association, due to its continued use as an industrial facility, although material changes over time have obscured its original use as a dairy plant. Overall, this building retains fair integrity.

Franklin Co-Operative Creamery Association Barn and Garage (HE-MPC-22160)

This building retains excellent integrity of location. The integrity of setting has been compromised by the razing of three domestic buildings and associated outbuildings located to the north of the building, on the opposite side of 21st Avenue North, and the construction of a large commercial building on the same site between 1967 and 1974; and the construction of I-94 between 1974 and 1981, which resulted in the razing of numerous commercial buildings located on the two blocks west, southwest, and northwest of the building, on the opposite side of Washington Avenue North (University of Minnesota 1967, 1974; Peterson and Zellie 1998:40). The integrity of design, materials, and workmanship have been compromised by the replacement of some original windows between 1946 and 1966; the removal of an original chimney located on the northwest corner of the roof between 1993 and 2006; the infilling of the first-story window on the east-facing façade, located between the two vehicular bays, between 1966 and 2007; the removal of an original parapet wall located on the roof above the east-facing façade and the infilling of second-story windows located within the southernmost bay of the east-facing façade between 2019 and 2021; and the replacement of original doors at an unknown date (Minneapolis Star 7 October 1922:18-19; Norton & Peel 1966; Google 2007, 2019, 2021; University of Minnesota 1993, Nationwide Environmental Title Research, LLC [NETR] 2006). This building retains good integrity of feeling and association. Overall, this building retains fair integrity.

Statement of Significance:

Property History

The Franklin Co-operative Creamery Association North Side Complex was constructed in 1922 to support the rapidly expanding operations of the Franklin Co-Operative Creamery Association (FCCA). The FCCA was established in late 1919 by members of the Milk Wagon Drivers' Union, Local 471, which had been organized in 1912 in order to improve wages and working conditions for drivers in Minneapolis. Local 471 was so successful in growing its membership and winning concessions from employers that the American Federation of Labor decided in 1918 to sanction the union's efforts to organize dairy employees working *within* the creameries, in addition to the drivers. As part of this new effort, Local 471 called a strike at a local creamery on Labor Day, 1919, to support their demands for a six-day work week, a \$35 per week wage, an 8-hour day, a closed shop (one that requires union membership), and time-and-a-half for overtime. In response, the company, as well as other local creameries fearful of similar organizing efforts in their shops, locked out the striking workers (Keillor 1989:260). This decision was made under the guidance and support of the Citizens' Alliance, the local consortium of business leaders devoted to keeping Minneapolis an open-shop (anti-union) town (Minneapolis Labor Review 13 October 1922:1; Quam and Rachleff 1986:105). The strike and lockout lasted a week and cut off 90% of the city's milk supply. The lockout ended when a tentative deal calling for a six-day, 48-hour work week was agreed to by the strike committee (Keillor 1989:260).

In the midst of the 1919 lockout, the idea of acquiring a creamery that would be owned and controlled by workers themselves was discussed among members of Local 471. The resolution of the strike and partial victory won by the union cooled the urgency of the idea, but a meeting was nonetheless held on October 2, 1919. During this meeting, the union voted to incorporate a creamery that would be run as a consumers' co-operative, formally named the FCCA (Northern States' Co-operative League 1925:40).

The central aim of a consumers' co-operative is to lower the retail cost of goods in the interest of a broad group of consumers, but, as historian Steven Keillor notes, the FCCA was truly a workers' co-operative established "as a tactic in labor's struggle against capital" in order to improve the condition of workers (Keillor 1989:259). By operating as a consumers' co-operative, however, the FCCA was able to gain public support by expanding its cause beyond workers' rights to address consumer concerns regarding milk quality and prices (Keillor 1989:269). Upon its organization, the FCCA's officers were elected. They consisted of Harold Norby (President), Gust Berglund (Vice President), Carl Nordlander (Secretary-Treasurer), and Ralph Nelson and Anton Swanson (Directors). Edward Solem, who had served as business agent for the Milk Drivers' Union, was hired to sell shares and collect funds (Minneapolis Star, 7 October 1922:18). In February of 1920, the FCCA won the endorsement of the Minneapolis Trades and Labor Assembly, an organizing body established in 1883 to unify the local labor movement (Keillor 1989:261; Millikan 2001:5). By September 1920, the FCCA had raised approximately \$27,000 and subsequently purchased land in South Minneapolis; by March 1921, the FCCA's first plant located at 2601 Franklin Avenue East (HE-MPC-3964) was completed and began operating (Northern States' Co-operative League 1925:41). The FCCA's initial delivery fleet consisted of 18 wagons and served a handful of customers (Minneapolis Star 7 October 1922:13).

The FCCA's business expanded rapidly following its 1921 opening. Within three months of the Franklin plant assuming operations, an addition to the building was needed to double its capacity. By October 1921, a distribution plant was established in Northeast Minneapolis (location unknown) in an effort to reduce the need for cold storage at the Franklin building. These solutions were ultimately insufficient. The FCCA's board of directors subsequently decided to build a new plant on the city's north side (HE-MPC-22144), and land was purchased at the corner of Washington Avenue North and 21st Avenue North (Minneapolis Star 7 October 1922:13). Ground was broken for the new plant in January 1922, construction began in March, and it was opened for business in November (Northern States' Co-operative League 1925:41-43). Additionally, a large barn and garage was constructed nearby at 2017 2nd Street North (HE-MPC-22160) the same year to house the horses needed to pull the FCCA's wagons and facilitate repairs and maintenance (Minneapolis Star 9 August 1922:3). When it was completed, the FCCA claimed that the North Side Plant was one of the largest dairy plants in the United States, with a capacity of more than 16,000 gallons per day, as well as the largest co-operative dairy plant in the world, with the exception of one Danish co-operative. In addition to production facilities, the North Side Plant also included office space and a large auditorium where employees and officers held meetings, listened to lectures, and enjoyed various entertainment (Franklin Co-Operative Creamery Association 1923:13). Similarly, the barn and garage on 2nd Street North was said to be the largest barn west of Chicago, with a capacity for 132 head of horses and facilities for automobile repair, a harness shop, a paint shop, and a blacksmith shop (Minneapolis Star, 7 October 1922:13).

The opening of the North Side Plant allowed the FCCA to continue its exponential growth. Between 1921 and 1922, it expanded its fleet of milk wagons from 18 to 71, and total sales increased from \$86,849 to \$137,006. By 1923, the organization had 6,000 shareholding members, 381 employees, and 35,000 customers (Keillor 1989:263-269). In 1924, the FCCA constructed an additional barn at 2541 23rd Avenue South to support delivery services in South Minneapolis (Minneapolis Star 24 April 1924:2). By

1925, the operation consisted of nearly 200 delivery trucks and wagons and over 400 employees that provided service to 50,000 customers located in every section of the city. The FCCA was “acknowledged [as] the largest distributor of dairy products in the northwest” with an annual sales rate of \$4,000,000 (Minneapolis Star 31 October 1925:29).

The FCCA reached a high point of employment by the end of the 1930s, with 440 workers. When it began operations in 1921, there were at least nine other dairy distributors in Minneapolis; by 1935, the FCCA and one private firm controlled over half of the local milk supply (Keillor 1989:269). By 1951, it was firmly established as the city’s largest creamery (Minneapolis Tribune 11 February 1951:6). Despite the FCCA’s dominance of the local dairy industry, income declined in the 1940s and 1950s due to unstable prices. In 1959, the FCCA’s 3,500 shareholders voted to drop “Co-operative” from their name, revise their bylaws, and register as a corporation with the state under the name Franklin Creamery, Inc. (Keillor 1989:269).

By 1966, Franklin Creamery, Inc.’s management was proposing cutbacks across the business’s operations, including the elimination of home deliveries in Minneapolis and the closure of the North Side Plant (Minneapolis Tribune 8 April 1966:9). A year later, the North Side Plant was listed for sale (Minneapolis Tribune 9 April 1967:33C). As of 1977, Franklin Creamery, Inc., remained in business, but had relocated its headquarters to Duluth (Minneapolis Star 21 July 1977:3). No references to the company after 1977 were located during research.

From the time of its establishment in 1919 until its reorganization in 1959, the FCCA played an important role in Minneapolis’ organized labor movement. During its early years, in particular, it served as a source of worker empowerment in the face of intense anti-union advocacy on the part of Minneapolis business owners. As the *Minneapolis Labor Review* put it in 1922, the successful establishment of the FCCA in 1919 “has proven a most successful auxiliary in winning the milk industry back to unionism” (Minneapolis Labor Review 13 October 1922:1). The co-operative continued to support organized labor as it expanded its business in the 1920s and 1930s. When it constructed its North Side Plant and barn, it contracted with the Union Construction Company (UCC, discussed in more detail below), another worker-owned co-operative to do the work (Keillor 1989:265). Upon its completion, Edward Solem stated “we are proud of the fact that every bit of work done on both the plant and the garage was done by members of organized labor...I am confident that our plant will be the nearest 100 per cent union building of any similar institution in the world” (Minneapolis Star, 7 October 1922:15).

The FCCA also maintained its ties to the Milk Wagon Drivers’ Union, boasting in 1925 that wages and working conditions have been maintained with the plant in accordance with the union’s standards (Northern States’ Co-operative League 1925:50). The co-operative also pushed for other labor priorities, such as the abolition of work on Sundays, and provided its workers with the material benefits of being shareholders in the company (Minneapolis Star 6 February 1922:5; Franklin Co-Operative Creamery Association 1950). The FCCA’s success won praise from national labor organizations, such as the American Federation of Labor and the Co-Operative League of America (Minneapolis Labor Review 21 May 1926:1; Minneapolis Star 24 October 1923:6). While the FCCA did take steps to distance itself from

more radical elements of the labor movement in the 1940s and 1950s, it nonetheless remained a dependable union shop into the 1960s (Minneapolis Tribune 11 February 1951:6; Minneapolis Labor Review 20 July 1961:2).

In addition to supporting organized labor, the FCCA was committed to the principles of cooperation which, simply put, is a “voluntary method whereby the people unite and use their resources to supply their needs” (Warbasse 1931:1). By 1934, it was calling for the creation of a “Cooperative Commonwealth” in which the cooperative principles would be “universally applied, in social life as well as industry and trade,” so that people will enjoy “the fruits of their toil without paying tribute in profits to any one not a member” (The Minneapolis Co-operator 1934:1). In support of this vision, the FCCA published *The Minneapolis Co-operator*, which provided news about the business, as well as information regarding co-operative practices in general (The Minneapolis Co-operator 1934:1).

The FCCA was also a founding member of the Northern States’ Co-operative League, a regional association of consumers’ co-operatives. The North Side Plant was used as the League’s headquarters (Northern States’ Co-operative League 1925:17). The FCCA also established a Co-Operative Training School, which taught students management and accounting techniques for co-operative business, and a Women’s Co-operative Guild, to acquaint “the woman who manages the home...[to] the Co-operative movement” (Minneapolis Star 25 August 1923:6; Mattson 1932:2). Both of these initiatives were based out of the North Side Plant (Minneapolis Star 25 August 1923:6; Mattson 1932:2). To further build public support and spread the ideas of co-operation, the FCCA dedicated portions of its profits to the provision of various social services. These included a free nutritional clinic for children, an annual circus, and supporting the Minneapolis Park Board’s all-season recreation and sports program (The Minneapolis Co-operator 1925:5; Minneapolis Star 27 January 1925:3; Franklin Co-Operative Creamery Association 1950).

Builder: Union Construction Company (UCC)

The Franklin Co-operative Creamery Association North Side Complex was constructed by the Union Construction Company (UCC) (Hennepin County Library 2024; Minneapolis Star 20 September 1922:7). The UCC was formed in September 1921 following an initiative undertaken by the Minneapolis Trades and Labor Assembly. The UCC was created alongside the Union Building and Loan Association (UBLA), both of which were operated as co-operatives and worked in tandem to provide members of organized labor with loans, homes, and employment. While organized in 1921, the UCC did not actively start taking jobs until January 1922 due to a lack of operating capital. By September 1922, the UCC had constructed six residential properties for members of organized labor and was actively working on the FCCA North Side Plant and barn (Minneapolis Star 20 September 1922:7). A review of historic building permit index cards has identified seven properties having been constructed by the UCC in addition to FCCA’s North Side Plant and barn: a frame dwelling located at 2632 Ulysses Street Northeast (1922), a stucco dwelling located at 3939 Girard Avenue North (1922), a tool shed located at 1406 Laurel Avenue North (1923, non-extant), a filling station located at 2501 Broadway Avenue West (1923), a filling station located at 2901 Franklin Avenue East (1923, non-extant), a private garage for a residential property located at 4427 Pillsbury Avenue (1923), and the FCCA’s South Minneapolis barn located at 2541 23rd

Avenue South (1924) (Hennepin County Library 2024). Building permits and newspaper articles also indicate that the UCC was hired for alteration, repair, and demolition work on various buildings between 1922 and 1924 (Hennepin County Library 2024; Minneapolis Star 19 August 1922:1; Minneapolis Star 24 July 1923:5). References to the UCC in building permits and newspapers appear to stop after 1924, suggesting that the co-operative may have ceased operations after that point.

Significance

This complex was evaluated within the "A Brief History of Minneapolis' Labor Movement during the Twentieth Century" historic context prepared for this project and presented above. This complex stands out within the history of Minneapolis' labor movement because it is representative of a rare victory for organized labor at a time when the city was considered nationally to be a firmly anti-union town. Workers in various industries within Minneapolis had organized, formed unions, and pressured employers for better wages and working conditions as early as the 1860s. This trend expanded in the early twentieth century, as the city's economy boomed, and its industrial workforce grew substantially. As a result, local employers organized themselves into an anti-union consortium known as the Citizens' Alliance (CA). Through a combination of coercion and persuasion, the CA pressured local businesses, workers, and lawmakers to adhere to an open-shop (anti-union) philosophy. The group was so successful in its efforts that, by the 1930s, Minneapolis was celebrated by national employers' organizations as one of the country's best examples of an open-shop town. The CA maintained a firm grip on the city until 1934, when the Teamsters strike resulted in widespread disruption of city services, violence between striking workers, police, and strikebreakers, and, ultimately, the death of two strikers. The events surrounding the Teamsters strike turned public opinion away from the CA and reinvigorated the labor movement by encouraging other workers to organize and strike. The CA's influence rapidly diminished and Minneapolis's reputation soon shifted from an open-shop town to a union stronghold. The construction of the FCCA's North Side Complex in 1922, as well as the co-operative's subsequent financial success, represents a rare victory for organized labor in Minneapolis at a time when the CA seemed invincible. While the CA claimed in 1934 that every strike and boycott in Minneapolis since the end of World War I had failed due to its efforts, the construction of this property stands as stark evidence to the contrary. The FCCA itself was born out of the 1919 Milk Wagon Drivers' Union's strike and the construction of this property in 1922 was necessitated by the FCCA's rapid success. The construction of this complex was pointed to by the TLA as "evidence of progress made by the workers...in spite of the 'open shop' campaigns" and inspired that body to view co-operatives, generally, as an effective means of "making the conditions of the worker better" (Minneapolis Star 2 January 1922:9). Furthermore, this complex is representative of the continued solidarity amongst Minneapolis workers despite the CA's concerted efforts to discourage collective action. The FCCA viewed this complex as an opportunity to support organized labor by contracting with the recently established UCC for its construction, while the subsequent use of the complex further empowered FCCA workers by providing them with shareholder status and operating as a closed shop. Therefore, this complex has local significance under NRHP Criterion A, in the areas of Industry and Social History, within the "A Brief History of Minneapolis' Labor Movement during the Twentieth Century" historic context. The period of significance is 1922 to 1959, the period between its construction and the year in which the FCCA ceased to function as a co-operative and was reorganized as Franklin Creamery, Inc.

This complex is not known to be associated with significant individuals and, therefore, does not have significance under NRHP Criterion B.

This complex does not have distinctive characteristics of an architectural style, does not embody a specific time period, and does not serve as the highest or best example of a method of construction. Therefore, it does not have significance under NRHP Criterion C, in the area of Architecture. This complex was constructed by the UCC, a co-operative founded and operated by local workers in the building trades. While this property appears to be the most substantial work of the UCC, evidence has not been located to suggest that the UCC achieved greatness in its field. Only seven other properties constructed by the UCC were identified and research suggests that the co-operative ceased operations by 1925. Therefore, this complex does not have significance under NRHP Criterion C as the work of a master.

This complex has not yielded, nor is it likely to yield, information important in prehistory or history. Therefore, it does not have significance under NRHP Criterion D.

Recommendation for Franklin Co-operative Creamery Association North Side Complex

This complex is recommended as eligible for listing in the NRHP due to its local significance under NRHP Criterion A in the areas of Industry and Social History. The period of significance is 1922 to 1959, the period between its construction and the year in which the FCCA ceased to function as a co-operative and was reorganized as Franklin Creamery, Inc. Contributing resources within the complex based on this period of significance are the Franklin Co-operative Creamery Association North Side Plant (HE-MPC-22144) and the Franklin Co-operative Creamery Association Barn and Garage (HE-MPC-22160). The recommended boundary of the complex consists of the parcel boundaries of the Franklin Co-operative Creamery Association North Side Plant and the Franklin Co-operative Creamery Association Barn and Garage.

This property is a contributing resource to the Franklin Co-operative Creamery Association North Side Complex (HE-MPC-22706), which is recommended as eligible for listing in the NRHP due to its significance under NRHP Criterion A in the areas of Industry and Social History. The period of significance is 1922 to 1959, the period between its construction and the year in which the FCCA ceased to function as a co-operative and was reorganized as Franklin Creamery, Inc.

Franklin Co-operative Creamery Association North Side Plant (HE-MPC-22144)

This property was individually evaluated within the "A Brief History of Minneapolis' Labor Movement during the Twentieth Century" historic context prepared for this project and presented above. This property stands out within the history of Minneapolis' labor movement because it is representative of a rare victory for organized labor at a time when the city was considered nationally to be a firmly anti-union town. Workers in various industries within Minneapolis had organized, formed unions, and pressured employers for better wages and working conditions as early as the 1860s. This trend expanded in the early twentieth century, as the city's economy boomed and its industrial workforce grew substantially. As a

result, local employers organized themselves into an anti-union consortium known as the Citizens' Alliance (CA). Through a combination of coercion and persuasion, the CA pressured local businesses, workers, and lawmakers to adhere to an open-shop (anti-union) philosophy. The group was so successful in its efforts that, by the 1930s, Minneapolis was celebrated by national employers' organizations as one of the country's best examples of an open-shop town. The CA maintained a firm grip on the city until 1934, when the Teamsters strike resulted in widespread disruption of city services, violence between striking workers, police, and strikebreakers, and, ultimately, the death of two strikers. The events surrounding the Teamsters strike turned public opinion away from the CA and reinvigorated the labor movement by encouraging other workers to organize and strike. The CA's influence rapidly diminished and Minneapolis's reputation soon shifted from an open-shop town to a union stronghold. The construction of the FCCA's North Side Plant in 1922, as well as the co-operative's subsequent financial success, represents a rare victory for organized labor in Minneapolis at a time when the CA seemed invincible. While the CA claimed in 1934 that every strike and boycott in Minneapolis since the end of World War I had failed due to its efforts, the construction of this property stands as stark evidence to the contrary. The FCCA itself was born out of the 1919 Milk Wagon Drivers' Union's strike and the construction of this property in 1922 was necessitated by the FCCA's rapid success. The construction of this property was pointed to by the TLA as "evidence of progress made by the workers...in spite of the 'open shop' campaigns" and inspired that body to view co-operatives, generally, as an effective means of "making the conditions of the worker better" (*Minneapolis Star* 2 January 1922:9). Furthermore, this property is representative of the continued solidarity amongst Minneapolis workers despite the CA's concerted efforts to discourage collective action. The FCCA viewed this property as an opportunity to support organized labor by contracting with the recently established UCC for its construction, while the subsequent use of the property further empowered FCCA workers by providing them shareholder status and operating as a closed shop. The North Side Plant served as the primary production and distribution facility for the FCCA and was, therefore, central to the co-operative's success. It also served as the central offices for FCCA's administrators, the headquarters of the Northern States' Co-operative League and the Women's Co-operative Guild, the location of Co-Operative Training School, and a meeting space for members of organized labor, all of which contributed to the furtherance of co-operative principles and supported the labor movement, generally (Northern States' Co-operative League 1925:17; *Minneapolis Star* 25 August 1923:6; Mattson 1932:2). Therefore, this property is individually significant under NRHP Criterion A, in the areas of Industry and Social History, within the "A Brief History of Minneapolis' Labor Movement during the Twentieth Century" historic context. The period of significance is 1922 to 1959, the period between its construction and the year in which the FCCA ceased to function as a co-operative and was reorganized as Franklin Creamery, Inc.

This property is not known to be associated with significant individuals and, therefore, does not have significance under NRHP Criterion B.

This property does not have distinctive characteristics of an architectural style, does not embody a specific time period, and does not serve as the highest or best example of a method of construction. Therefore, it does not have significance under NRHP Criterion C, in the area of Architecture. This property was designed by architect Howard H. Hahn (*Minneapolis Star*, 7 October 1922:13). While Hahn

designed a variety of dairy plants across the country as part of his work with the Chicago-based Davis, Watkins Dairyman's Company, research did not identify specific properties attributed to him. Therefore, it is not known how this property compares with the rest of his body of work. This property was constructed by the UCC, a co-operative founded and operated by local workers in the building trades. While this property appears to be the most substantial work of the UCC, evidence has not been located to suggest that the UCC achieved greatness in its field. Only seven other properties constructed by the UCC were identified and research suggests that the co-operative ceased operations by 1925. Therefore, this property does not have significance under NRHP Criterion C as the work of a master.

This property has not yielded, nor is it likely to yield, information important in prehistory or history. Therefore, it does not have significance under NRHP Criterion D.

Individual Eligibility Recommendation for HE-MPC-22144

This building is recommended as a contributing resource to the Franklin Co-operative Creamery Association North Side Complex (HE-MPC-22706), which has been recommended as eligible for listing in the NRHP due to its significance under NRHP Criterion A in the areas of Industry and Social History. The period of significance for the Franklin Co-operative Creamery Association North Side Complex is 1922 to 1959, the period between its construction and the year in which the FCCA ceased to function as a co-operative and was reorganized as Franklin Creamery, Inc.

This building is recommended individually eligible for listing in the NRHP due to its significance under NRHP Criterion A in the areas of Industry and Social History. The property is representative of a rare victory for organized labor at a time when the city was considered nationally to be a firmly anti-union town. While the CA claimed to have thwarted every strike and boycott in Minneapolis between 1918 and 1934, the construction of this property and the financial success of the FCCA stands as evidence to the contrary. Furthermore, the property is demonstrative of the continued solidarity among members of the city's working class in the face of employer opposition due to the various activities and services it facilitated for the sake of improving working conditions and promoting collective action. The period of significance is 1922 to 1959, the period between its construction and the year in which the FCCA ceased to function as a co-operative and was reorganized as Franklin Creamery, Inc. The recommended boundary of the individual property is the same as the parcel boundary.

Franklin Co-operative Creamery Association North Side Barn and Garage (HE-MPC-22160)

This individual property is a contributing resource to the Franklin Co-operative Creamery Association North Side Complex (HE-MPC-22706), which is recommended as eligible for listing in the NRHP due to its local significance under NRHP Criterion A in the areas of Industry and Social History. The period of significance is 1922 to 1959, the period between its construction and the year in which the FCCA ceased to function as a co-operative and was reorganized as Franklin Creamery, Inc.

This individual property was individually evaluated within the "A Brief History of Minneapolis' Labor Movement during the Twentieth Century" historic context prepared for this project and presented above.

This building stands out within the history of Minneapolis' labor movement because it is representative of a rare victory for organized labor at a time when the city was considered nationally to be a firmly anti-union town. Workers in various industries within Minneapolis had organized, formed unions, and pressured employers for better wages and working conditions as early as the 1860s. This trend expanded in the early twentieth century, as the city's economy boomed and its industrial workforce grew substantially. As a result, local employers organized themselves into an anti-union consortium known as the Citizens' Alliance (CA). Through a combination of coercion and persuasion, the CA pressured local businesses, workers, and lawmakers to adhere to an open-shop (anti-union) philosophy. The group was so successful in its efforts that, by the 1930s, Minneapolis was celebrated by national employers' organizations as one of the country's best examples of an open-shop town. The CA maintained a firm grip on the city until 1934, when the Teamsters strike resulted in widespread disruption of city services, violence between striking workers, police, and strikebreakers, and, ultimately, the death of two strikers. The events surrounding the Teamsters strike turned public opinion away from the CA and reinvigorated the labor movement by encouraging other workers to organize and strike. The CA's influence rapidly diminished and Minneapolis's reputation soon shifted from an open-shop town to a union stronghold. The construction of the FCCA's North Side Barn and Garage in 1922 provided essential support services for the operation of the co-operative's North Side Plant (2108 Washington Avenue North, HE-MPC-22144). At that time, it was claimed to be the largest barn west of Chicago, with a capacity for 132 head of horses and facilities for automobile repair, a harness shop, a paint shop, and a blacksmith shop (Minneapolis Star, 7 October 1922:13). These resources allowed the FCCA to expand its delivery services across the city and directly contributed to the co-operative's subsequent dominance of the local dairy industry. The financial success achieved by the FCCA represents a rare victory for organized labor in Minneapolis at a time when the CA seemed invincible. While the CA claimed in 1934 that every strike and boycott in Minneapolis since the end of World War I had failed due to its efforts, the construction of this property stands as stark evidence to the contrary. The FCCA itself was born out of the 1919 Milk Wagon Drivers' Union's strike and the construction of this property in 1922 was necessitated by the FCCA's rapid success. The construction of this property was pointed to by the TLA as "evidence of progress made by the workers...in spite of the 'open shop' campaigns" and inspired that body to view co-operatives, generally, as an effective means of "making the conditions of the worker better" (Minneapolis Star 2 January 1922:9). Furthermore, this property is representative of the continued solidarity amongst Minneapolis workers despite the CA's concerted efforts to discourage collective action. The FCCA viewed this property as an opportunity to support organized labor by contracting with the recently established UCC for its construction, while the subsequent use of the property further empowered FCCA workers by providing them shareholder status and operating as a closed shop. The North Side Barn and Garage provided critical support services to the North Side Plant and was, therefore, central to the co-operative's success. Therefore, this property is individually significant under NRHP Criterion A, in the areas of Industry and Social History, within the "A Brief History of Minneapolis' Labor Movement during the Twentieth Century" historic context. The period of significance is 1922 to 1959, the period between its construction and the year in which the FCCA ceased to function as a co-operative and was reorganized as Franklin Creamery, Inc.

This individual property is not known to be associated with significant individuals and, therefore, does not have individual significance under NRHP Criterion B.

This individual property does not have distinctive characteristics of an architectural style, does not embody a specific time period, and does not serve as the highest or best example of a method of construction. Therefore, it does not have individual significance under NRHP Criterion C, in the area of Architecture. This property was constructed by the UCC, a co-operative founded and operated by local workers in the building trades. While this property appears to be the most substantial work of the UCC, evidence has not been located to suggest that the UCC achieved greatness in its field. Only seven other properties constructed by the UCC were identified and research suggests that the co-operative ceased operations by 1925. Therefore, this property does not have individual significance under NRHP Criterion C as the work of a master.

This property has not yielded, nor is it likely to yield, information important in prehistory or history. Therefore, it does not have individual significance under NRHP Criterion D.

Individual Eligibility Recommendation for HE-MPC-22160

This property is recommended as a contributing resource to the Franklin Co-operative Creamery Association North Side Complex (HE-MPC-22706), which has been recommended as eligible for listing in the NRHP due to its significance under NRHP Criterion A in the areas of Industry and Social History. The period of significance for the Franklin Co-operative Creamery Association North Side Complex is 1922 to 1959, the period between its construction and the year in which the FCCA ceased to function as a co-operative and was reorganized as Franklin Creamery, Inc.

This property is recommended individually eligible for listing in the NRHP due to its significance under NRHP Criterion A in the areas of Industry and Social History. The establishment and subsequent success of the FCCA is representative of a rare victory for organized labor at a time when the city was considered nationally to be a firmly anti-union town. While the CA claimed to have thwarted every strike and boycott in Minneapolis between 1918 and 1934, the construction of this property and the financial success of the FCCA stands as evidence to the contrary. While this property functioned as a support facility for the nearby Franklin Co-operative Creamery Association North Side Plant (HE-MPC-22144), it was nonetheless central to the FCCA's operations and, therefore, its ability to succeed despite the CA's efforts. When this property was constructed, it was claimed to be the largest barn west of Chicago and had a capacity for 132 head of horses, facilities for automobile repair, a harness shop, a paint shop, and a blacksmith shop. These state-of-the-art resources allowed the FCCA to expand its delivery services across the city and directly contributed to the co-operative's subsequent dominance of the local dairy industry. The period of significance is 1922 to 1959, the period between its construction and the year in which the FCCA ceased to function as a co-operative and was reorganized as Franklin Creamery, Inc. The recommended boundary of the property is the same as the parcel boundary.

4.10 Northwestern National Bank North American Office (HE-MPC-16722)

Location:

615 7th Street North, Minneapolis, Hennepin County, 55411

Description:

This property is situated on a triangular parcel at the northwest corner of the intersection of Floyd B. Olson Memorial Highway (formerly 6th Avenue North) and 7th Street North. Oak Lane Avenue runs along the block's west side. The property consists of a single-story, triangular building with a raised basement level that occupies the northeast section of the parcel and, at the west side of the parcel, an adjacent, rectangular, multi-level parking structure with one raised, above-ground level, and one partially below ground level. The grading of the parcel slopes downward from north to south, such that only the first floor of the bank building is visible at the northwest elevation and northeast-facing facade, and the raised basement and first floor are visible from the south elevation. The building has a flat roof with a simple metal cornice, is clad in brick, and has clipped corners. The building's design is a distinctive composition of projecting and recessed rectangular volumes, with white brick walls and black coping at the edge of the flat roof. Black trim, including vertical, black sunscreens at the windows, articulate the walls, and full-height, heavy, sloped buttresses or columns further punctuate the wall surface. A recessed Y-shaped penthouse is located at the center of the roof.

Northeast-facing Façade

The northeast-facing façade is organized by five, one-story bays, the main volume of the building is cantilevered over its black, concrete, recessed foundation within the first, third, and fifth bays. The first, southernmost bay features a large, dark picture window punctuated by five projecting, vertical metal fins that give the illusion of multiple, slim vertical windows. The second and fourth bays from the south are identical, with each featuring the distinctive composition of projecting and recessed rectangular volumes. The second and fourth bays each feature three volumes that project out from the wall and extend above the roofline and to the ground. These projecting volumes are white brick with slightly recessed, black brick sections at the center and have black metal coping at the roofline. On the northwest elevation of the fourth bay, there is a secondary entryway with a single-leaf metal door. Between the three projecting sections of those bays are two recessed wall sections, each of which are composed of white brick and feature one, slim, vertical, metal-framed fixed window with a metal-framed hopper window at the bottom. These recessed foundation sections feature black metal coping at the roofline and metal-enframed, basement awning windows, beneath the vertical windows. The projecting north elevation of the façade's fourth bay features a single-leaf metal and glass door. The central bay features similar design characteristics as the first bay, but it is wider, with nine projecting, vertical, metal fins punctuating the large picture window. The recessed Y-shaped penthouse located on the roof is visible at the central bay, but it does not feature any fenestration. The fifth, northernmost bay matches the first, southernmost bay, but includes a double-leaf, metal-enframed, glass entryway, located at its center. Each of the clipped corners on either end of the facade features projecting, yellow letter wall signs which read "WELLS FARGO."

At the roof of the southeast clipped corner, there is a tall metal pole supporting a large, three-sided, flat sign with clipped corners reading “WELLS FARGO” at each side.

Southeast Elevation

At the southeast elevation, the parcel site slopes down from the northeast to a flat, asphalt-paved parking lot, which features a set of drive-up banking stalls covered by a flat metal canopy that projects south-southeast from the southeast elevation from the building. The canopy is supported by three pairs of square steel columns. From west to east, the southeast elevation nearly matches the façade, except more of the at-grade, concrete, recessed foundation is visible at the west end due to the slope change. Below the first bay, at the elevation’s west end, is gravel and dirt landscaping. Like the façade, the southeast elevations second bay is composed of projecting and recessed rectangular volumes, with metal-enframed, awning basement windows at the ground level. There is a single-leaf steel door located on the west side of the second bay’s projecting volume. There are large trash receptacles at ground level below the central bay that are hidden behind fencing. There is a grouping of three rectangular, metal-enframed windows and a metal drop box located within the fourth bay, beneath the flat metal canopy. Below the fifth bay, there is a concrete panel wall where the grade slopes downward from the northeast. The Y-shaped penthouse is slightly visible at the center of the southeast elevation when viewed from the ground level.

The southwest, clipped corner between the southeast and northwest elevation features a projecting, yellow letter sign which reads “WELLS FARGO.”

Northwest Elevation

The northwest elevation matches the façade’s five bay organization, but it features slight variations at its northern end. The Y-shaped penthouse is visible at the center bay, and it holds a recession with a metal-enframed ribbon window. At the northwest elevation entrance, located on the first, northernmost bay, there is a long, covered walkway with a round fabric awning connecting the parking structure to the primary entryway. The primary entryway beneath the awning consists of double-leaf, metal-enframed, glass doors. This entryway is also accessed by a paved, concrete, pedestrian ramp with a metal railing that begins at the ground level of the northwest clipped corner. Adjacent to the southwest, clipped corner described above, below-grade and above-grade, paved ramps provide access from the paved lot to the parking structure connected to the northwest elevation.

Parking Structure

At the west end of the parcel, there is a poured concrete parking structure, which is connected to the building’s northwest elevation via the covered, paved walkway at its upper level. The parking structure’s west and east walls project and recess, creating a zigzag patten when viewed from above. At the level partially below grade, there are openings in the wall, which are bookended by corduroy concrete panels and feature metal poles at the zig-zag’s points. On-ramps to access the adjacent parking structure are located at the south clipped corner, where the northwest and southeast elevation meet. One on-ramp accesses the raised surface lot adjacent to the façade, and the other on-ramp accesses the underground

level of the parking structure. The parking structure is exited via two adjacent off-ramps at the northwest corner of the triangular parcel, one at the upper level, and one at the lower level.



Figure 54. Northwestern National Bank North American Office and Canopy Structure, Southeast corner, Facing Northwest



Figure 55. Northwestern National Bank North American Office, Northeast-Facing Facade, Facing Southwest



Figure 56. Northwestern National Bank North American Office and ATM Canopy Structure, Southeast Elevation, Facing Northwest



Figure 57. Northwestern National Bank North American Office and Parking Structure, Southwest Corner, Facing Northeast



Figure 58. Northwestern National Bank North American Office and Parking Structure, Northwest corner, Facing Southeast

Integrity

This building retains excellent integrity of location. The integrity of setting has been significantly compromised by the construction of I-94 to the west of the building between 1979 and 1984, and demolition of buildings to the north and east of the property and construction of new buildings and paved lots in the decades between 1979 and 2021 (Nationwide Environmental Title Research, LLC. [NETR] 1966, 1972, 1979, 1984, 1991, 2021; Google 2007, 2009, 2011, 2013, 2016, 2017, 2019, 2024; Hennepin County Assessor's Office 2024). The building retains good integrity of design, materials, and workmanship, as there appear to be no significant changes to the property's exterior. This property retains good integrity of feeling and association as a midcentury bank. Overall, this property retains good integrity.

Statement of Significance:

Property History

Northwestern National Bank of Minneapolis History

Northwestern National Bank of Minneapolis was founded in 1872, one of the city's earliest financial institutions. Northwestern National Bank of Minneapolis succeeded where many others failed, becoming a leader in the industry in the late nineteenth and early twentieth centuries. The bank weathered the financial panic of 1873, and by 1887, the bank's capital was up to \$3.3 million. In 1891, the bank moved into the Guaranty Loan Building to accommodate its growth, and in 1895, it survived a local Minneapolis financial panic that caused five other local banks to fail. In the early 1900s, Northwestern National Bank of Minneapolis opened a women's department to allow women to open personal bank accounts; moved into another, larger building; opened the first savings department in Minneapolis; and began to acquire smaller banks in the city. In 1921, federal regulations changed to allow national banks to open branches,

and in the late 1920s, Northwestern National Bank of Minneapolis began construction on a new headquarters building located at 7th Street and Marquette Street downtown. Designed by the Chicago-based architecture firm of Graham, Anderson, Probst, and White, this new building stood 16 stories tall, had 115 teller stations, four vaults, and an electric alarm system. In 1929, the Northwest Bancorporation (Banco) was organized, and by the end of the year, held 95 banks, including the Northwestern National Bank of Minneapolis headquarters branch. In 1934, Banco merged with Minnesota Loan and Trust (Cameron 2018; Roise 2011; Peterson and Zellie 1998).

Northwestern National Bank of Minneapolis' headquarters garnered renewed attention in 1949, when the landmark 78-ton Weatherball sign was installed on its roof. The Weatherball signaled weather forecasts, and Northwestern National Bank of Minneapolis developed at least two different jingles to help people understand its weather signal codes (Northwestern National Bank circa 1950; Cameron 2018).

In the late-1970s, Northwestern National Bank of Minneapolis was one of several banks located in the Twin Cities that challenged Minnesota's 1977 detached facilities law (Minnesota Statute 4752), which limited banks to having a main office and three branches only. Local newspapers reported on the case throughout the 1970s, which was rejected by the United States Comptroller of Currency in 1978. Since 1978, the detached facilities law has been amended 10 times, and its current iteration allows for additional bank branches, as well as other facilities bearing any one bank's branding (Blade 1977 and 1978; Minnesota Legislature 2024).

In 1982, the Northwestern National Bank of Minneapolis's headquarters at 7th and Marquette Streets burnt down, after arsonists started a fire in an adjacent vacant building. In 1983, Northwestern National Bank of Minneapolis changed its name to Norwest Corporation and stopped using the Weatherball logo. In 1984, the new 57-story Norwest Center (later Wells Fargo Center) was constructed on its site. In 1998, Northwestern National Bank (then known as Norwest) merged with Wells Fargo Bank, and the combined company took the latter's name. Wells Fargo remains the occupant at the 615 7th Street location (Cameron 2018; Roise 2011; Peterson and Zellie 1998).

Property History

This building and parking structure were designed by Ackerman and Associates and constructed in 1969 by M.A. Mortenson, as the North American Office branch for Northwestern National Bank (Roise 2011; Hennepin County Library 2024). Letter signage at the clipped corners and tall signage attached to the metal pole above the southeast clipped corner was in place at the time of the building's original construction (Minneapolis Tribune 1969). The metal canopy for the drive-through ATM was constructed in 1978 (City of Minneapolis 1978). In 2014, the yellow letter signage at the building's clipped corners replaced flat signage (Google 2013, 2014). A review of aerial photographs and the building permit index card shows that little if any additional alteration has occurred to the building or its footprint since 1972, the date of the aerial photograph that is closest to the original construction date. Northwestern National Bank and Wells Fargo bank have been the only occupants of the property since its initial construction (Hennepin County Library 2024; NETR 1966, 1972, 1979, 1984, 1991, 2021; Google 2024).

In the summer of 1967, long-standing, widespread racial inequality and the demolition and displacement caused by the large-scale urban renewal initiative fueled an uprising in Minneapolis that caused significant unrest and property damage along the Plymouth Avenue commercial corridor. The uprising served as an urgent call for additional resources that would help improve the living conditions and employment opportunities for the city's Black community, leading the area's businesses to launch a number of initiatives, including workforce training and financial services. Specifically, the city of Minneapolis aimed to improve services and practices connected to twelve "grievances" the National Advisory Commission on Civil Disorders noted in 1968 as the most prevalent in Black communities in the U.S.: police practices, unemployment and underemployment, inadequate housing, inadequate education, poor recreation facilities and programs, ineffectiveness of the political structure and grievance mechanisms, disrespectful white attitudes, discriminatory administration of justice, inadequacy of federal programs, inadequacy of municipal services, discriminatory consumer and credit practices, and inadequate welfare programs (Minneapolis Tribune 17 March 1968:1C). In Minneapolis, various public and private entities developed new and grew existing programs and services to address these grievances, including Northwestern National Bank of Minneapolis (Minneapolis Tribune 17 March 1968:1C, 21 April 1968:1C).

By the time of this subject property's construction, Northwestern National Bank of Minneapolis was already providing expanded services to the local Minneapolis community, including being the primary lender of Federal Housing Administration (FHA) and Veterans Administration (VA) guaranteed mortgages funded by the Prudential Insurance Company. According to a 2011 interview with Carolyn Roby of the Wells Fargo Foundation, Northwestern National Bank constructed their new North American Office prominently sited at Olson Memorial Highway and 7th Street North, less than a mile east of the Sumner Field residential development, in effort to provide easier access to financial services to residents living in under-resourced areas near the subject location. At the groundbreaking ceremony for the North American Office at 615 7th Street North, Northwestern Bank of Minneapolis announced three inner-city projects: a financial planning service staffed by bank employees, to be located in South Minneapolis and, at the new North American Office, an adult basic education program funded by the bank and a youth athletics program (Minneapolis Star 22 October 1968:20). The adult education program offered remedial classes, high school equivalency training and enrichment classes that were "designed to provide a direct means for an individual to upgrade himself educationally as well as economically and culturally" (Minneapolis Star 3 December 1969:15). Since the bank funded the program directly, there were no eligibility requirements, unlike federally funded programs that were considered difficult to navigate. Northwestern National Bank received the Gold Coin Award from the Bank Marketing Association, the highest annual honor, for the adult education program in 1974, where it was noted that the program served over 1,200 participants in just five years (Minneapolis Tribune 3 October 1974:15A). The athletics program was jointly run by the Minneapolis School Board, Parks and Recreation Board, and the YMCA for 300 junior high and high school students in North Minneapolis, and it began sponsoring and hosting an adult basic education program at the branch, which was run by Minneapolis Public Schools. In 1970, this bank branch also served as a location for a program sponsored by the American Red Cross, through which loved ones of U.S. soldiers could record holiday greetings for their family members stationed in Vietnam. Newspaper mentions of these community programs and services appear to cease by the mid-

1970s, though mentions of financial programming and classes appear through the 2000s. Northwestern National Bank of Minneapolis leadership also sat on several boards governing the development and management of updated public services, including the Mobilization of Economic Resources, Inc. (MOER), which oversaw Hennepin County's antipoverty funds (Roise 2011; Minneapolis Star 3 December 1969:15; Vaughn 1970; Talle 1971; Minneapolis Star Tribune 14 April 2001:98; Minneapolis Tribune 21 April 1968:1C; Minneapolis Star 14 August 1969:13).

Ackerberg and Associates

Sanders "Sandy" Ackerberg (1923-2009) was born in Minneapolis in 1923. In 1949, he earned a bachelor's degree in architecture from the University of Minnesota. Ackerberg worked for the Minneapolis architectural firm of Leibenberg and Kaplan until 1955, when he formed a partnership with James Cooperman. The firm of Ackerberg and Cooperman was based in Minneapolis but dissolved in 1962. After 1962, the firm, continued under the name Ackerberg and Associates, while Cooperman formed his own practice in St. Louis Park under the name James M. Cooperman, Architect (Tam 2008; Minneapolis Star 24 September 1962:18A). Ackerberg and Cooperman/Ackerberg Associates designed houses, apartment buildings, hospitals, theaters, and hotels primarily in the Twin Cities area. Extant buildings in Minneapolis designed by Ackerberg and Cooperman/Ackerberg and Associates included the 1958 Alpha Epsilon Phi Sorority House Addition (extant, 928 5th Street Southeast); the 1959 Howard Brin House (extant, 2861 Burnham Boulevard); the 1963 Sigma Delta Tau Sorority House (extant, 1121 University Avenue Southeast); Capp Towers (extant, 1313 Nicollet Mall); and this property (Tam 2008).

New Formalism

This building was designed in the style of New Formalism. New Formalism, sometimes called Neo Palladianism, emerged in the 1960s in response to the rigid form of Modernism. The style embraced Classical precedents, such as building proportion and scale, classical columns, highly stylized entablatures, and colonnades. At the same time, it utilized the newly discovered malleability of concrete to create novel forms such as umbrella shells, waffle slabs, and folded plates. Buildings designed in the New Formalist style have a carefully organized hierarchy of space, and an emphasis is placed on the structural grid of the building. A single volume structure is preferred, and the buildings are often separated from nature by being set on a raised podium or base. Examples are often defined at the top by a heavy, projecting roof slab and incorporate thick, fully modeled columnar supports. Many New Formalist buildings designed for a civic purpose achieve a monumental presence by emphasizing symmetry and the axis or orientation of the building (Washington State DAHP 2021; DOCOMOMO US MN 2021). This building features several characteristics of New Formalism, including thick, fully modeled rectangular volumes, a raised basement level, and an emphasis on the orientation of the triangular building to the site.

Significance

This property was previously determined not eligible for listing in the NRHP, as part of the Interchange Project Survey conducted by Hess, Roise and Company in 2011 (Roise 2011). The property was not yet 50 years of age when it was surveyed in 2011, which seems to be the primary reason it was recommended, and then determined, not eligible. However, Hess, Roise and Company recommended the property be re-evaluated when it reached 50 years of age, especially under Criterion A, noting, "The social programs that distinguish this branch bank and the reason that they were created exemplify a

troubled but important part of Minneapolis's past. With the hindsight of fewer than fifty years, however, it is difficult to evaluate the significance of the bank's role in that chapter of history. The Northwestern National Bank-North American Office is recommended as not eligible for the National Register. It should be reevaluated when it reaches the National Register's fifty-year threshold" (Roise 2011).

This property was evaluated within the "North Minneapolis" historic context prepared by Landscape Research (Peterson and Zellie 1998). The construction of the property falls within the "Late Twentieth-Century Urban Neighborhood: 1960 to 1980" period. This period in the history of North Minneapolis is defined by ongoing urban renewal initiatives and their effects on surrounding neighborhoods, spanning from the 1930s through the late 1960s, including the Sumner Field Homes housing project to the west of the subject property, the Glenwood Redevelopment project in the 1950s and 1960s, and the Pilot City redevelopment project starting in the late 1960s. The 1967 unrest forced Minneapolis officials to acknowledge the history of resource deprivation and material degradation that had come to characterize North Minneapolis during the previous decades. By October of 1967, the Minneapolis Housing Redevelopment Agency (HRA) developed a widespread plan to bring a variety of social services to North Minneapolis. The plan included development in the vicinity of Plymouth Avenue, including a high rise building for senior housing at Knox Avenue North and Plymouth Avenue North, a shopping complex on Plymouth Avenue North, east of Penn Avenue North, and the new Bethune Elementary School located south of Plymouth Avenue North, east of Humboldt Avenue North (Peterson and Zellie 1998:39-40). Public and private entities throughout the city expanded existing and developed new services for the community, including continued education and employment programs, mortgage loans, youth programs, and financial literacy services. According to Carolyn Roby of the Wells Fargo Foundation, this bank building housed educational opportunities for residents in an effort to address inequities that came to the fore during the 1967 unrest (Roise 2011). As Roise noted from the interview with Roby: "the facility was intended to be a bridge between the commercial center and the poverty-ridden neighborhoods not far to the west and north. The bank had a long tradition of service to the community. A central feature of the new bank was an education center where a variety of classes were offered to area residents. The programming focused on adult education and high school diplomas or general equivalency diplomas. This service remains at the core of the operation of this branch" (Roise 2011). This branch's classes and resources were offered nearly immediately upon its construction, and the adult education program served at least 1,200 participants. The North American Office's program outlasted other similar programs throughout the city, many of which lost their funding when federal funding dwindled or was pulled in the early 1970s. In 1974, the adult education program located at the North American Office was recognized by the National Bank Marketing Association, with their highest annual honor, Gold Coin Award. While Northwestern National Bank of Minneapolis was not the only bank offering community services, and the North American Office was not the only bank branch where services were located, this branch offered a variety of services to community members of all ages, and those services appear to have had a larger impact than others at the time. The property also exemplifies the public-private initiatives to address racial inequality that characterized this period of the city's history. Therefore, this property has significance under Criterion A in the area of Social History, for its role as a primary location delivering the services and resources led and staffed by Northwestern National Bank of Minneapolis.

This property is not known to be associated with significant individuals. Therefore, this property does not have significance under NRHP Criterion B.

This property contains elements of New Formalism, such as its thick, fully modeled, supportive, rectangular volumes, raised basement level, and an emphasis on its triangular form in relation to its siting. However, it lacks several of the most distinctive characteristics of New Formalism: the novel use of concrete and clear use of classical precedent. One of the highest style examples of New Formalism in Minneapolis, Minoru Yamasaki's Northwestern National Life Building (20 Washington Square, 1965, extant, HE-MPC-00479), displays novel use of concrete as well as classical precedents, such as building proportion and scale, classical columns, highly stylized entablatures, and colonnades. The subject property does not embody a specific time period or serve as the highest or best example of a method of construction. Therefore, it does not have significance under NRHP Criterion C, in the area of Architecture. This property is associated with Ackerberg and Associates. Ackerberg designed a variety of residential, commercial, institutional, and financial buildings, including another Northwestern National Bank Branch, located at 425 East Hennepin Avenue in Minneapolis. This property, while of interesting design, is not the best example of the firm's work, which includes the Capp Towers Motel at 1313 Nicollet Mall in Minneapolis, which was determined eligible for NRHP listing in 2023 (Letter from Sarah J. Beimers, Environmental Review Program Manager, Minnesota State Historic Preservation Office, to Stewart McKenzie, Office of Planning and Program Development Federal Transit Administration, Region V, October 4, 2023). Therefore, this property does not have significance under NRHP Criterion C as the work of a master.

This property has not yielded, nor is it likely to yield, information important in prehistory or history. Therefore, it does not have significance under NRHP Criterion D.

Recommendation

This property is recommended as individually eligible for listing in the NRHP with local significance under NRHP Criterion A in the area of Social History for its role as a primary location delivering the services and resources led and staffed by Northwestern National Bank of Minneapolis. The recommended eligible property boundary is the current parcel boundary. The period of significance for this property is 1969-1974 which encompasses the period in which the property was constructed through the year that the Northwestern National Bank of Minneapolis won the National Bank Association award for its adult education program.

5.0 RECOMMENDATIONS/SUMMARY

During the supplemental reconnaissance architectural history survey, three individual properties were not recommended for intensive survey due to a lack of historic significance and/or a loss of historical integrity. One property, the Bassett Creek Tunnel System was recommended for intensive survey (Table 2). The results of the intensive survey of the Bassett Creek Tunnel System will be presented in a supplemental intensive architectural history survey report.

During the intensive architectural history survey, five individual properties, one multiple property complex, and two multiple property districts were recommended eligible for listing in the NRHP (Table 3). The multi-property complex consists of two buildings: the Franklin Co-operative Creamery at 2108 Washington Avenue North and the associated Franklin Co-Operative Creamery Association Barn and Garage at 2017 2nd Street North (HE-MPC-22144 and HE-MPC-22160) in Minneapolis. The historic districts are the Reno Land and Improvement Company Addition Historic District, 2102-2134 Lyndale Avenue North (HE-MPC-22244), and the Forest Heights Addition Historic District (HE-MPC-22600), both in Minneapolis. The Reno Land and Improvement Company Addition Historic District contains seven individual properties within the APE (Table 4). The Forest Heights Addition Historic District contains 120 individual of age properties (102 contributing, 18 non-contributing) within the APE (Table 5). Two individual properties are recommended not eligible for listing in the NRHP due to a lack of historic significance.

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<https://collection.mndigital.org/catalog/p16022coll55:174?pn=false#?c=&m=&s=&cv=&xywh=536%2C-75%2C3787%2C2361>, accessed July 9, 2024.

YMCA

1974 “Construction Report.” *The Y’s Builder* 18(2) April.

1974 “North Community Dedication.” *The Y’s Builder* 18(4) September.

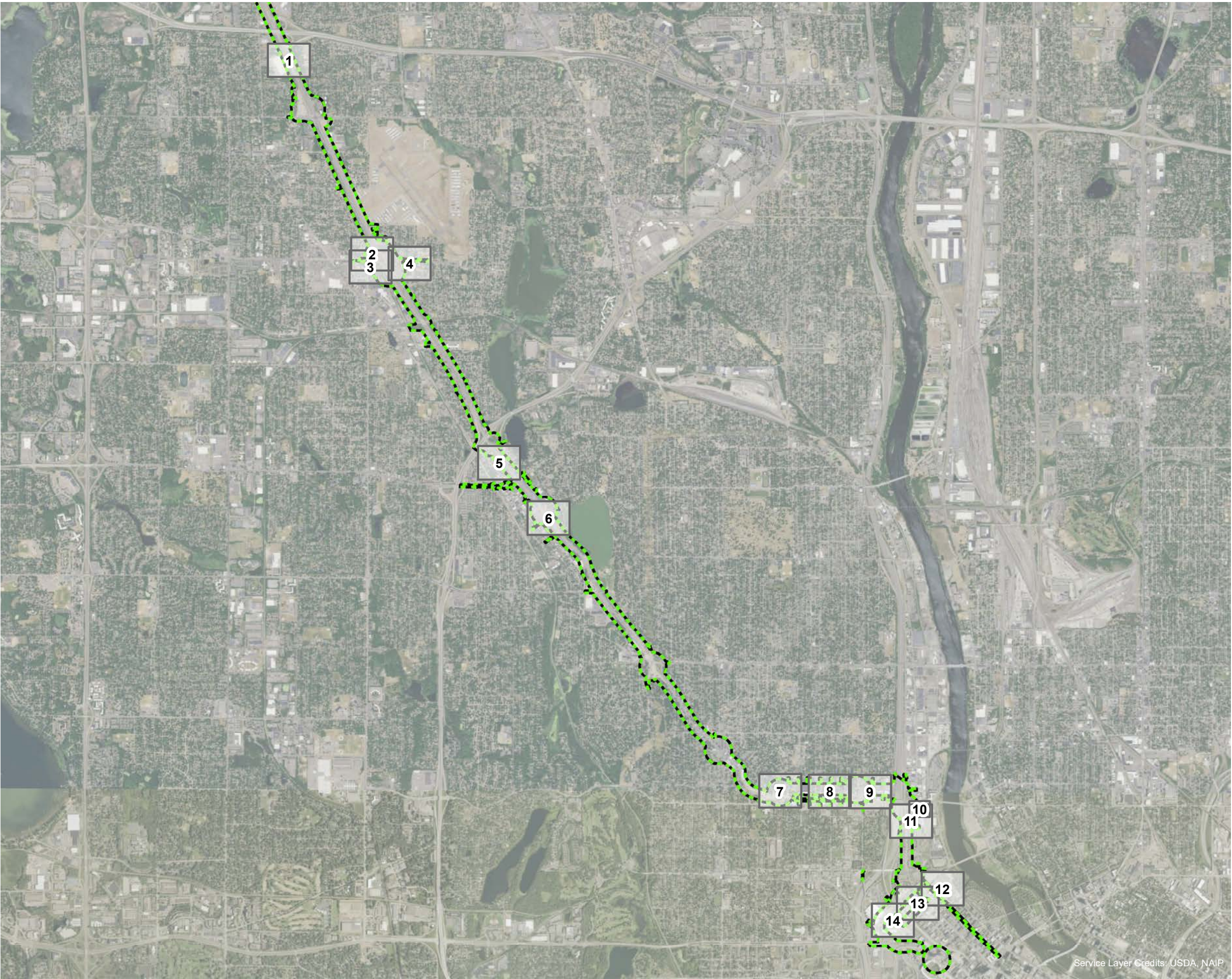
1974 “Southdale Branch Undertakes \$300,000 Fair Share Campaign.” *The Y’s Builder* 18(5)
November.

1979 “Board Chairman’s Report Cites Association’s Decades of Growth.” *The Y’s Builder* 23(3)
June.



1975 “Report ’74 Overview.” *The Y’s Builder* 19(3) June.

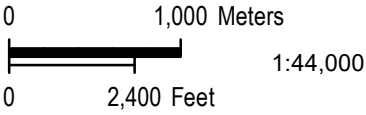
1980 “West Suburban Project Underway.” *The Y’s Builder* 23(3) June.

APPENDIX A: SUPPLEMENTAL RECONNAISSANCE ARCHITECTURAL HISTORY SURVEY RESULTS



**METRO Blue Line Light Rail
Extension Project Intensive
Architectural History Survey and
Supplemental Reconnaissance
Architectural History Survey**
*Minneapolis, Crystal, and Robbinsdale,
Hennepin County, Minnesota*

-  Architectural History APE
-  Map Number



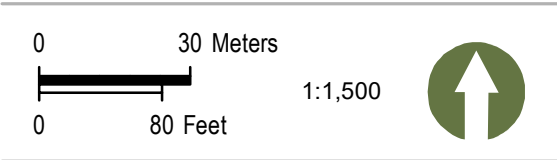
Supplemental Reconnaissance
Architectural History Survey Results

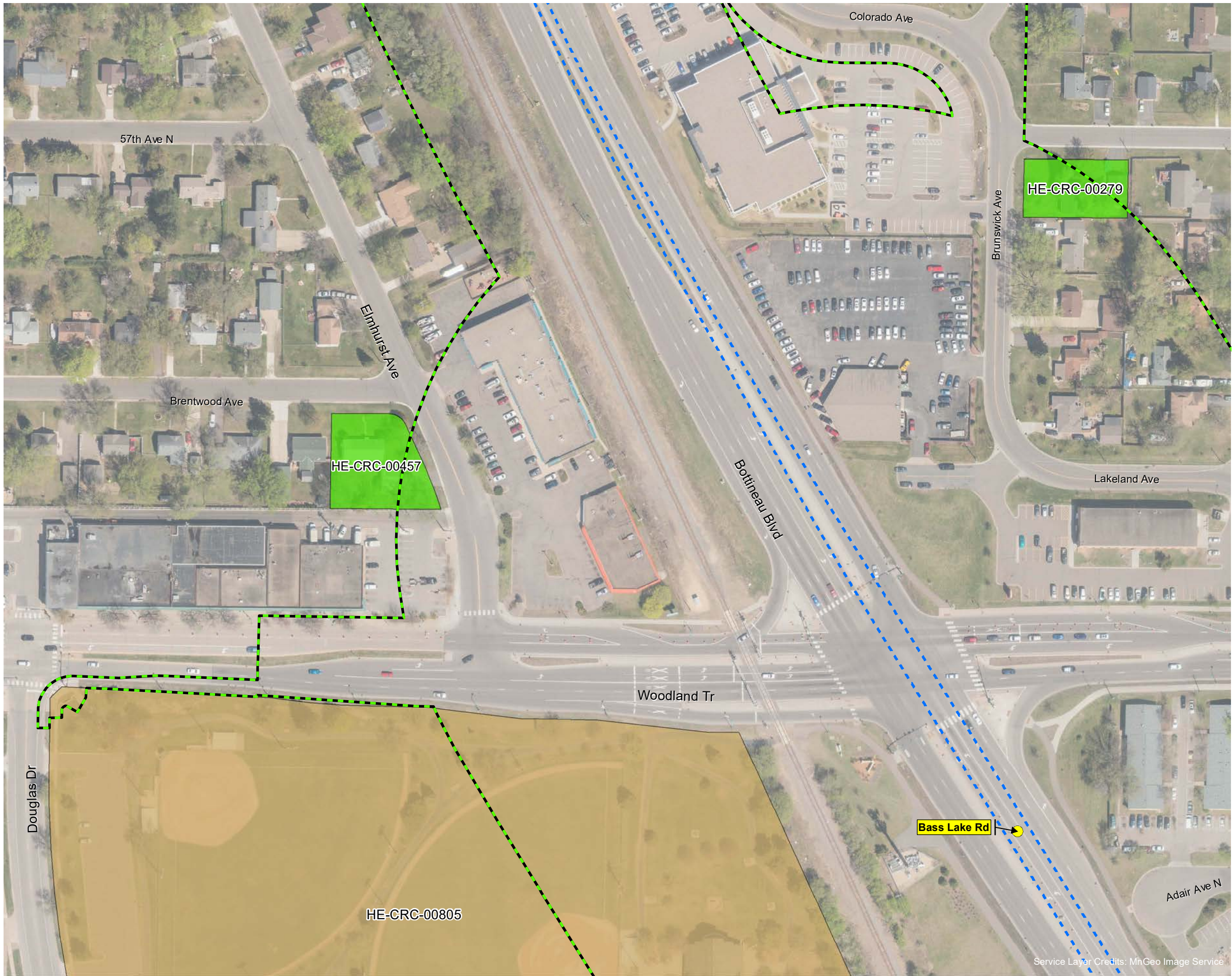


**METRO Blue Line Light Rail
Extension Project Intensive
Architectural History Survey and
Supplemental Reconnaissance
Architectural History Survey**
*Minneapolis, Crystal, and Robbinsdale,
Hennepin County, Minnesota*

- Architectural History APE
- Proposed Station
- Alignment
- Determined Eligible Historic District
- Recommended Eligible Historic District
- NRHP-Listed Historic District
- NRHP-Listed, Contributing to Warehouse District
- NRHP-Listed
- Determined Not Eligible
- Determined Not Individually Eligible;
Recommended Contributing to Forest Heights Addition Historic District
- Not Recommended for Intensive Survey
- Contributing Property to a Determined Eligible West Broadway Residential Historic District
- Not of Age
- Vacant
- Recommended for Intensive Survey
- Recommended for Intensive Survey

***All remaining areas within the APE were addressed in the Reconnaissance Architectural History Survey, December 2024.**

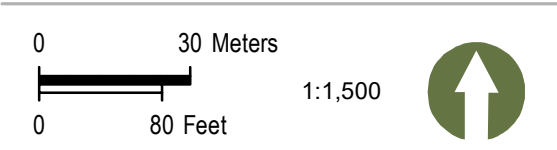


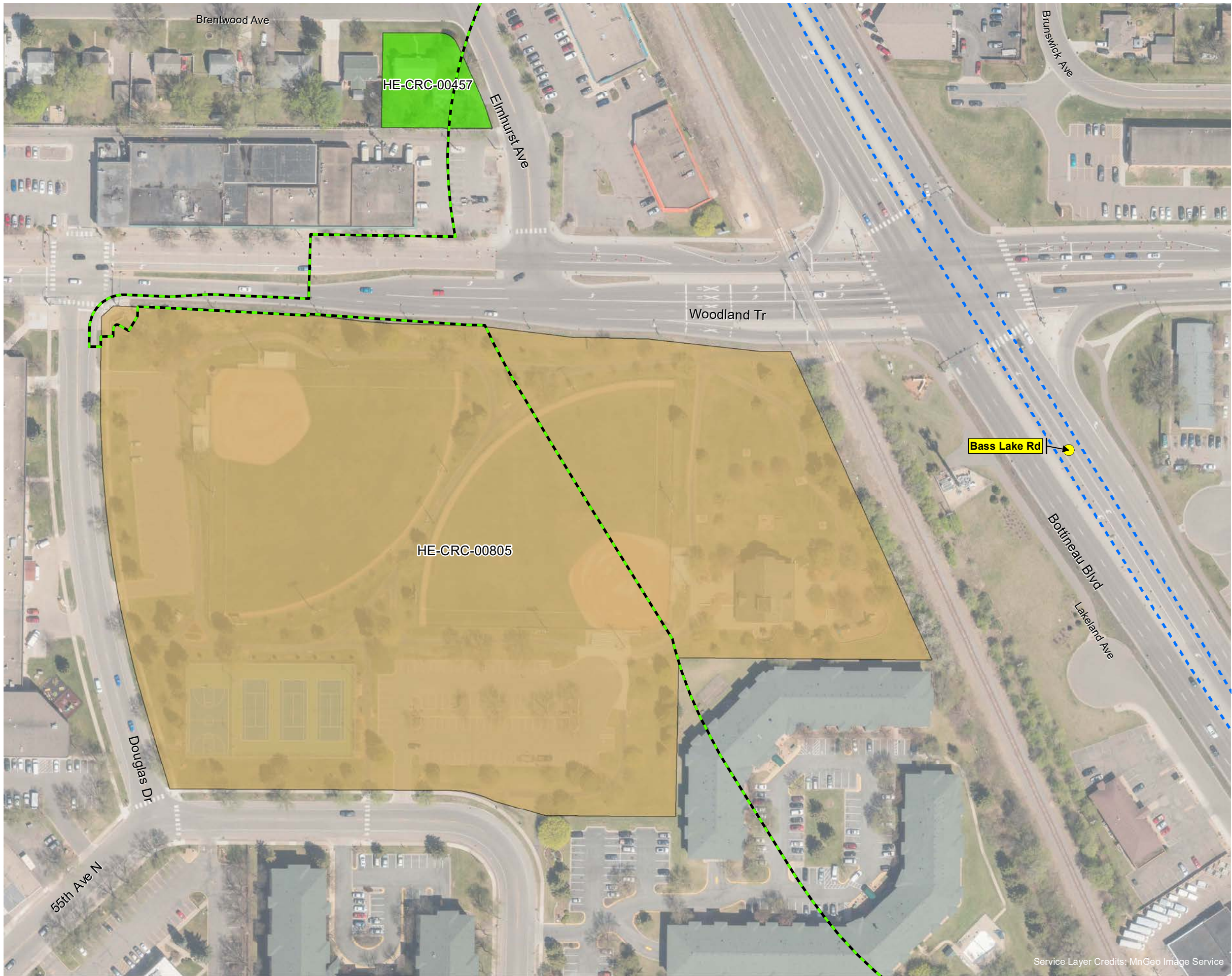


**METRO Blue Line Light Rail
Extension Project Intensive
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Supplemental Reconnaissance
Architectural History Survey**
*Minneapolis, Crystal, and Robbinsdale,
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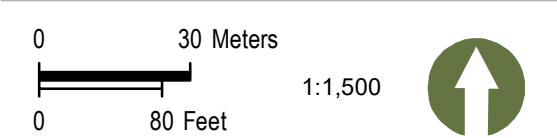


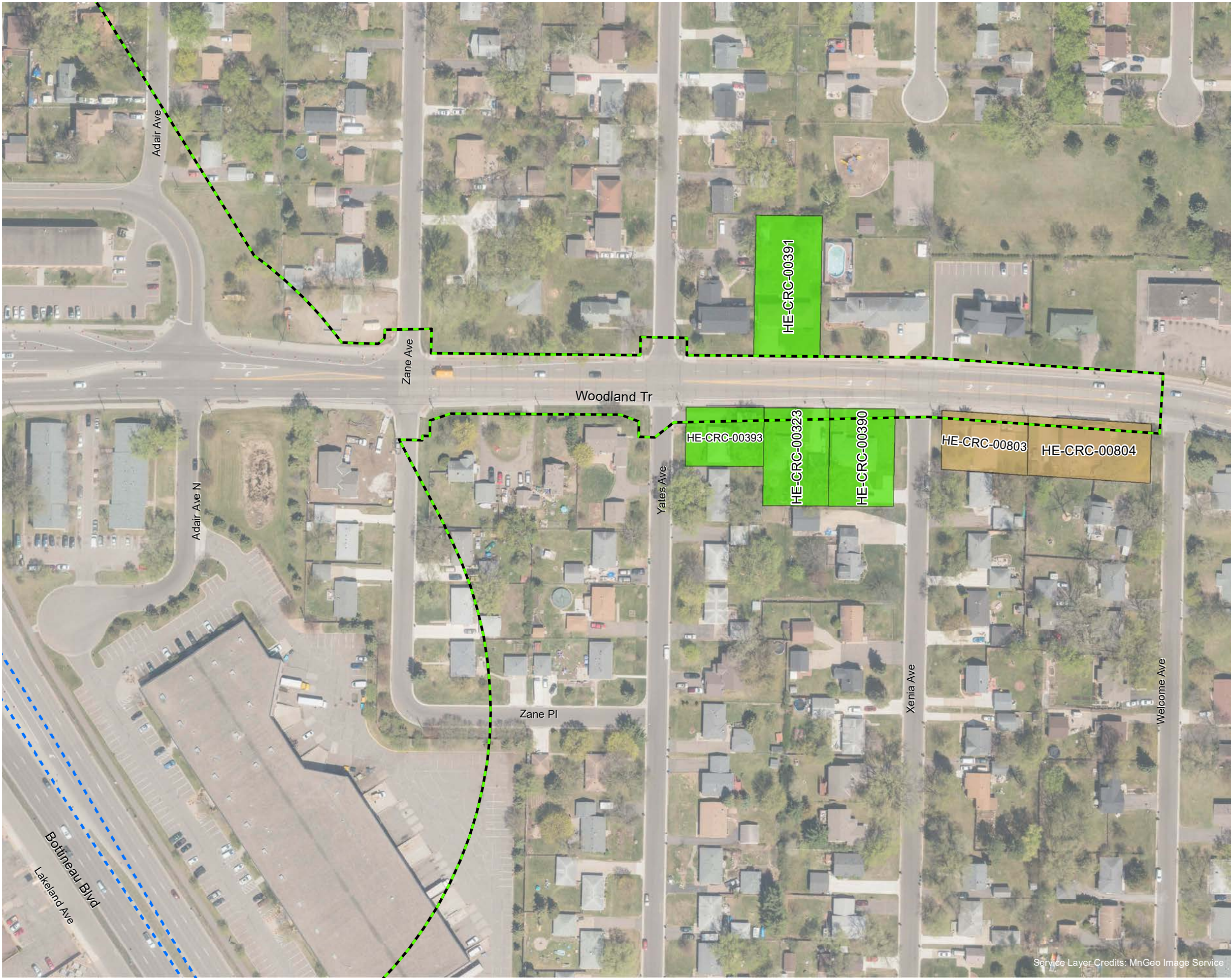


**METRO Blue Line Light Rail
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Supplemental Reconnaissance
Architectural History Survey**
*Minneapolis, Crystal, and Robbinsdale,
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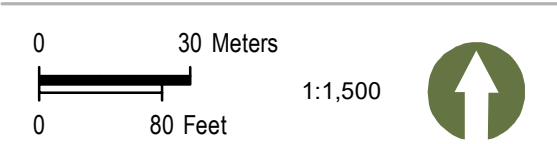




**METRO Blue Line Light Rail
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*Minneapolis, Crystal, and Robbinsdale,
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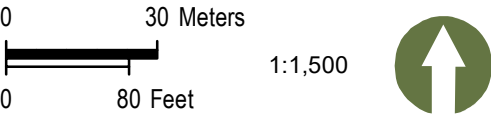
Supplemental Reconnaissance
Architectural History Survey Results



**METRO Blue Line Light Rail
Extension Project Intensive
Architectural History Survey and
Supplemental Reconnaissance
Architectural History Survey**
*Minneapolis, Crystal, and Robbinsdale,
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Supplemental Reconnaissance
Architectural History Survey Results

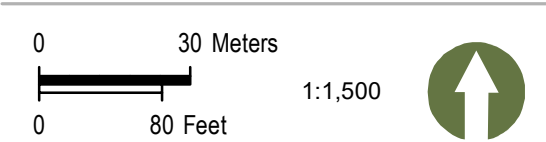


**METRO Blue Line Light Rail
Extension Project Intensive
Architectural History Survey and
Supplemental Reconnaissance
Architectural History Survey**

*Minneapolis, Crystal, and Robbinsdale,
Hennepin County, Minnesota*

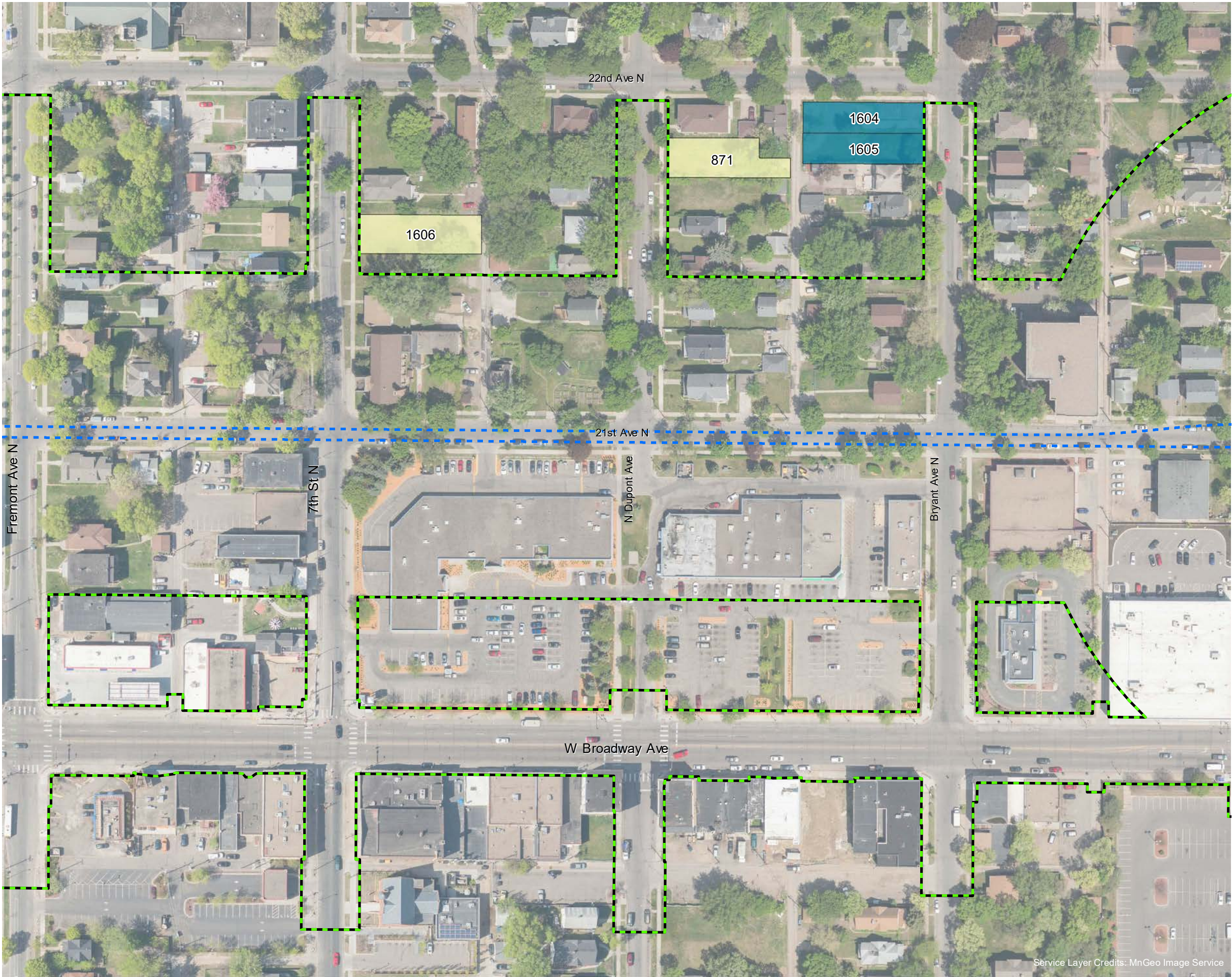
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Supplemental Reconnaissance
Architectural History Survey Results

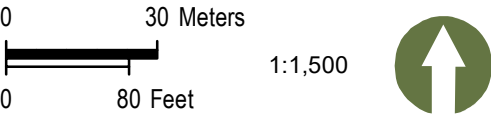
Appendix A: Map 6



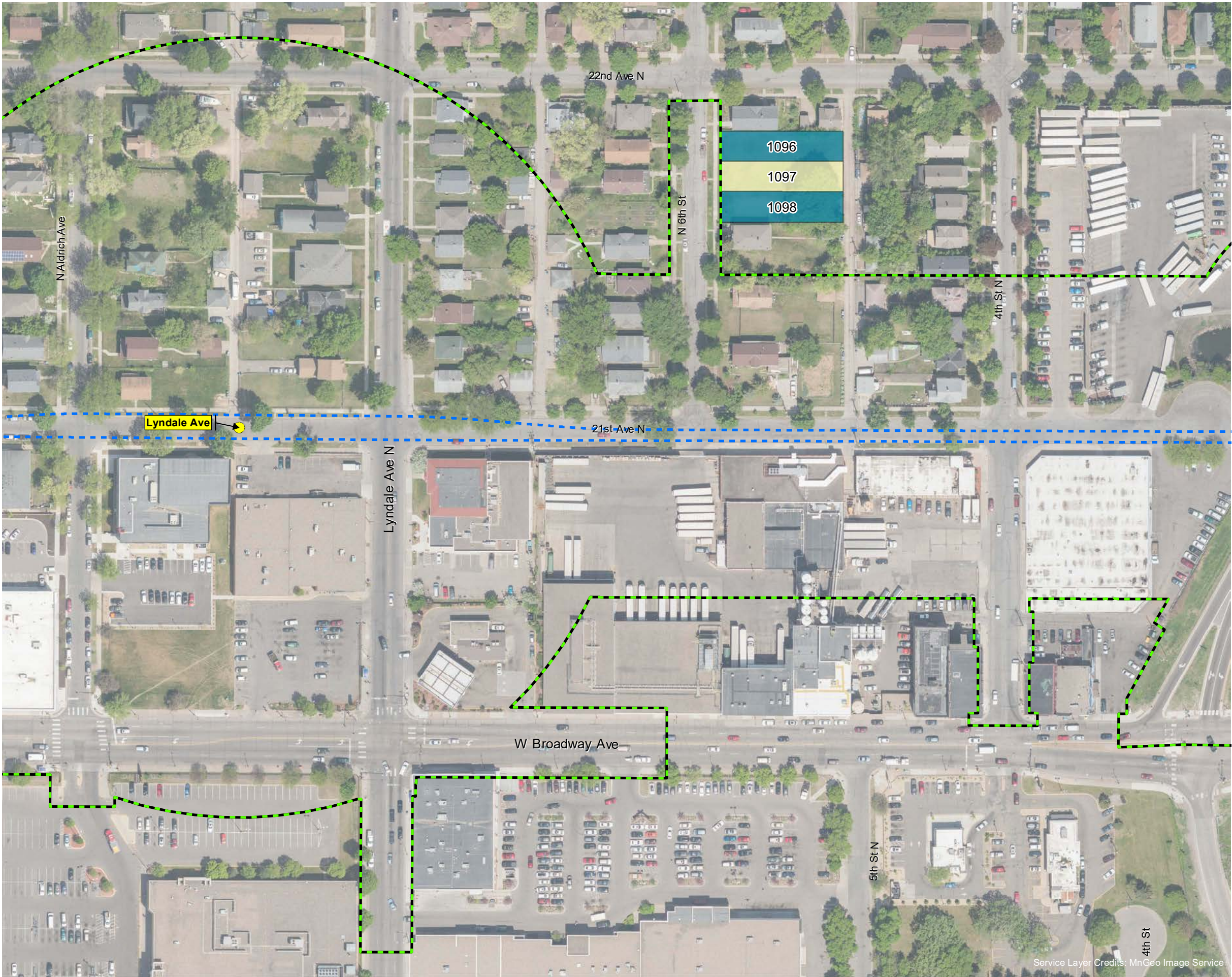
**METRO Blue Line Light Rail
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Architectural History Survey and
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Architectural History Survey**
*Minneapolis, Crystal, and Robbinsdale,
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Supplemental Reconnaissance
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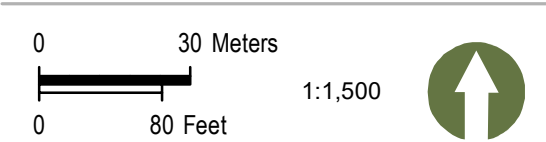


**METRO Blue Line Light Rail
Extension Project Intensive
Architectural History Survey and
Supplemental Reconnaissance
Architectural History Survey**

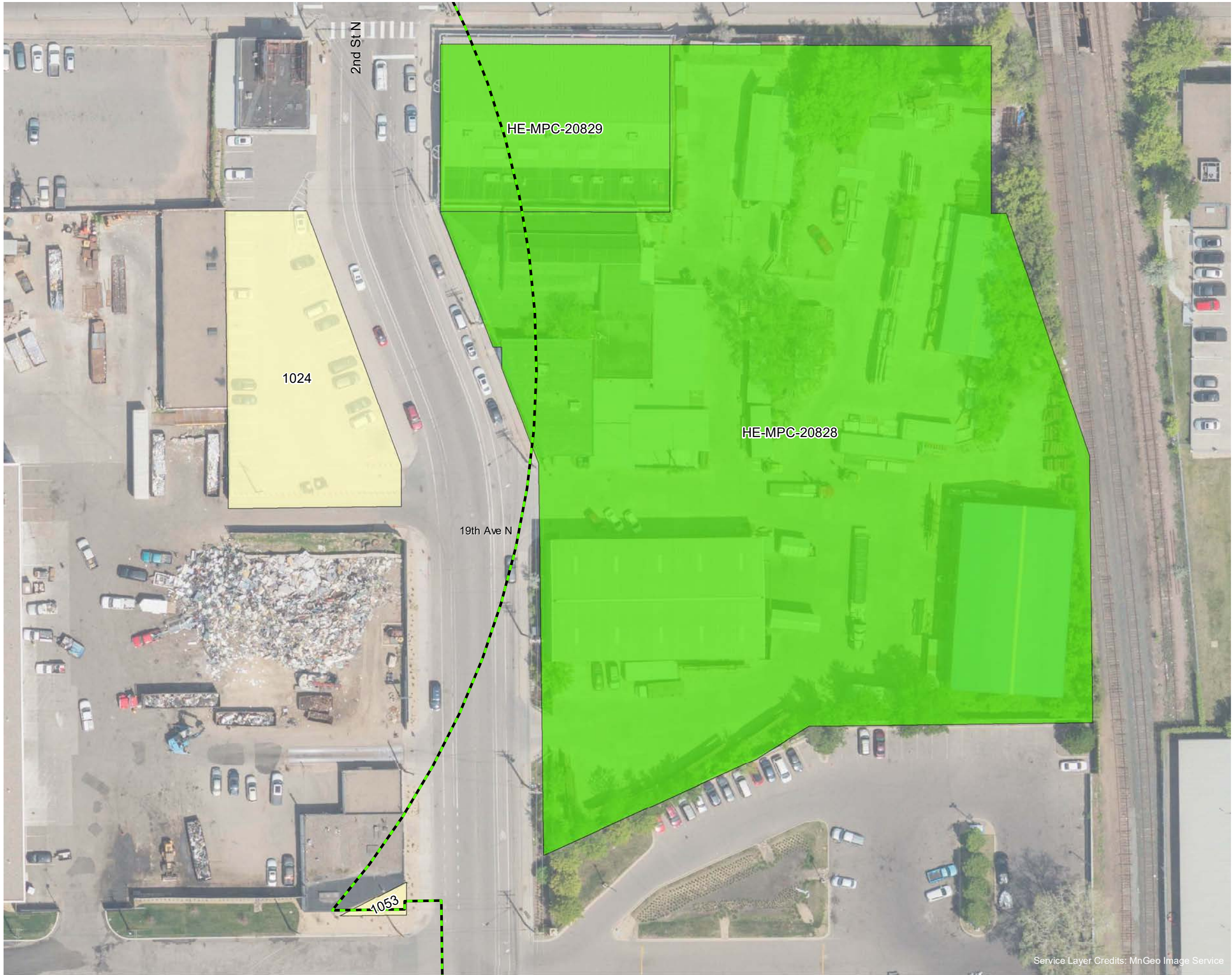
*Minneapolis, Crystal, and Robbinsdale,
Hennepin County, Minnesota*

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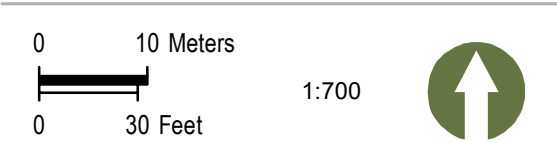
Supplemental Reconnaissance
Architectural History Survey Results



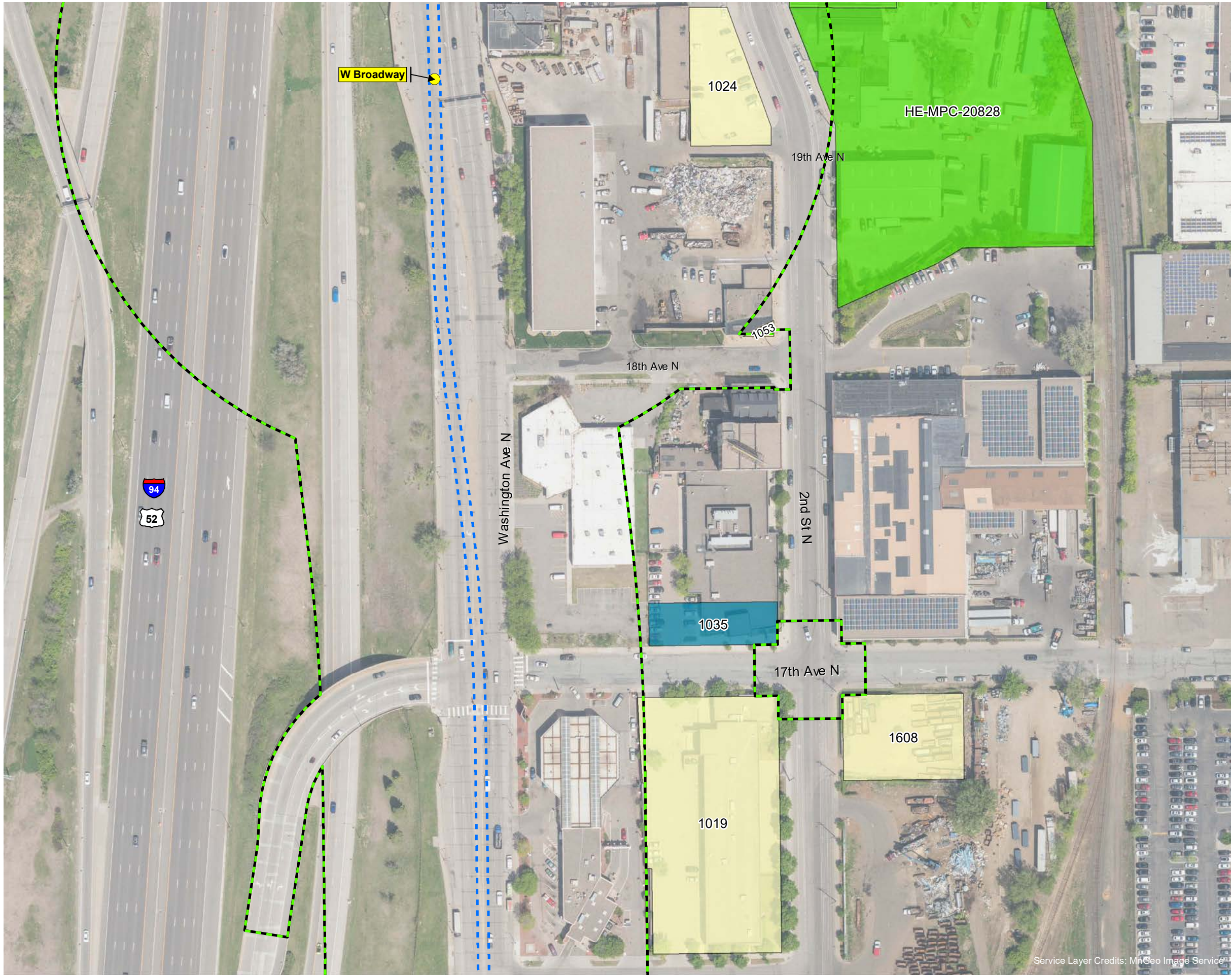
**METRO Blue Line Light Rail
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Architectural History Survey**
*Minneapolis, Crystal, and Robbinsdale,
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Supplemental Reconnaissance
Architectural History Survey Results

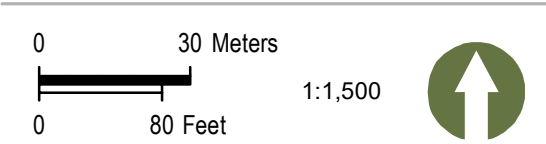


METRO Blue Line Light Rail Extension Project Intensive Architectural History Survey and Supplemental Reconnaissance

Minneapolis, Crystal, and Robbinsdale, Hennepin County, Minnesota

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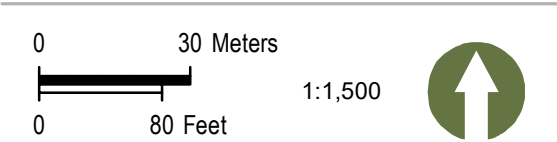
Supplemental Reconnaissance Architectural History Survey Results



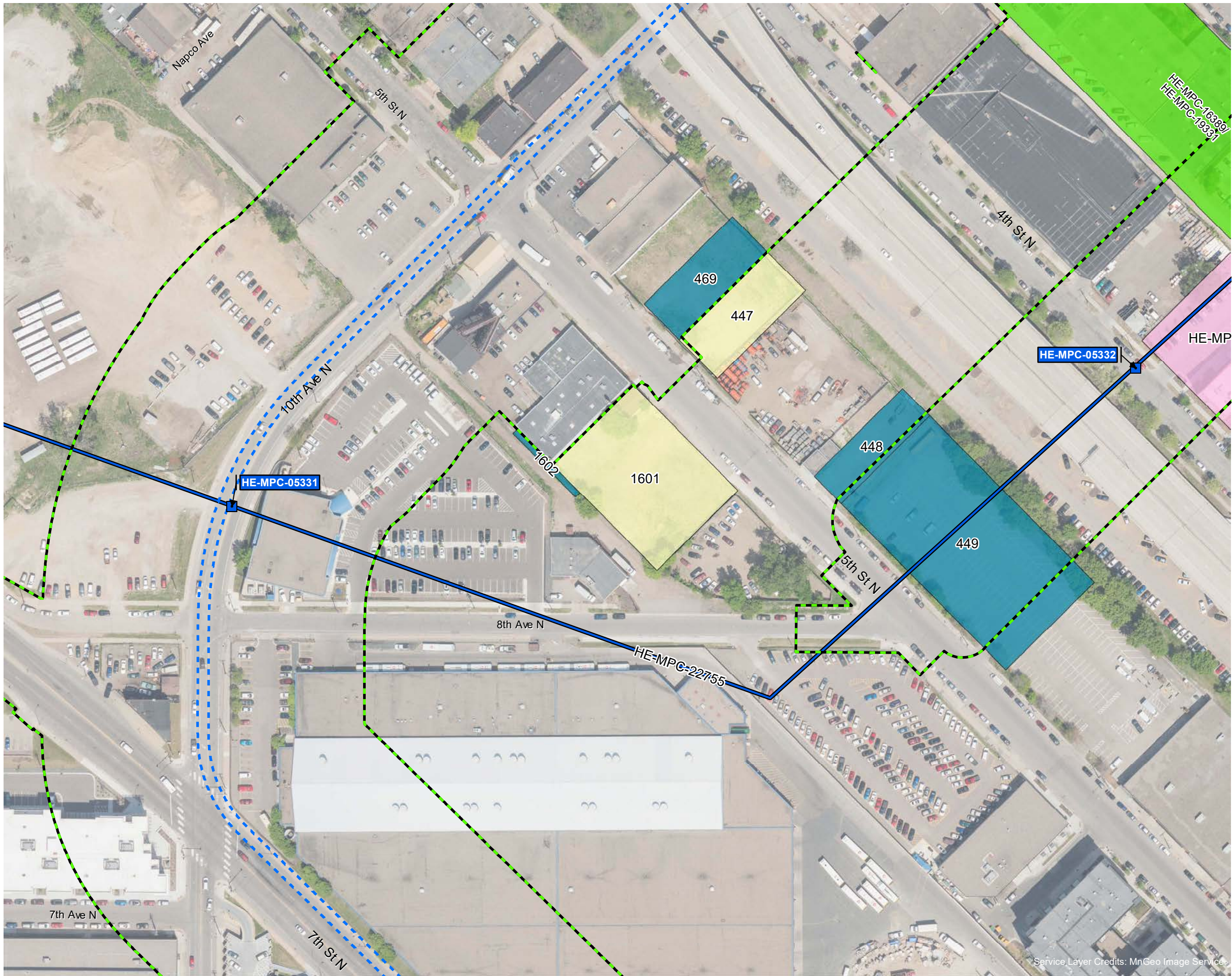
**METRO Blue Line Light Rail
Extension Project Intensive
Architectural History Survey and
Supplemental Reconnaissance
Architectural History Survey**
*Minneapolis, Crystal, and Robbinsdale,
Hennepin County, Minnesota*

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Supplemental Reconnaissance
Architectural History Survey Results

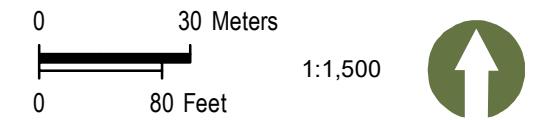


**METRO Blue Line Light Rail
Extension Project Intensive
Architectural History Survey and
Supplemental Reconnaissance
Architectural History Survey**

*Minneapolis, Crystal, and Robbinsdale,
Hennepin County, Minnesota*

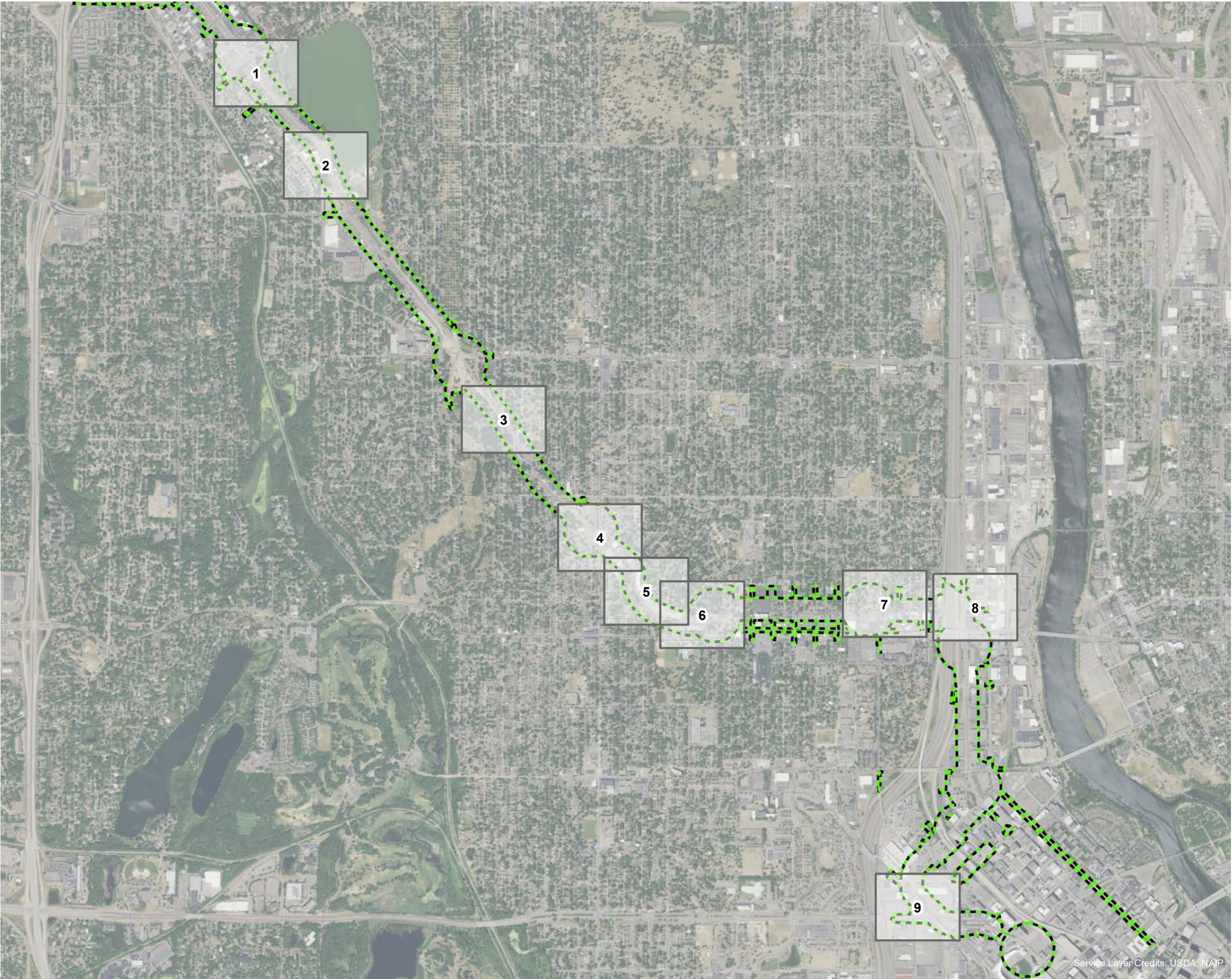
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Supplemental Reconnaissance
Architectural History Survey Results

APPENDIX B: INTENSIVE ARCHITECTURAL HISTORY SURVEY RESULTS



**METRO Blue Line Light Rail
Extension Project Intensive
Architectural History Survey and
Supplemental Reconnaissance
Architectural History Survey**
*Minneapolis, Crystal, and Robbinsdale,
Hennepin County, Minnesota*











-  Architectural History APE
-  Map Number

0 500 Meters
0 1,200 Feet 1:22,000



Intensive Architectural History
Survey Results

**METRO Blue Line Light Rail
Extension Project Intensive
Architectural History Survey and
Supplemental Reconnaissance
Architectural History Survey**
*Minneapolis, Crystal, and Robbinsdale,
Hennepin County, Minnesota*

-  Architectural History APE
-  Proposed Station
-  Alignment
-  Recommended Eligible
-  Recommended Not Eligible
-  Contributing to Recommended Eligible Multiple Property Complex
-  Contributing to Recommended Eligible Historic District
-  Non-Contributing to Recommended Eligible Historic District
-  Not of Age
-  Vacant



Intensive Architectural History
Survey Results

Appendix B: Map 1

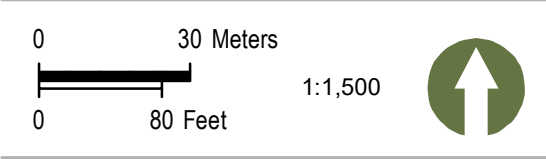




**METRO Blue Line Light Rail
Extension Project Intensive
Architectural History Survey and
Supplemental Reconnaissance
Architectural History Survey**

*Minneapolis, Crystal, and Robbinsdale,
Hennepin County, Minnesota*

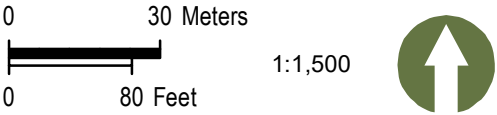
- Architectural History APE
- Proposed Station
- Alignment
- Recommended Eligible
- Recommended Not Eligible
- Contributing to Recommended Eligible Multiple Property Complex
- Contributing to Recommended Eligible Historic District
- Non-Contributing to Recommended Eligible Historic District
- Not of Age
- Vacant





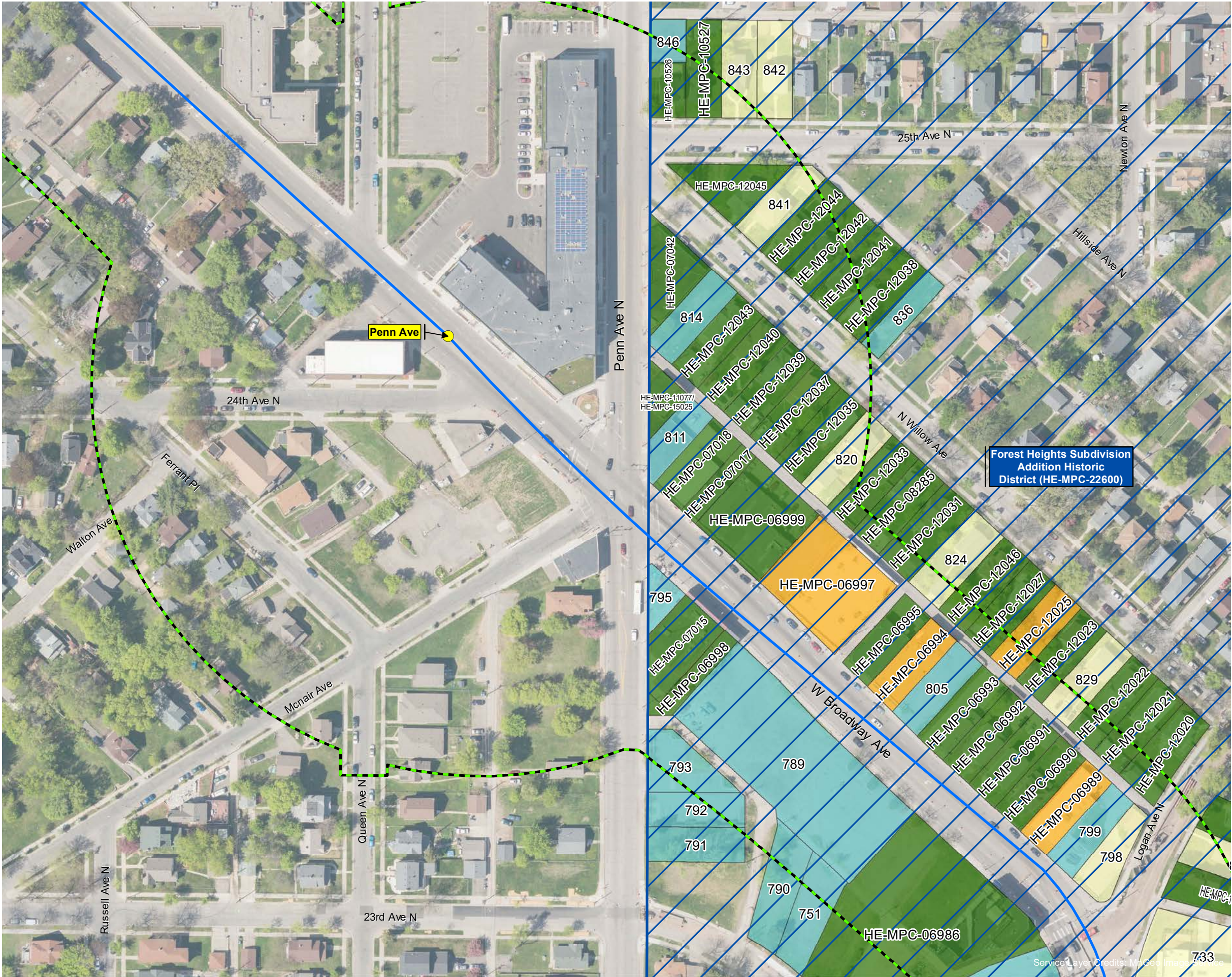
**METRO Blue Line Light Rail
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Architectural History Survey and
Supplemental Reconnaissance
Architectural History Survey**
*Minneapolis, Crystal, and Robbinsdale,
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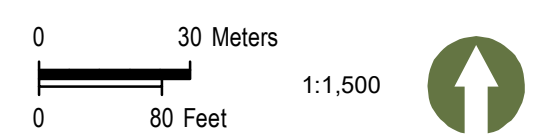
Intensive Architectural History
Survey Results

Appendix B: Map 3



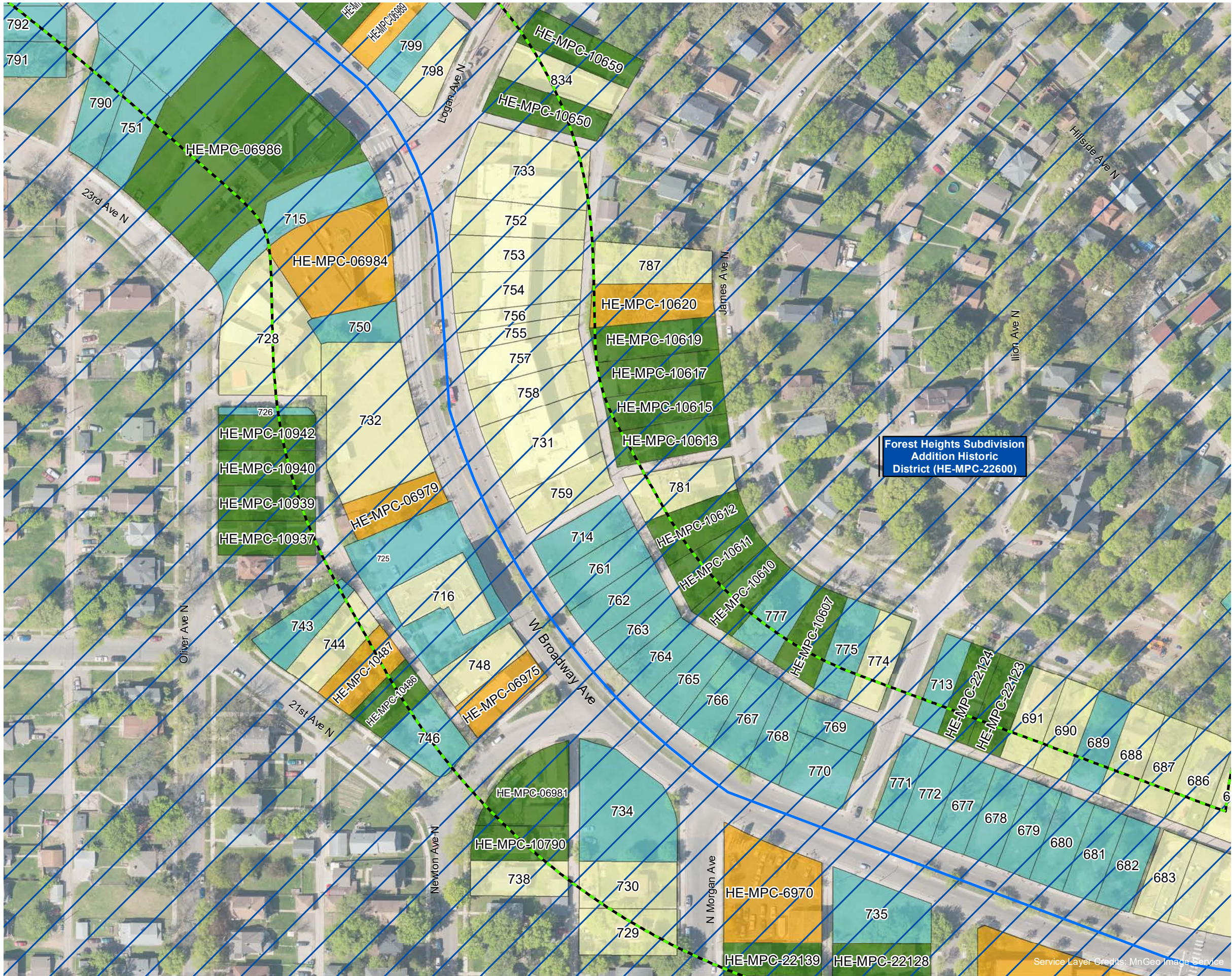
**METRO Blue Line Light Rail
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Architectural History Survey**
*Minneapolis, Crystal, and Robbinsdale,
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- Architectural History APE
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- Contributing to Recommended Eligible Historic District
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Intensive Architectural History
Survey Results

Appendix B: Map 4



**METRO Blue Line Light Rail
Extension Project Intensive
Architectural History Survey and
Supplemental Reconnaissance
Architectural History Survey**
*Minneapolis, Crystal, and Robbinsdale,
Hennepin County, Minnesota*

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- Alignment
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- Contributing to Recommended Eligible Historic District
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- Vacant

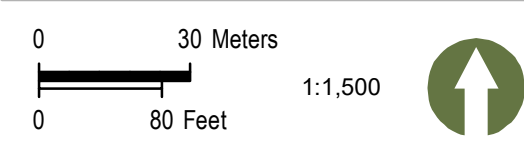


Intensive Architectural History
Survey Results

Appendix B: Map 5

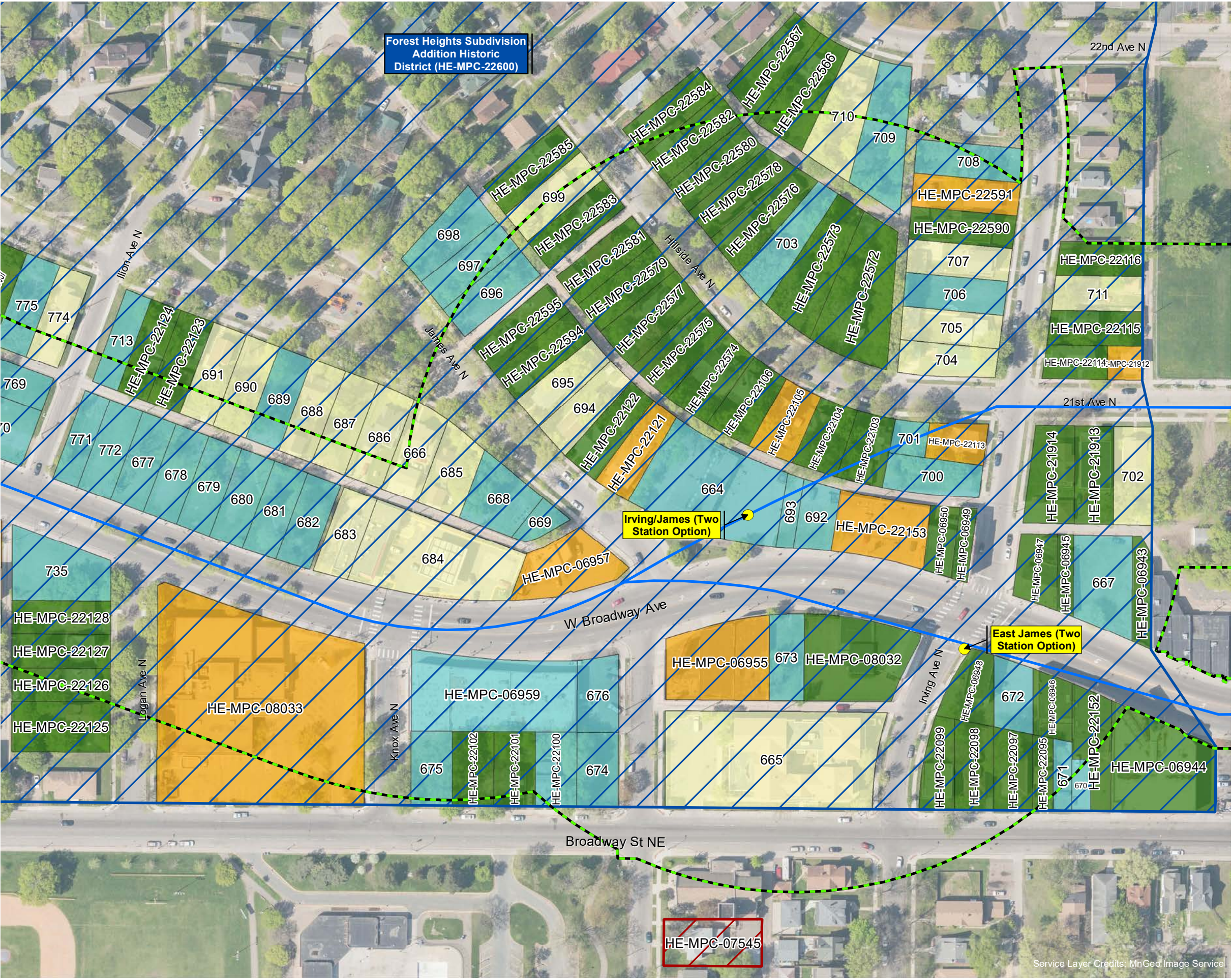
METRO Blue Line Light Rail
Extension Project Intensive
Architectural History Survey and
Supplemental Reconnaissance
Architectural History Survey
Minneapolis, Crystal, and Robbinsdale,

- Hennepin County, Minnesota
- Architectural History APE
 - Proposed Station
 - Alignment
 - Recommended Eligible
 - Recommended Not Eligible
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 - Contributing to Recommended Eligible Historic District
 - Non-Contributing to Recommended Eligible Historic District
 - Not of Age
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Intensive Architectural History
Survey Results

Appendix B: Map 6



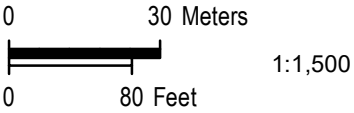
**METRO Blue Line Light Rail
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Architectural History Survey**
*Minneapolis, Crystal, and Robbinsdale,
Hennepin County, Minnesota*

-  Architectural History APE
-  Proposed Station
-  Alignment
-  Recommended Eligible
-  Recommended Not Eligible
-  Contributing to Recommended Eligible Multiple Property Complex
-  Contributing to Recommended Eligible Historic District
-  Non-Contributing to Recommended Eligible Historic District
-  Not of Age
-  Vacant













Source: 106 Group; HDR: Metropolitan Council; MnDOT

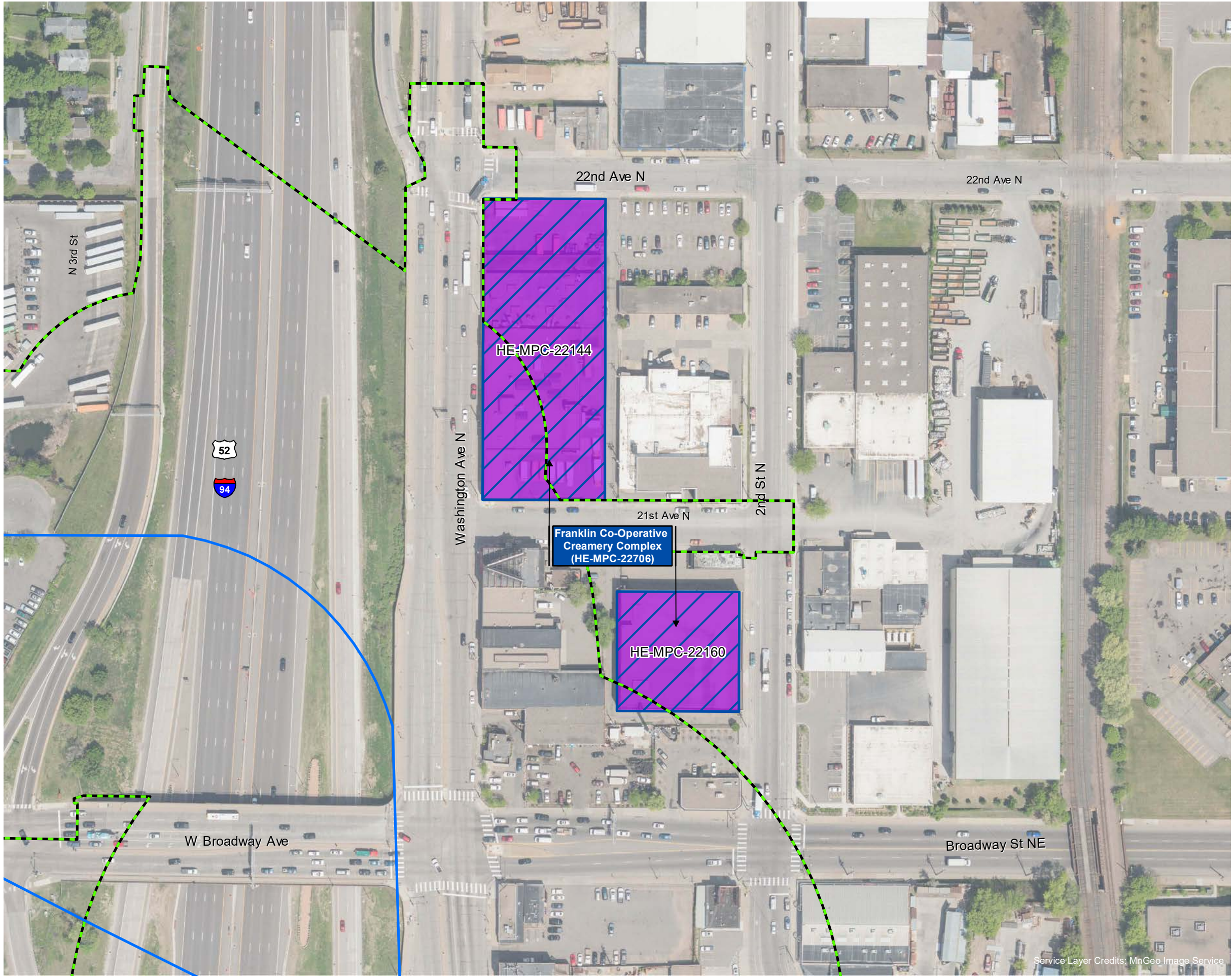
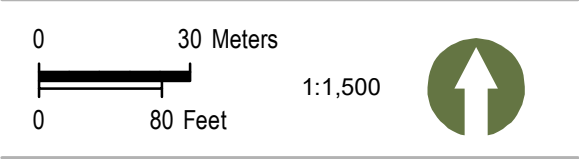
Service Layer Credits: MnGeo Image Service
Map Produced by 106 Group 12/20/2024



Intensive Architectural History
Survey Results

**METRO Blue Line Light Rail
Extension Project Intensive
Architectural History Survey and
Supplemental Reconnaissance
Architectural History Survey**
*Minneapolis, Crystal, and Robbinsdale,
Hennepin County, Minnesota*

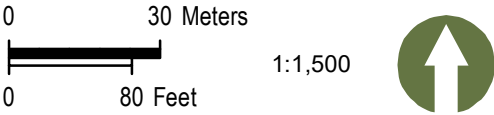
-  Architectural History APE
-  Proposed Station
-  Alignment
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-  Recommended Not Eligible
-  Contributing to Recommended Eligible
Multiple Property Complex
-  Contributing to Recommended Eligible
Historic District
-  Non-Contributing to Recommended
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**METRO Blue Line Light Rail
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- Vacant



Intensive Architectural History
Survey Results

Appendix B: Map 9

APPENDIX C: PROJECT PERSONNEL

LIST OF PERSONNEL

106 Group Project Manager

Lindsey Wallace, M.A.

106 Group Principal Investigator

Lindsey Wallace, M.A.

Historians

Lindsey Wallace, M.A.
Max Chavez, M.A.
Steve Gallo, PhD
Chris Hommerding, PhD.
Emily Wallrath Schmidt, M.A.

Graphics and GIS

Josh Peterson, B.S.



Intensive Architecture/History Survey Addendum of the Bassett Creek Tunnel System

METRO Blue Line Light Rail Extension Project

Metropolitan Council Contract No. 14P156

SHPO File No. 2011-3773

Minneapolis, Hennepin County, Minnesota

January 8, 2025

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Cover citation: 1937 aerial photograph overlaid with the original alignment of Bassett Creek and the straightened alignment of the Bassett Creek Tunnel System (Du 2024)

Management Summary

The proposed METRO Blue Line Light Rail Extension Project (Project) consists of approximately 13.4 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Project includes construction of new stations, park-and-ride facilities, and an operations and maintenance facility. This Project is seeking funding from the Federal Transit Administration (FTA) and, therefore, must comply with the National Environmental Policy Act (NEPA) and Section 306108 (previously Section 106 and hereinafter referred to as Section 106) of the National Historic Preservation Act (NHPA) of 1966, as amended (54 United States Code § 306108), and its implementing regulations, (36 Code of Federal Regulations Part 800 et. seq.). The Metropolitan Council (Council) is the Project sponsor and federal grantee and is leading the process for preliminary engineering, final design, and construction. The Council is the local public agency and is required to comply with the requirements of the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045).

FTA, as the lead federal agency, and the Council, as the local project sponsor, published the Project's Final Environmental Impact Statement (EIS) on July 15, 2016, in compliance with NEPA and MEPA. FTA signed a Record of Decision (ROD) on September 19, 2016. As defined in the Final EIS and ROD, the project consisted of approximately 13.4 miles of new LRT guideway, approximately 7.8 miles of which was proposed to operate in BNSF Railway Company (BNSF) right-of-way. Negotiations to secure needed right-of-way and other commitments to allow construction of the Project in the BNSF corridor were unsuccessful. In 2020, the local Project sponsor (the Council) and its partner, Hennepin County, in coordination with other Project stakeholders and jurisdictions, began to identify and evaluate potential alternative Project routes that would avoid use of BNSF right-of-way. A final Route Modification Report outlining the recommended modified route was published on April 18, 2022, and reflects input received following publication of a draft Route Modification Report, as well as extensive efforts by Project sponsors to engage stakeholders and the public. The recommended modified route was adopted by the Council and Hennepin County in June 2022. The Council, under the direction of the FTA, published a Supplemental Draft EIS in June 2024 and will complete a Supplemental Final EIS/Amended ROD to determine the anticipated social, economic, and environmental impacts of the modified route in compliance with NEPA and MEPA. The measures FTA agreed to implement to avoid, minimize, and mitigate adverse effects on historic properties from the previous alignment are documented in the *Memorandum of Agreement between the Federal Transit Administration and the Minnesota Historic Preservation Office Regarding the METRO Blue Line Extension Light Rail Transit Project, Hennepin County, Minnesota* (MOA), which was executed on August 23, 2016, and amended September 20, 2022 (FTA 2022). Further consultation with SHPO and consulting parties to resolve adverse effects to historic properties will be completed pursuant to Stipulation XIV of the existing MOA and will be documented in an amendment to the MOA.

In December 2024, the 106 Group completed an *Intensive Architectural History Survey and Supplemental Reconnaissance Architectural History Survey* for the Project, which evaluated the eligibility for listing in the National Register of Historic Places (NRHP) of ten properties/districts that were determined potentially eligible during the reconnaissance survey and were located within the Area of Potential Effects (APE). This report also evaluated the potential eligibility of four properties located in the APE, one of which, the Bassett Creek Tunnel System, was recommended as potentially

eligible (Wallace et al. 2024). This current survey report was prepared to evaluate the Bassett Creek Tunnel System at the intensive level to determine if it has NRHP significance. Based on this intensive evaluation, the Bassett Creek Tunnel System, and four associated bridges that are located within the APE, do not have historical significance and are recommended as not eligible for listing in the NRHP.

"I certify that this investigation was conducted and documented according to the Secretary of the Interior's Standards and Guidelines and that the report is complete and accurate to the best of my knowledge."



Signature of Principal Investigator

January 8, 2025

Date

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1 Introduction

The proposed METRO Blue Line Light Rail Extension Project (Project) consists of approximately 13.4 miles of new Light Rail Transit (LRT) guideway from downtown Minneapolis to the northwest suburbs. The Project includes construction of new stations, park-and-ride facilities, and an operations and maintenance facility. This Project is seeking funding from the Federal Transit Administration (FTA) and, therefore, must comply with the National Environmental Policy Act (NEPA) and Section 306108 (previously Section 106 and hereinafter referred to as Section 106) of the National Historic Preservation Act (NHPA) of 1966, as amended (54 United States Code § 306108), and its implementing regulations, (36 Code of Federal Regulations Part 800 et. seq.). The Metropolitan Council (Council) is the Project sponsor and federal grantee and is leading the process for preliminary engineering, final design, and construction. The Council is the local public agency and is required to comply with the requirements of the Minnesota Environmental Policy Act (MEPA) (Minnesota Statutes 116D.04 and 116D.045).

This addendum report was prepared to evaluate the NRHP eligibility of the Bassett Creek Tunnel System, which was determined potentially eligible by FTA in late 2024. This report includes the intensive evaluation methodology and eligibility recommendations for the Bassett Creek Tunnel System and associated subterranean structures that are located within the Project Area of Potential Effects (APE).

2 Methodology

2.1 Objective

The objective of this intensive evaluation was to determine if the Bassett Creek Tunnel System is eligible for listing in the NRHP, and if any associated structures within the Project APE would be contributing or non-contributing to the linear property. All work was conducted in accordance with the SHPO *Historic and Architectural Survey Manual*, *The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* [48 Federal Register 44716-44740], the Project MOA, and the Blue Line Light Rail Extension Project Section 106 Compliance Plan (SHPO 2017; NPS 1983; FTA 2022; Bring and Barnes 2023).

2.2 Architecture/History APE

Based on current Project plans, the architecture/history APE includes:

- All properties within 200 feet of the centerline of the proposed alignment;
- All properties within 500 feet (roughly equates to one block in urban areas) of the center point of each proposed station;
- All properties within 750 feet of the perimeter of the OMF site;
- All properties within 200 feet of the perimeter of each existing or new bridge structure less than 12 feet above an existing grade and/or surface of the feature being crossed;
- All properties within 500 feet of the perimeter of each existing or new bridge structure more than 12 feet above an existing grade and/or surface of the feature being crossed;
- All properties within the construction limits/ LOD existing roadways and parking lots within existing right-of-way;
- The first tier of properties directly fronting the roadway and intersections of new or relocated roadways not within existing right-of-way;
- The first tier of adjacent properties to new surface parking facilities (no buses), modification to existing surface parking facilities (no buses), and new access roads;
- All properties within the construction limits/LOD of bicycle and pedestrian improvements, utilities and systems, borrow/fill and floodplain/stormwater/wetland mitigation areas, and noise walls (Bring and Barnes 2023).

2.3 Research

In December 2024, background literature research was conducted online through the Minnesota State Historic Inventory Portal (MnSHIP) for this linear resource and any associated structures. Intensive research included a review of historical maps, aerials, and photographs; MnDOT bridge records; documentation of stormwater tunnel development in

Minneapolis; developmental history of the North Loop; and information about urban trends on burying/impounding streams and creeks.

2.4 Inventory

An updated MnSHIP record was prepared for the Bassett Creek Tunnel System (HE-MPC-22755), and the four associated properties that are located within the Project APE: HE-MPC-05329, HE-MPC-05331, HE-MPC-05332, and HE-MPC-05333.

2.5 Evaluation

The eligibility of the property was assessed based on significance and integrity. The four NRHP criteria (A, B, C, and D) were assessed to determine significance. Additionally, the integrity of the property was assessed in regard to the seven aspects of integrity (NPS 1997).

3 Intensive Survey

The Bassett Creek Tunnel System was recommended as potentially eligible during a reconnaissance survey (Wallace et al. 2024). To determine the eligibility of the linear resource this intensive evaluation was prepared for the System and four bridges that are located within the Project APE.

3.1 Bassett Creek Tunnel System (HE-MPC-22755)

Location: From southeast of the intersection of 2nd Avenue N and Van White Memorial Boulevard to Mississippi River near the intersection of Great River Road and River Street (Figure 3-1).

Narrative Description:

The Bassett Creek Tunnel System is an underground tunnel channeling Bassett Creek from Theodore Wirth Regional Park to the Mississippi River, which was constructed in various periods between 1889 and 1923. Bassett Creek begins before Theodore Wirth Regional Park, at the south end of Medicine Lake in the city of Plymouth, Minnesota. From there, the creek winds eastward until it enters the north end of Theodore Wirth Regional Park. Within the park the creek moves southward until it exits at the park's southwest corner and moves eastward. Flowing eastward, the creek passes underneath Van White Memorial Boulevard, to the east of which the creek enters the underground tunnel system passing through a large, angled steel grate (Figure 3-2). As an underground tunnel system, the creek is no longer visible from the surface at this point. The intake entrance of the tunnel system is not visible from the public right-of-way. According to inspection reports and photographs, the intake entrance is a tripartite, concave wall constructed of concrete with a central intake opening (Biber 2022; Wallace et al. 2024; Du 2024).

The tunnel flows generally northeast to the Mississippi River (Figure 3-3). From its current intake point east of Van White Memorial Boulevard, the tunnel turns to the north, moving directly north until it passes underneath Olson Memorial Highway. At that point, the tunnel system moves in a northeast direction until it passes underneath Interstate 94 (I-94) and turns southeasterly. Near 8th Avenue N and the I-94 on- and off-ramps, the tunnel makes a sharp turn heading northeast. From here, the tunnel system heads in a straight line northeast, located between 8th and 7th Avenues N, to an outfall that empties into a small channel on the Mississippi River just south of the Plymouth Avenue Bridge. The outfall is a large, round arch that consists of rusticated stone voussoirs. The arch is framed within a larger rectangular surround constructed of the same rusticated stone cut into large rectangular slabs. Stone retaining walls extend outward from both sides of the tunnel wall where they terminate into the surrounding earth (Dunbar 2017).

Although the Bassett Creek Tunnel System was not accessible for survey, according to inspection reports and online photographs it is constructed of concrete and masonry. In some areas, the tunnel is roughly 10 feet by 10 feet, and in areas where original brick

bridges created a framework for the tunnel, the tunnel measures up to 20 feet wide by almost 14 feet tall (Dunbar 2017) (see

Figure 3-4. and Figure 3-5).

Figure 3-2. Bassett Creek Tunnel System Entry, Facing East from Van White Memorial Boulevard



Source: Tom Sweeney, Star Tribune (Du 2024)

Figure 3-3. Map of the Bassett Creek Tunnel System “old tunnel” and 1992 “new tunnel”



Source: Du 2024

In 1992, a new Bassett Creek Tunnel was constructed with a different alignment through downtown Minneapolis to convey the creek from Theodore Wirth Regional Park to the Mississippi River. This alignment connects the Bassett Creek Tunnel System with the Minneapolis Central City Stormwater Tunnel which heads more easterly, following Cedar Lake Trail, 2nd Avenue, and 2nd Street, until its outfall near Mill Ruins Park and the Upper St. Anthony Falls Lock and Dam (Figure 3-3). Since 1992, the Bassett Creek Tunnel System no longer carries the creek and only functions today as an overflow channel. This inventoried resource and analysis covers the original Bassett Creek Tunnel System, which was constructed between 1889 and 1923.

While physical survey of the tunnel was not possible, there are various photographs available online showing the size and materials of the tunnel. Some recent photographs from 2018-2020 are available from when the Mississippi Watershed Management Organization (MWMO) cleared out tons of accumulated sediment and debris from the tunnel (see

Figure 3-4. and Figure 3-5).

Figure 3-4. Interior of the Bassett Creek Tunnel System during 2018 sediment removal, located south of 4th Avenue N



Source: MWMO 2024

Figure 3-5. Interior of the Bassett Creek Tunnel System during 2020 sediment removal, located near 5th Avenue N, east of Van White Memorial Boulevard



Source: MWMO 2024

Associated Bridges

According to MnDOT records, 17 subterranean structures are associated with the Bassett Creek Tunnel System, seven of which have been previously inventoried according to MnSHIP records (Table 3-1). During the reconnaissance survey, two of these structures were identified within the BLE Project APE, however during additional map analysis it was determined that four of these structures are located within the APE.

Bridge 93108 (HE-MPC-05331) carries 10th Avenue N over Bassett Creek, just north of its intersection with 8th Avenue N. According to MnDOT bridge inspection reports, this masonry arch bridge was built in 1915, is 30-feet in length, and the masonry has been covered in non-historic shotcrete (MnDOT 2022a).

Bridge 93110 (HE-MPC-05332) carries 4th Street N over Bassett Creek between 7th and 8th Avenues N. According to MnDOT bridge inspection reports, this spandrel filled masonry arch bridge was built in 1923, is 32-feet in length, and the masonry arch has been covered in non-historic shotcrete (MnDOT 2022b).

Bridge 93111 (HE-MPC-05333) carries 3rd Street N over Bassett Creek between 7th and 8th Avenues N. According to MnDOT bridge inspection reports, this spandrel filled masonry arch bridge was built in 1923, is 30-feet in length. During inspections in 2022,

loose stones and mortar joints were identified on the structure and the masonry arch has been covered in non-historic shotcrete (MnDOT 2022c).

Bridge 93112 (HE-MPC-05329) carries 2nd Street N over Bassett Creek between 7th and 8th Avenues N. According to MnDOT bridge inspection reports, this spandrel filled masonry arch bridge was built in 1922, is 32-feet in length, and the masonry arch has been covered in non-historic shotcrete (MnDOT 2022d).

At the outlet to the Mississippi River there is a narrow channel where the creek daylights within Minneapolis Park and Recreation Board property. Across this channel there are two low steel truss pedestrian bridges (Bridge 93798 and 93797) that were constructed in 1987. These above-ground structures do not impound the creek, and therefore are not associated with the Bassett Creek Tunnel System.

Table 3-1. Subterranean Structures Associated with the Bassett Creek Tunnel System

Property Name	Inventory No.	Build Date	Location	Structure Type
Bridge 94282	n/a	1889	Glenwood Avenue N over Bassett Creek	Masonry Box Culvert
Bridge 94254	n/a	1889	4 th Avenue N over Bassett Creek	Concrete Arch Culvert
Bridge 94255	n/a	1889	5 th Avenue N over Bassett Creek	Concrete Box Culvert
Bridge 27311	n/a	2018	TH 55; Service Road over Bassett Creek	Precast Box Culvert
Bridge 27J28	n/a	2003	Bryant Avenue S over Bassett Creek	Precast Box Culvert
Bridge 93483	n/a	1980	I-94 W Frontage Road over Bassett Creek	Concrete Box Culvert
Bridge 93482	n/a	1915	I-94 over Bassett Creek	Concrete Box Culvert
Bridge 91334	n/a	1915	I-94 E Frontage Road over Bassett Creek	Spandrel Filled Masonry Arch
Bridge 93107	n/a	1915	7 th Street N over Bassett Creek	Masonry Arch
Bridge 93108	HE-MPC-05331	1915	10 th Avenue N over Bassett Creek (within BLE APE)	Spandrel Filled Masonry Arch
Bridge 93109	HE-MPC-22406	1923	5 th Street N over Bassett Creek	Concrete Box Culvert
Bridge 93110	HE-MPC-05332	1923	4 th Street N over Bassett Creek (within BLE APE)	Spandrel Filled Masonry Arch
Bridge 93111	HE-MPC-05333	1923	3 rd Street N over Bassett Creek (within BLE APE)	Spandrel Filled Masonry Arch
Bridge 91333	HE-MPC-05340	1923	Washington Avenue N over Bassett Creek	Spandrel Filled Masonry Arch

Table 3-1. Subterranean Structures Associated with the Bassett Creek Tunnel System

Property Name	Inventory No.	Build Date	Location	Structure Type
Bridge 93112	HE-MPC-05329	1922	2 nd Street N over Bassett Creek (within BLE APE)	Spandrel Filled Masonry Arch
Bridge L9548	n/a	1915	1 st Street N over Bassett Creek	Spandrel Filled Masonry Arch
Bridge 94247	HE-MPC-05152	1915	West River Parkway over Bassett Creek	Masonry Arch

Source: MnSHIP, MnDOT Structure Inventory Reports

Integrity:

Physical survey of this underground resource was not feasible, therefore this analysis relied on MnDOT bridge inspection reports. Inspection reports indicate that the layout of the tunnel and the locations of Bridges 93108, 93110, 93111, and 93112 within the APE are unchanged from their original construction, so the property retains excellent integrity of location and setting. The MnDOT reports and available photographs of the system from sediment cleanout in 2018-2020 indicate that the tunnel has maintained its original condition with some deterioration from over a century of use and upgraded materials. Some bridges within the tunnel system were heavily damaged and required considerable repairs, including non-historic shotcrete application, affecting the integrity of design, materials, and workmanship. The integrity of design, materials, and workmanship of the tunnel system has also been affected by the construction and/or replacement of three modern bridges within the system, Bridge 27311 in 2018, Bridge 27J28 in 2003, and Bridge 93483 in 1980. Construction of a new tunnel system to channel Bassett Creek to the Mississippi River slightly affects the integrity of feeling and association, however this tunnel is used as an overflow channel and has not been infilled or abandoned. Therefore, the Bassett Creek Tunnel System retains fair integrity.

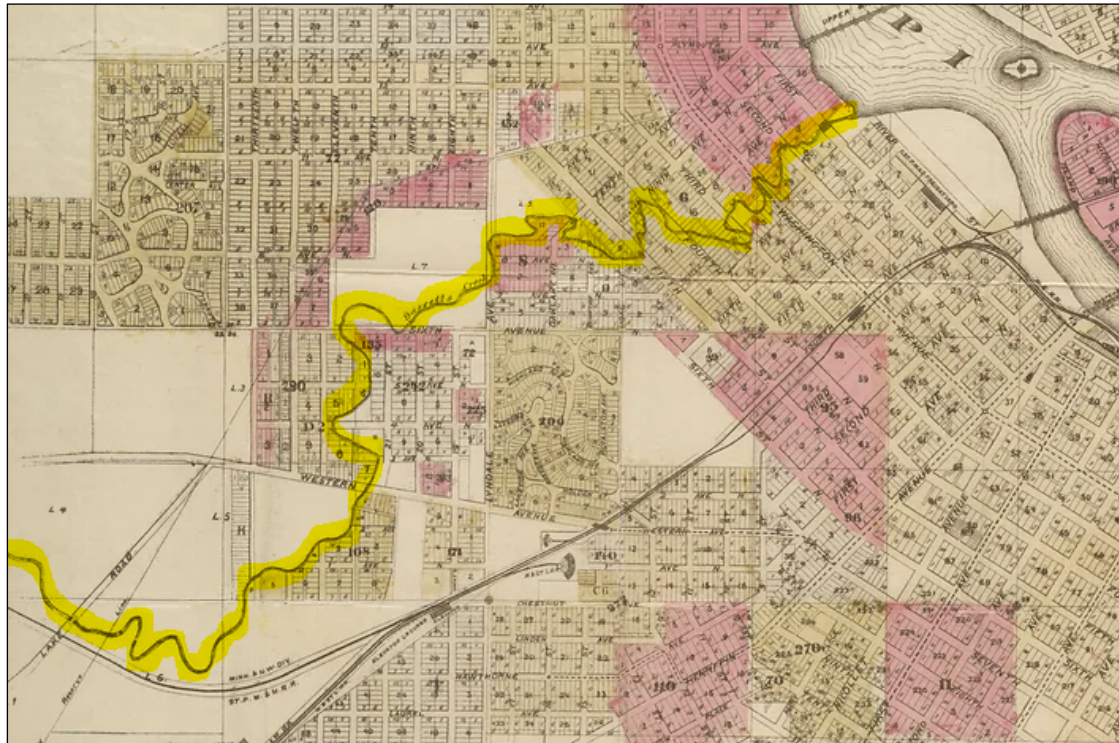
Statement of Significance:

Bassett Creek was named for Joel B. Bassett, one of the first non-indigenous settlers of the North Minneapolis area. The creek followed the natural topography during the earliest years of Minneapolis's platting and development. Beginning in 1861, historic maps show Bassett Creek winding its way to the Mississippi River following largely the same path for decades before Minneapolis's founding, to roughly 1892 (Cook 1861; C.M. Foote & Co. 1892).

In 1883, when the Minneapolis Park Board was established the City had no plans for Bassett Creek. Horace Cleveland, the Park Board landscape architect in 1883 stated "The region traversed by Bassett's creek is one which threatens danger to the health of the future city, and its proper treatment is a problem that demands early attention. No one has said anything to me in regard to it, and it was only as I have crossed it at one or two different points that I have had an opportunity to observe it. I venture to make only one suggestion in regard to it, which is that the risk of malaria from it will be greatly increased

by the construction of causeways across it at the points where it is crossed by streets, as the valley between every two streets would thus be converted into a deep pit, impervious to the air, whereas if bridges are used, the winds would still have free passage up and down the valley” (Bieber 2022).

Figure 3-6. 1892 Atlas of Minneapolis, Bassett Creek alignment highlighted in yellow



Source: C.M. Foote & Co. 1892

Impoundment of Bassett Creek happened over time, as opposed to during one construction period. As early as 1892, the section of the creek between Van White Memorial Boulevard and Lyndale Avenue was straightened and buried, and from Lyndale Avenue to the River some small portions of the creek had been straightened, although not completely buried or impounded by culverts. When rail yards were built along the riverfront in the early 1900s, the creek was further straightened and buried. By 1912, almost half of the creek had been buried (Sanborn Fire Insurance Company 1912). In some areas, the creek’s winding path resulted in irregular land platting, creating small, non-uniform parcels and cramped development along the banks of the creek. For example, the swampy area around Bassett Creek east of Lyndale Avenue was parceled out into narrow, 25-foot lots with double frontage access arranged along deep north-south blocks (see Figure 3-7) (Peterson and Zellie 1998).

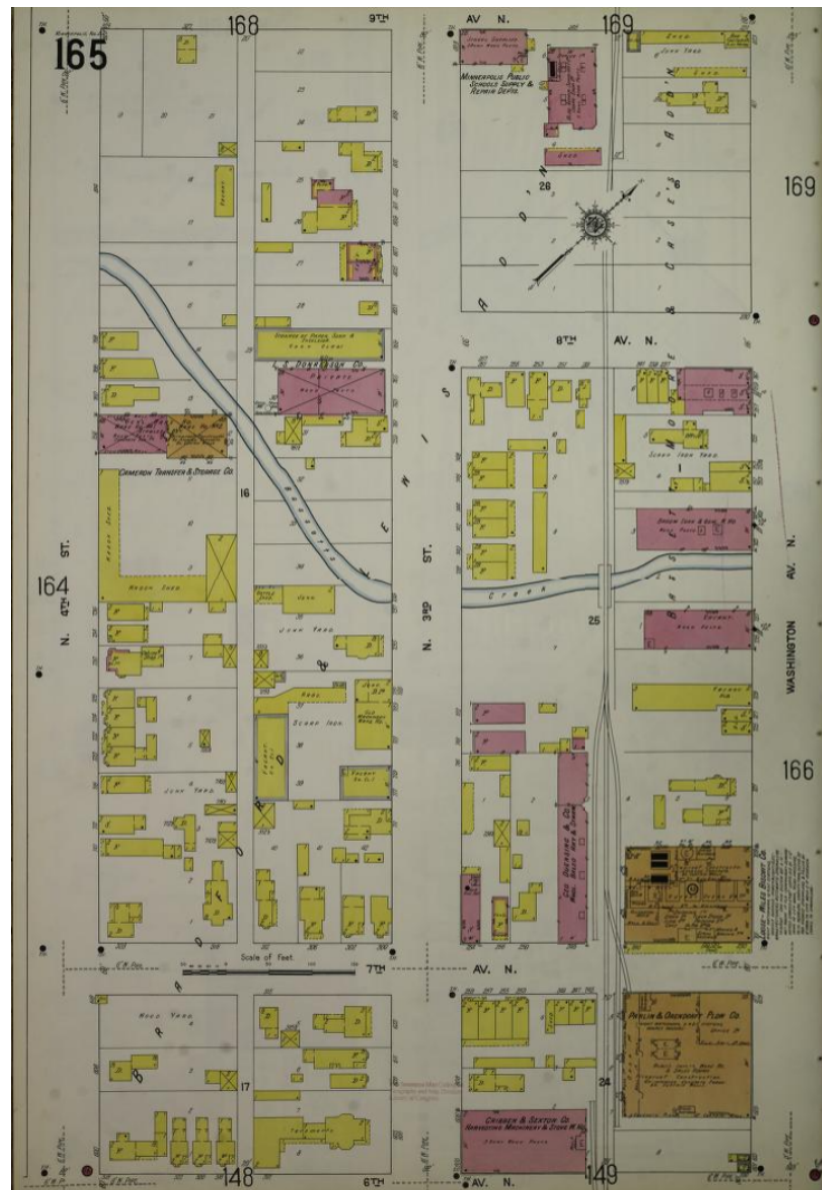
Figure 3-7. 1912 Sanborn Fire Insurance Map, Area East of Lyndale Avenue



Source: Sanborn Map Company 1912

While other areas were platted right along the creek, such as northeast of 4th Street N where the Cameron Transfer and Storage Company building (extant, NRHP-listed) was built right up to the creek bank (see Figure 3-8). And while some blocks sited along the creek were developed slightly later than the surrounding areas, such as the area east of Lyndale Avenue, in other areas, particularly closer to downtown, proximity to the creek did not appear to stymie development (Sanborn Map Company 1912).

Figure 3-8. 1912 Sanborn Fire Insurance Map, Area Northeast of 4th Street N



Source: Sanborn Map Company 1912

As buildings and infrastructure obscured the open creek from view, the surrounding area became prone to flooding as rainwater runoff was no longer able to drain. Additionally, soft soil around the creek required the constant restabilizing of structures in the area. Severe flooding in 1913, along with an increase in industrial pollution along the creek's banks brought the issue of Bassett Creek's ongoing impacts to the forefront of public awareness again. A 1913 article in the Minneapolis Journal detailed the poor conditions around Bassett Creek: "For blocks that famed stream, if stream it may be called, is the sewer for all that goes to make unsanitary conditions. Especially where it skirts close to Eighth Avenue N, its condition is unspeakable and practically indescribable. Countless millions of germ-laden flies rise in swarms when one approaches [...]" The creek is also described as featuring "old mattresses, alive with vermin; old- germ-laden clothes and bedding [...]" a

thousand other things float idly on the surface and form a breeding place for the flies and help that pest multiply at a rate that staggers even mathematicians” (Minneapolis Journal 20 August 1913:1). These toxic conditions finally prompted the construction of an underground concrete tunnel to “abate Bassett Creek’s evils” (The Minneapolis Journal 7 September 1913:8).

In 1919, the State Legislature appropriated \$100,000 to cover Bassett Creek through the North Loop. The 1.5-mile tunnel began at Van White Memorial Boulevard and ended at the outlet to the Mississippi River just south of the Plymouth Avenue bridge (Du 2024). The tunnel construction was completed by 1923 (Davenport 2022; Du 2024). While the full impoundment or tunneling of Bassett Creek by 1923 alleviated some pollution problems, water management continued to be a headache. Flooding upstream of the tunnel occurred during heavy rains. Soil issues persisted along portions of the creek’s path. The Sumner Field Homes (non-extant), Minnesota’s first federally-funded housing project, which were built in 1938 west of Lyndale Avenue and north of Olson Memorial Highway (formerly 6th Avenue N), reportedly had flooded basements and foundation problems due to soil issues and flooding in the area (Peterson and Zellie 1998). However, prior to the creek’s impoundment in this area, dozens of houses and businesses pre-dated the Sumner Field House construction, some built right along the creek banks (Figure 3-9).

By the 1970s, engineers warned the City of Minneapolis that the Bassett Creek Tunnel could fail during a major storm resulting in no outlet to the Mississippi River (Du 2024). From 1976 to 1992, the City of Minneapolis, Bassett Creek Water Management Commission, and U.S. Army Corps of Engineers partnered to construct a new tunnel to convey Bassett Creek to the Mississippi River. The new Bassett Creek tunnel was constructed to divert Bassett Creek as well as surface water runoff from I-94 and other highly developed areas of North Minneapolis to the Mississippi River. The new 2.4-mile-long tunnel rerouted the creek’s flow roughly along the path of Interstate 394 and then eastward along 2nd Street South until it empties into the Mississippi River near Mill Ruins Park and the Upper Saint Anthony Falls Lock and Dam. The new tunnel descends through a layer of bedrock east of Target Field and through the Minneapolis Warehouse District which alleviates the flooding issues encountered with the original tunnel structure (Du 2024). Between 2003 and 2006, the entry point for the tunnel, east of Van White Memorial Boulevard, was relocated south to its current location (Nationwide Environmental Title Research, LLC [NETR] 2003, 2006). As a result, the Bassett Creek Tunnel System now conveys flow from Bassett Creek only under heavy rains and high flow conditions. Under typical conditions, Bassett Creek Tunnel System carries water only from the 870 acres (1.36 square miles) that drain directly into it via the city storm sewer system (MWMO 2024).

**Figure 3-9. 1912 Sanborn Fire Insurance Map,
Showing area around/over Bassett Creek where
Sumner Field Homes were built in 1938**



Source: Sanborn Map Company 1912

Significance

The Bassett Creek Tunnel System was evaluated within the "North Minneapolis" historic context prepared by Landscape Research (Peterson and Zellie 1998). The construction of this linear resource falls within the "The Making of an Urban Neighborhood: 1880 to 1920" and the "Growth and Renewal: 1920 to 1960" time periods. The Bassett Creek Tunnel System dates from 1889, when the first three culverts in the system were constructed, through 1923, when the 1.5-mile tunnel was completed to convey the creek's water below-ground from east of Van White Memorial Boulevard to the Mississippi River. There are 17 separate structures associated with the tunnel system (see Table 3-1).

In 2017, a historical context was prepared for the Minneapolis Central City Tunnel System. However, because the Bassett Creek Tunnel System lies outside of the geographical area covered by this context, and since the Bassett Creek Tunnel System was not originally constructed as a stormwater tunnel (although it has been used as such since 1992 when a new alignment was built for the creek), therefore it does not meet the context's guidelines for evaluation (Foss and Miller 2017).

Industrial development in North Minneapolis began in the 1870s and 1880s as sawmills moved upstream along the Mississippi River away from their concentration around St. Anthony Falls. This relocation helped drive the rapid industrial development of North Minneapolis during the late nineteenth century as the newly opened sawmills were established on undeveloped land. Immediately north of downtown, along the banks of the Mississippi River, a sprawling warehouse district arose between Bassett Creek and Hennepin Avenue as the neighborhood industrialized. These new sawmills also provided additional employment opportunities, leading to residential development in the areas north of downtown Minneapolis closely surrounding this new industrial development (Peterson and Zellie 1998). The creek was a major feature of the district but quickly became a polluted dumping ground for local industry (Du 2024). As North Minneapolis continued to expand, the creek's presence became a contaminated hindrance. Residents near the creek reported diphtheria infections while the creek was described in the 1913 press as "a breeding place of disease, a pestilence, and a disgrace to any municipality" (Minneapolis Journal 20 August 1913:1).

The construction of new warehouses, railroads, and residences coupled with the increased stagnation and dirtying of the creek necessitated its burial underground as the dangerous health conditions reached their peak by 1913. While the completion of the Bassett Creek Tunnel System in 1923 alleviated some health issues from the open flowage of the dirtied creek, such local health improvements had been ongoing throughout Minneapolis since development of the first combined stormwater and sanitary sewage systems in the 1870s (Foss and Miller 2017:13). Further health improvements occurred within the city after a large typhoid epidemic in the early twentieth century prompted the city to build their first water treatment facility, which was completed in 1913 (Foss and Miller 2017:18). This tunneling occurred while other large-scale, storm sewer tunneling efforts were taking place in North and Northeast Minneapolis. Between 1914 and 1918, nearly 100 miles of new sewer lines were constructed, along with another 1,200 feet of stormwater tunnels were constructed in the first half of the 1910s (Foss and Miller 2017).

Despite the flooding caused by tunneling the creek underground, the tunnel system created for Bassett Creek did allow for some new development in the area, particularly in the North Minneapolis and Harrison neighborhoods. However, a comparison of historic maps and aerial photographs shows that parcels where the creek once ran openly were primarily developed by 1912, more than 10 years before completion of the Bassett Creek Tunnel System (Sanborn Map Company 1912). Research did not identify a clear connection between completion of the Bassett Creek Tunnel System in 1923 and redevelopment of the neighborhoods of Harrison or the North Loop. Nor was a conclusive connection found between completion of the Tunnel leading to the demolition of properties surrounding the former creek that prompted urban renewal efforts such as the construction of Olson Memorial Highway, Interstate 94, and the Sumner Field Homes. Some redevelopment did occur between 1923 and 1947; however the post-World War II period

was a period of great urban renewal efforts across the region and nationally, prompting redevelopment in many regions of Minneapolis and St. Paul during this period. The tunneling and impoundment of Bassett Creek does not appear to be the causation for increased development or urban renewal efforts within the area of North Minneapolis surrounding Bassett Creek.

Additionally, while Bassett Creek appears to be the only tunneled waterway within the city of Minneapolis, rarity alone is not a case for significance. Minnehaha Creek, which winds it was through Minneapolis and the west Metro was not tunneled, but the natural meandering alignment of the creek was greatly altered in the twentieth century leading to flooding problems, just as occurred with Bassett Creek. The Minnehaha Creek Watershed District has been working recently to restore the creek's meandering alignment in many locations to alleviate flooding issues.

Burying Bassett Creek was part of a larger urban trend in the early twentieth century. Rather than cleaning up the environmental hazards of dumping human and industrial waste into watersheds, cities would infill or tunnel small urban waterways. Examples of this occurred throughout the United States. In St. Paul, Phalen Creek (RA-SPC-05230, unevaluated) was buried/tunneled from Lake Phalen to the Mississippi River by the 1930s. The communities of Swede Hollow and Connemara Patch were originally developed along the banks of Phalen Creek, but over time the creek was impounded within the city's stormwater system (Trimble 2025). In Springfield, Missouri, Jordan Creek which ran through the downtown was encased in concrete by 1927 to address flooding issues in the area. Flooding was controlled for the most part until massive storms in the 2000s caused numerous breaches of the tunnel system and millions of dollars in damage from flooding. Daylighting a portion of Jordan Creek was underway by 2024. In the New York boroughs of Yonkers and the Bronx, Tibbetts Brook was buried in 1912 to allow for increased urban development. However flooding of this system has caused water to back up in the transportation tunnels beneath the city and created sewer overflows, therefore daylighting of Tibbetts Brook is set to begin in 2025 (Morrison 2023).

While the burying of Bassett Creek during multiple periods between 1889 and 1923 did alleviate some health concerns and open new parcels of land to development, because the burying of the creek did not occur during one defined instance, was not instrumental or unique in the redevelopment of North Minneapolis, nor was it instrumental or the first instance of addressing health concerns related to water in North Minneapolis, therefore, this property does not have significance under NRHP Criterion A.

The Bassett Creek Tunnel System is not known to be associated with significant individuals and, therefore, does not have significance under NRHP Criterion B.

The Bassett Creek Tunnel System does not have distinctive characteristics of an architectural style, does not embody a specific time period, and does not serve as the highest or best example of a method of construction. Therefore, it does not have significance under NRHP Criterion C, in the area of Architecture. This property is not known to be associated with a significant architect or builder. Therefore, this property does not have significance under NRHP Criterion C as the work of a master.

The Bassett Creek Tunnel System has not yielded, nor is it likely to yield, information important in prehistory or history. Therefore, it does not have significance under NRHP Criterion D.

Associated Bridges

Bridge 93108 (HE-MPC-05331) was previously determined not individually eligible as part of a Historic Highway Bridge inventory prepared in 1995. In 2023, further study was recommended to determine if this bridge had significance for its association with the Bassett Creek Tunnel System (Mead & Hunt, Inc. 2023a). The Bassett Creek Tunnel System does not have significance under NRHP criteria A, B, C, or D. Additionally, Bridge 93108 has a spandrel filled masonry arch form, similar to many other structures within the Bassett Creek Tunnel System, and that were built throughout Minneapolis in the early twentieth century. As such, the bridge does not have individual significance under NRHP criteria A, B, C, or D.

Bridge 93110 (HE-MPC-05332) was previously determined not individually eligible as part of a Historic Highway Bridge inventory prepared in 1995. In 2023, further study was recommended to determine if this bridge had significance for its association with the Bassett Creek Tunnel System (Mead & Hunt, Inc. 2023b). The Bassett Creek Tunnel System does not have significance under NRHP criteria A, B, C, or D. Additionally, Bridge 93110 has a spandrel filled masonry arch form, similar to many other structures within the Bassett Creek Tunnel System, and that were built throughout Minneapolis in the early twentieth century. As such, the bridge does not have individual significance under NRHP criteria A, B, C, or D.

Bridge 93111 (HE-MPC-05333) was previously inventoried but has not been evaluated for NRHP eligibility. Bridge 93111 has a spandrel filled masonry arch form, similar to many other structures within the Bassett Creek Tunnel System, and that were built throughout Minneapolis in the early twentieth century. As such, the bridge does not have individual significance under NRHP criteria A, B, C, or D.

Bridge 93112 (HE-MPC-05329) was previously determined not individually eligible as part of a Historic Highway Bridge inventory prepared in 1995. In 2023, further study was recommended to determine if this bridge had significance for its association with the Bassett Creek Tunnel System, and because it is located within the boundaries of the Saint Anthony Falls Historic District, but is not noted in that NRHP nomination, if it contributed to that district's significance (Mead & Hunt, Inc. 2023c). The Bassett Creek Tunnel System does not have significance under NRHP criteria A, B, C, or D. Additionally, Bridge 93112 has a spandrel filled masonry arch form, similar to many other structures within the Bassett Creek Tunnel System, and that were built throughout Minneapolis in the early twentieth century. As such, the bridge does not have individual significance under NRHP criteria A, B, C, or D. The Saint Anthony Falls Historic District, within the boundary of which this bridge is located, is listed in the NRHP. The District has a period of significance from 1858 – 1941, during which Bridge 93112 was constructed (1922). The District is significant under NRHP criteria A, C, and D in the areas of Historic - Non-Aboriginal, Commerce, Transportation, Exploration/Settlement, Engineering, Industry, Architecture, and Social History. While transportation is an area of significance for the District, that was related to the railroad development that was historically located within the District and supported the industries along the river. Streets and associated roadway bridges within the District are not character-defining features of the District. As such, as a former roadway bridge carrying 2nd Street N over Bassett Creek, this property is recommended as non-contributing to the Saint Anthony Falls Historic District.

Recommendation:

The Bassett Creek Tunnel System, and the four associated bridges that are located within the BLE APE (Bridge 93108, Bridge 93110, Bridge 93112, and Bridge 93111), are recommended as not eligible for listing in the NRHP due to a lack of historical significance.

4 Recommendation

An intensive architecture/history survey was completed for the Bassett Creek Tunnel System. This approximately 1.5-mile long linear resource is recommended as not eligible for listing in the NRHP due to a lack of significance. The associated subterranean structures, Bridge 93108 (HE-MPC-05331), Bridge 93110 (HE-MPC-05332), Bridge 93111 (HE-MPC-05333), and Bridge 93112 (HE-MPC-05329), that are located within the Project APE are also recommended as not eligible.

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