



# PHASE I ARCHITECTURAL HISTORY INVESTIGATION FOR THE PROPOSED CENTRAL TRANSIT CORRIDOR, HENNEPIN AND RAMSEY COUNTIES, MINNESOTA

## VOLUME I

Submitted to:  
Hennepin County Department of Transit and Community Works

Submitted by:  
The 106 Group Ltd.

August 2003

**PHASE I ARCHITECTURAL HISTORY INVESTIGATION  
FOR THE PROPOSED CENTRAL TRANSIT CORRIDOR,  
HENNEPIN AND RAMSEY COUNTIES, MINNESOTA**

**VOLUME I**

**SHPO No. 96-0059PA  
Hennepin County No. 7325000  
The 106 Group Project No. 02-34**

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**August 2003**

## MANAGEMENT SUMMARY

The 106 Group Ltd. (The 106 Group) conducted a Phase I architectural history investigation for the Central Transit Corridor project in Minneapolis, Hennepin County, and St. Paul, Ramsey County, Minnesota in July of 2003. The project was conducted under contract with the Hennepin County Department of Transit and Community Works. The proposed project is a multi-agency undertaking being led by the Ramsey County Regional Railroad Authority. The proposed action is a Light Rail Transit (LRT) facility for the Central Corridor, a transportation corridor that extends approximately 11 miles between downtown Minneapolis and downtown St. Paul, Minnesota. This investigation addresses the re-routed portion of the undertaking between 29<sup>th</sup> Avenue in Minneapolis and Cedar Avenue in St. Paul. The re-routed segment of the proposed project will be constructed above ground. The project will be receiving federal permitting and possibly funding, along with state funding, and, therefore, must comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and with applicable state laws.

The purpose of the Phase I architectural history investigation was to determine whether any of the architectural history properties within the project area may be *potentially* eligible for listing on the National Register of Historic Places (NRHP). Architectural history properties include buildings, districts, structures, or objects, as defined by the National Park Service (1997), that are 50 years of age or older. These differ from archaeological sites, which are defined as *locations* that “possess historic, cultural, or archeological value” (National Park Service 1997:5). While an archaeological site may, therefore, contain an architectural history property, it is a property type that must be evaluated separately. The Minnesota Department of Transportation (Mn/DOT) Cultural Resources Unit (CRU) has determined that no additional archaeological research is needed for the current corridor since no tunneling is proposed outside the area studied during a 1995 Phase I/Phase II study of the corridor.

All properties are located in Sections 25 and 26, T29N, R24W; Sections 29, 30, 32, 33, 34, 35 and 36, T29N, R23W; Section 31, T29N, R22W; and Section 6, T28N, R22W, in Hennepin and Ramsey Counties, Minnesota.

Within the area of potential effect (APE) of the Central Transit Corridor are eight properties that are previously listed on or are considered eligible for listing on the NRHP. Of these eight properties, the Prospect Park Water Tower is also locally designated by the Minneapolis Heritage Preservation Commission (HPC) and the Krank Building, at 1885 University Avenue, is locally designated by the St. Paul HPC. No other properties within the APE are locally designated.

The Central Transit Corridor APE also includes portions of one area that has been recommended as an eligible historic district: the Prospect Park Historic District. The buildings within this proposed district have not been individually identified in the Minnesota State Historic Preservation Office (SHPO) database and, therefore, are not noted as listed or contributing properties in this study.

During this study, an analysis of historical integrity for Union Park (a.k.a. Iris Park) was based on the historical layout and circulation pattern, the presence of original buildings, and the material integrity of the extant original buildings. Because of significant compromises to the historical integrity of the overall plan of Union Park, the number of buildings that are no longer extant, and the lack of integrity of many of the extant buildings, The 106 Group recommends that Union Park does not retain sufficient integrity to convey any potential significance of Union Park as a historic district.

A historical overview of University Avenue, the primary artery of the re-routed Central Corridor, was also undertaken for this study. Although an important corridor in Twin Cities geography and development, the University Avenue corridor does not represent an overarching unified theme or context. While portions of the corridor and several individual buildings appear to illustrate early commercial nodes, mid twentieth-century automobile services, or industrial freight transfer-related facilities, none of these buildings or structures are geographically cohesive enough to sufficiently form a district. Individually, many of the historical buildings that may have comprised a significant pattern suffer from compromised historical integrity. The most significant pattern of historical properties found along the University Avenue corridor is that relating to the rail, trucking, warehousing, and manufacturing facilities between Highway 280 and Prior Avenue. Although comprising a significant concentration, the area was not found to be continuous enough to form a historic district. Instead, the properties relating to this theme will be addressed by a NRHP Multiple Property Documentation Form (MPDF) in a future phase.

As a result of this study, The 106 Group recommends that the properties associated with the freight transfer hub around University Avenue, approximately between Highway 280 and Prior Avenue, be considered for a MPDF. Future research should further explore the significance of freight transfer industry in this area and within the context of the greater metropolitan area. The criteria established for the MPDF can be applied to determine the eligibility of individual properties within the APE.

The 106 Group surveyed 679 properties built before 1962 within the APE of the Central Transit Corridor project during the assessment phase of the investigation. Thirty-nine properties within the APE were selected for additional research. In addition, properties in the vicinity of the freight transfer corridor were evaluated for their potential to contribute to a freight transfer MPDF. The results of the Phase I investigation are summarized below.

- Ten individual properties are recommended for additional study to determine their eligibility for listing on the NRHP.
- Four properties are recommended for additional study both as individual properties and for their association with the MPDF freight transfer theme.
- Twenty properties are recommended as properties associated with the MPDF freight transfer theme (but not individually eligible).

- One property is recommended as a contributing property of a previously recommended historic district.
- Eleven properties that were selected for Phase I research are recommended as not eligible for listing on the NRHP; 625 properties were recommended as not eligible for the NRHP following the assessment phase.
- One property selected for Phase I research was found to be outside of the adjusted APE.

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**VOLUME II**

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## 1.0 INTRODUCTION

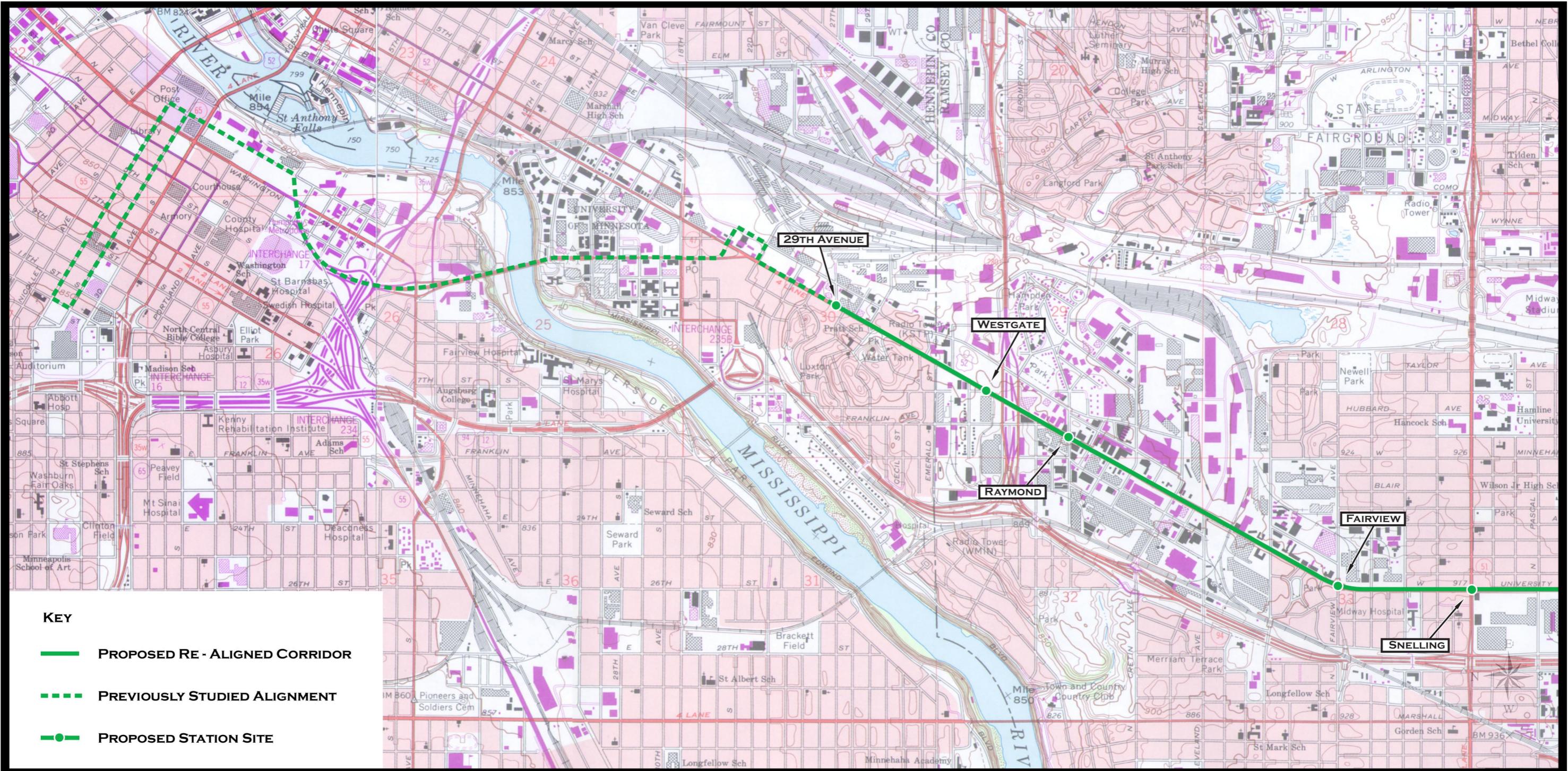
### 1.1 PURPOSE AND SCOPE OF INVESTIGATION

The 106 Group Ltd. (The 106 Group) conducted a Phase I architectural history investigation for the Central Transit Corridor project in Minneapolis, Hennepin County, and St. Paul, Ramsey County, Minnesota in July of 2003. The project was conducted under contract with Hennepin County Department of Transit and Community Works. The proposed project is a multi-agency undertaking being led by the Ramsey County Regional Railroad Authority. The proposed action is a Light Rail Transit (LRT) facility for the Central Corridor, a transportation corridor that extends approximately 11 miles between downtown Minneapolis and downtown St. Paul, Minnesota. This investigation addresses the re-routed portion of the undertaking between 29<sup>th</sup> Avenue in Minneapolis and Cedar Avenue in St. Paul. The re-routed segment of the proposed project will be constructed above ground. The project area is located in Sections 25 and 26, T29N, R24W; Sections 29, 30, 32, 33, 34, 35 and 36, T29N, R23W; Section 31, T29N, R22W; and Section 6, T28N, R22W (Figure 1). The project will be receiving federal permitting and possibly funding, along with state funding, and, therefore, must comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and with applicable state laws.

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### 1.2 PROJECT HISTORY

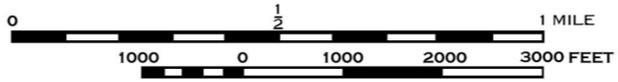
Cultural resources of the proposed Central Transit Corridor have been studied since 1995, when the *Phase I and II Cultural Resources Investigations of the Central Corridor, Minneapolis, Hennepin County and St. Paul, Ramsey County, Minnesota* was completed for the original alignment of the transit corridor (BRW, Inc. et al. 1995). Since the completion of that study and the subsequent issuance of the Draft Environmental Impact Statement, the proposed alignment of the transit corridor has been altered, requiring an additional cultural resources study to take into account the alternative alignment and its associated area of potential effect (APE).



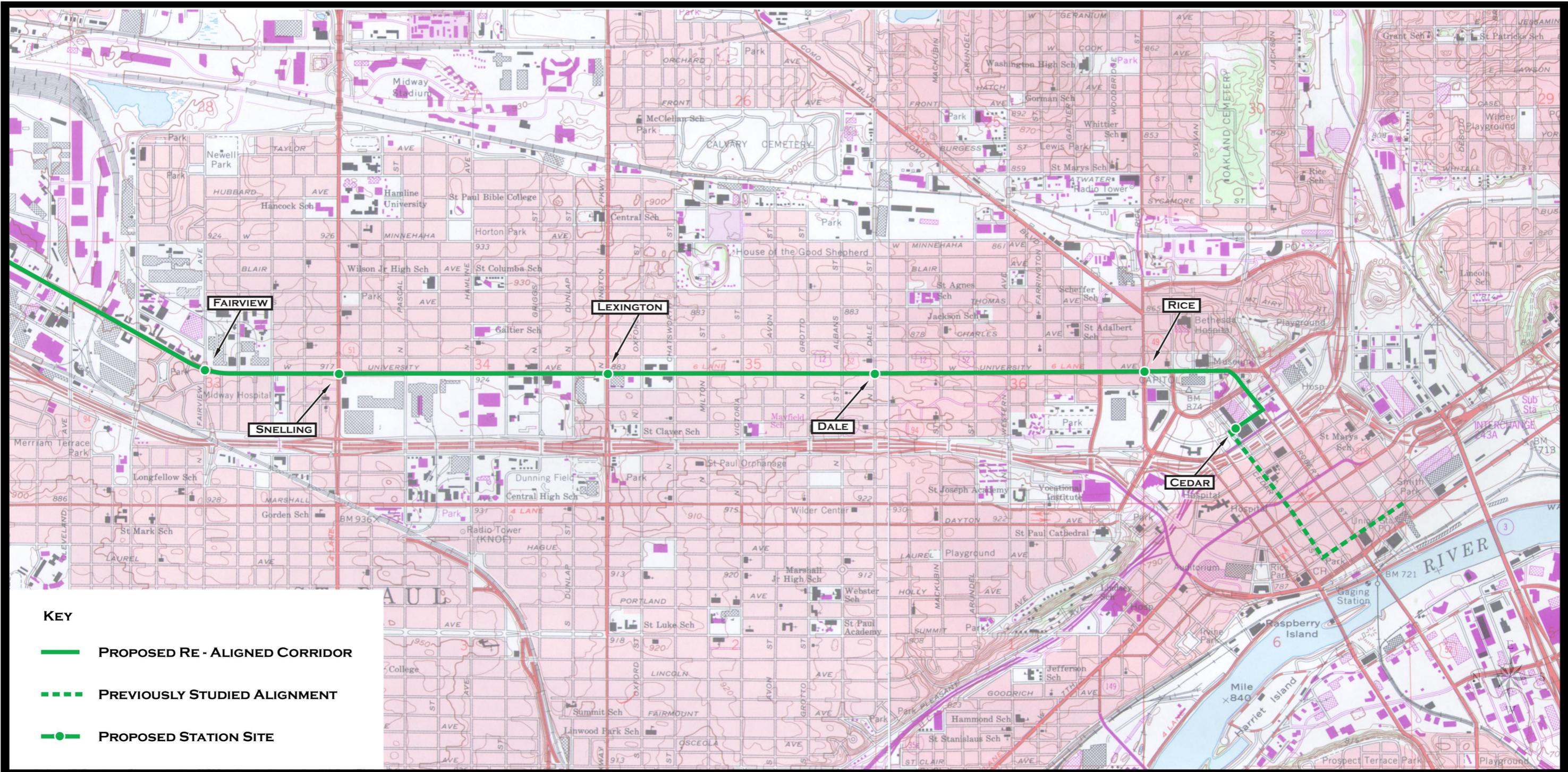
SOURCE: USGS QUADRANGLES. 7.5 MINUTE SERIES. MINNEAPOLIS SOUTH, 1967 (1993) AND ST. PAUL WEST, 1967 (1993), MINNESOTA.

**CENTRAL TRANSIT CORRIDOR  
 PHASE I ARCHITECTURAL HISTORY STUDY  
 HENNEPIN AND RAMSEY COUNTIES, MINNESOTA**

**PROJECT MAP**



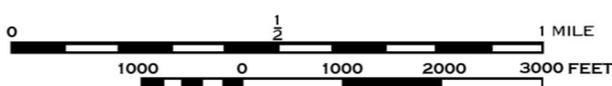
**FIGURE 1A**



SOURCE: USGS QUADRANGLES. 7.5 MINUTE SERIES. MINNEAPOLIS SOUTH, 1967 (1993) AND ST. PAUL WEST, 1967 (1993), MINNESOTA.

**CENTRAL TRANSIT CORRIDOR  
 PHASE I ARCHITECTURAL HISTORY STUDY  
 HENNEPIN AND RAMSEY COUNTIES, MINNESOTA**

**PROJECT MAP**



**FIGURE 1B**

In November 2002, The 106 Group was asked to prepare a preliminary Phase I cultural resources survey to identify any architectural history properties within the new study area of the Central Transit Corridor (Stark 2002). In addition, properties constructed before 1962 and not previously recorded within the original APE were assessed in order to update the previous records. The purpose of this study was to inventory all properties constructed before 1962 within the APE to identify those that require further investigation in order to determine their potential eligibility for listing on the NRHP and to eliminate those properties that are clearly not eligible. A total of 693 properties were inventoried during this assessment.

The preliminary report was submitted to the Mn/DOT CRU and the Minnesota State Historic Preservation Office (SHPO). An architectural historian with Mn/DOT CRU, Jackie Sluss, and the SHPO Review and Compliance Officer, Dennis Gimmestad, were provided with a tour of the project area, escorted by staff from The 106 Group. Provided with the assessment report and the firsthand visual experience, Mn/DOT CRU, in concurrence with SHPO, was able to narrow the properties requiring Phase I research and provide a focus for additional contextual and integrity research. In addition, the boundaries of the APE were adjusted (reduced) by Mn/DOT CRU in concurrence with SHPO.

The items requested of The 106 Group by Mn/DOT CRU to complete the Phase I investigation include the following: 1) identify the revised APE boundaries; 2) analyze the historical integrity of the potentially eligible Union Park (a.k.a. Iris Park) historic district; 3) address the potential for a Multiple Property Documentation Form (MPDF) for historic freight transfer-related properties in the Highway 280/Raymond Avenue area; 4) identify the broad historical themes and patterns (if any) of University Avenue; 5) complete abbreviated inventory forms for properties found to be not eligible for listing on the NRHP, providing a rationale for their ineligibility; and 6) complete inventory forms for 39 properties identified as potentially eligible by Mn/DOT CRU and SHPO with a rationale for a recommendation of their potential eligibility or ineligibility.

### **1.3 TASKS PERFORMED**

The tasks performed for this investigation included: (1) background research at the SHPO in St. Paul, Minnesota, for previously identified architectural history properties and architectural history surveys previously conducted within one mile (1.6 kilometer [km]) of the project area; (2) background research at the Minnesota Historical Society (MHS) and the University of Minnesota (U of M) libraries, including a study of historical Sanborn Map Publishing Company (Sanborn) fire insurance maps; (3) field investigation of properties specified for further investigation by Mn/DOT CRU and SHPO; and (4) completion of a Minnesota Architecture-History Inventory Form for each architectural history property recommended as potentially eligible for listing on the NRHP and an abbreviated form for those recommended as not eligible for listing on the NRHP, which includes a photo record of all properties in the current APE.

## **1.4 STRUCTURE OF THE REPORT**

The following report is divided into two volumes and details the methods, results, and recommendations for the Phase I architectural history investigation performed for the Central Transit Corridor project. Chapter 2 is a discussion of the methods used for the investigation. Chapter 3 presents the results of the background research for the project area, including a discussion of the results of previous research and of previously recorded architectural history properties. The results of the current investigation are discussed in Chapter 4, and Chapter 5 presents recommendations for the surveyed properties and future work. Appendix A consists of inventory forms for properties that are recommended for Phase II Evaluation and is included at the end of Volume I. Appendix B is in Volume II and provides inventory forms for properties that require no further study, including properties that have been previously evaluated and are listed on or eligible for the NRHP, as well as those properties that are recommended as not eligible for the NRHP during this investigation. For organizational convenience, Appendix B is divided into sections by station area. Properties that are located directly on the transit corridor (primarily University Avenue) are placed with the transitway corridor section rather than the station area (e.g. a property located on University Avenue within the Lexington Station Area can be found in the Transitway Corridor section rather than the Lexington Station Area section). Appendix C provides color-coded maps that were used in determining the initial APE for the project and is included in Volume II. Although used as the basis for determining the APE, several modifications were made since these maps were created (see Section 2.2.2.3). Appendix D is a list of project personnel and is the final section in Volume II.

## 2.0 METHODS

### 2.1 OBJECTIVES

The objectives of the Phase I architectural history investigation were: 1) to identify the revised APE boundaries; 2) to analyze the historical integrity of the potentially eligible Union Park (a.k.a. Iris Park) historic district; 3) to address the potential for a Multiple Property Documentation Form (MPDF) for historic freight transfer-related properties in the Highway 280/Raymond Avenue area; 4) to identify the broad historical themes and patterns (if any) of University Avenue; 5) to complete abbreviated inventory forms for properties found to be not eligible for listing on the NRHP, providing a rationale for their ineligibility; and 6) to complete inventory forms for properties identified as potentially eligible by Mn/DOT CRU, SHPO, and The 106 Group with a rationale for a recommendation of their eligibility or ineligibility.

### 2.2 METHODS

#### 2.2.1 *Background Research*

Prior to fieldwork, background research was conducted at the SHPO in St. Paul to identify all known archaeological sites and all previously inventoried buildings and structures within the project APE. In addition, research was undertaken at the Minneapolis HPC and St. Paul HPC to determine which buildings and structures have been identified for local designation.

Additional research was performed to gain information on the history of specific properties and for developing historical contexts. This research was conducted at the MHS through the use of city directories, the visual resources database, and secondary histories; at the University of Minnesota Library; on the Minneapolis Public Library Sanborn Maps Digital online database; and at the License, Inspections and Environmental Protection (LIEP) office in St. Paul.

#### 2.2.2 *Area of Potential Effect (APE)*

The previous study of the Central Transit Corridor (*Phase I and II Cultural Resources Investigations of the Central Corridor Minneapolis, Hennepin County and St. Paul, Ramsey County, Minnesota*) was completed in 1995 (BRW, Inc. et al. 1995). A partially new alignment of the proposed corridor is currently being proposed. The new alignment differs from the previous alignment between the intersection of University and 29<sup>th</sup> Avenues SE in Minneapolis (Hennepin County) and the intersection of Cedar Street and Columbus Avenue in St. Paul (Ramsey County). The proposed new alignment is for the construction of the Central Transit Corridor within the median of University Avenue, Robert Street, and Columbus Avenue and includes nine station sites.

The analysis for a proposed APE is based on the following factors:

- right-of-way acquisition;
- changes in access to properties;
- noticeable traffic volume increase;
- alteration in traffic patterns;
- perceptible increase in noise;
- visual effects from changes in grade;
- increase in vibration;
- change in air quality; and
- change in land use and a property's setting.

#### *2.2.2.1 Analysis of APE Factors*

##### *Right-of-Way Acquisition*

Generally speaking, this project will not change the current curb alignment. Only minimal right-of-way acquisitions will be required for the construction of the new alignment of the Central Transit Corridor, primarily near the Fairview station area.

##### *Change in Access to Properties*

In a few cases, access to properties may be affected by the loss of on-street parking near the station sites.

##### *Noticeable Traffic Volume Increase*

There will be no noticeable increase in traffic volume.

##### *Alterations in Traffic Patterns*

The streets immediately parallel to University Avenue were assessed in order to anticipate potential traffic and parking impacts beyond of the immediate redevelopment area. Straight-through movements are not permitted across many major north-south streets (for example, Lexington Avenue) on the parallel streets; therefore, no major shifts in traffic patterns are anticipated as a result of potential station area redevelopment. Since all development projects will be required to meet city codes and go through the city plan approval process, it is expected that these developments will be required to provide off-street parking and adequate traffic circulation; therefore, traffic and parking impacts are not anticipated outside the redevelopment areas.

##### *Perceptible Increase in Noise*

There will be no perceptible increase in noise.

##### *Visual Effects from Changes in Grade*

Grades will generally not be altered, except at the Stadium Village station, where the project will be constructed underground. However, this portion of the APE has already been determined, and properties within the APE were studied and reviewed in 1995 (BRW, Inc. et al. 1995).

### *Increase in Vibration*

Increases in vibration are possible during the construction phase of the project but will be limited to adjacent buildings.

### *Change in Air Quality*

There will be no measurable change in air quality.

### *Impacts to Land Use and a Property's Setting*

The impacts to land use in relation to the construction of the Central Transit Corridor will be among the most significant effects to the area through the secondary impact of redevelopment surrounding the proposed station sites, rather than the Central Transit Corridor project itself. Where the Central Transit Corridor operates between stations, the potential impacts to land use and property setting are limited to adjacent facing buildings.

Specific boundaries for potential redevelopment around future LRT stations have been identified for the proposed station areas along the Central Corridor (Appendix C). These boundaries were informed by recent analyses of potential redevelopment (Hammel, Green and Abrahamson, Inc. 2002; University United Housing Task Force 2002; and URS-BRW 2002). These areas have all been field checked and reflect recent and current station area master planning, a commitment by the City of St. Paul to protect existing stable residential areas, and known development activities and proposals. It should be emphasized that redevelopment is not a part of the proposed project but could occur as an indirect result of the project.

The color codes on the maps are as follows:

- **Orange:** Areas that have potential to redevelop (it is likely that many properties within these areas would remain, some might be renovated, and others might be demolished if redevelopment were to occur).
- **Yellow:** These areas have been recently cleared, have construction presently occurring, or have specific development proposals in the city review process. These developments will be built prior to the proposed Central Transit Corridor project.
- **Green:** These areas represent the properties immediately adjacent to potential redevelopment areas, which may experience visual impacts as a result of any redevelopment.
- **Blue:** These areas represent properties immediately adjacent to the proposed Central Transit Corridor alignment and outside areas with redevelopment potential associated with future transit stations.

#### *2.2.2.2 Previously Surveyed Portions of the APE*

The previous architectural history study of the Central Transit Corridor was completed in 1995. Within the areas west of 29<sup>th</sup> Avenue SE and south of Columbus Avenue, no significant changes have been made to the project's construction plans or alignment;

therefore, the previously established APE within these areas will not be altered. The previous architectural history study, however, included only those properties constructed prior to 1950; therefore, the temporal limits of the study need to be expanded. The current study includes properties within the previously surveyed portion of the APE that were built between 1950 and 1962, based on a proposed construction start date of 2012.

### *2.2.2.3 APE Summary*

Based on the above-mentioned factors, the APE for the realignment of the Central Transit Corridor between 29<sup>th</sup> Avenue SE and Columbus Avenue is defined as all properties within the right-of-way or construction zones, the first tier of adjacent properties, and properties potentially affected by secondary redevelopment impacts surrounding the proposed station sites (Figure 2).

Following a driving tour, during the assessment phase, of the Central Transit Corridor project area and APE with Mn/DOT CRU Architectural Historian, Jackie Sluss, SHPO Review and Compliance Officer, Dennis Gimmestad, and representatives from Ramsey County Railroad Authority in March of 2003, further refinements were made to the APE. Two areas previously included in the assessment report were excluded. The area in the vicinity of Iris Park was reduced due to the unavailability of development opportunities in this area. Although the properties lining University Avenue were included within the APE (including Iris Park itself), second tier properties were excluded. In addition, the area southwest of the University Avenue and Snelling Avenue intersection was reduced due to the unavailability of development opportunity in that area (see Figure 2).

The revised APE was reviewed and adjusted by Mn/DOT CRU architectural historian, Jackie Sluss. SHPO concurred with the recommended APE as presented by the Mn/DOT CRU.

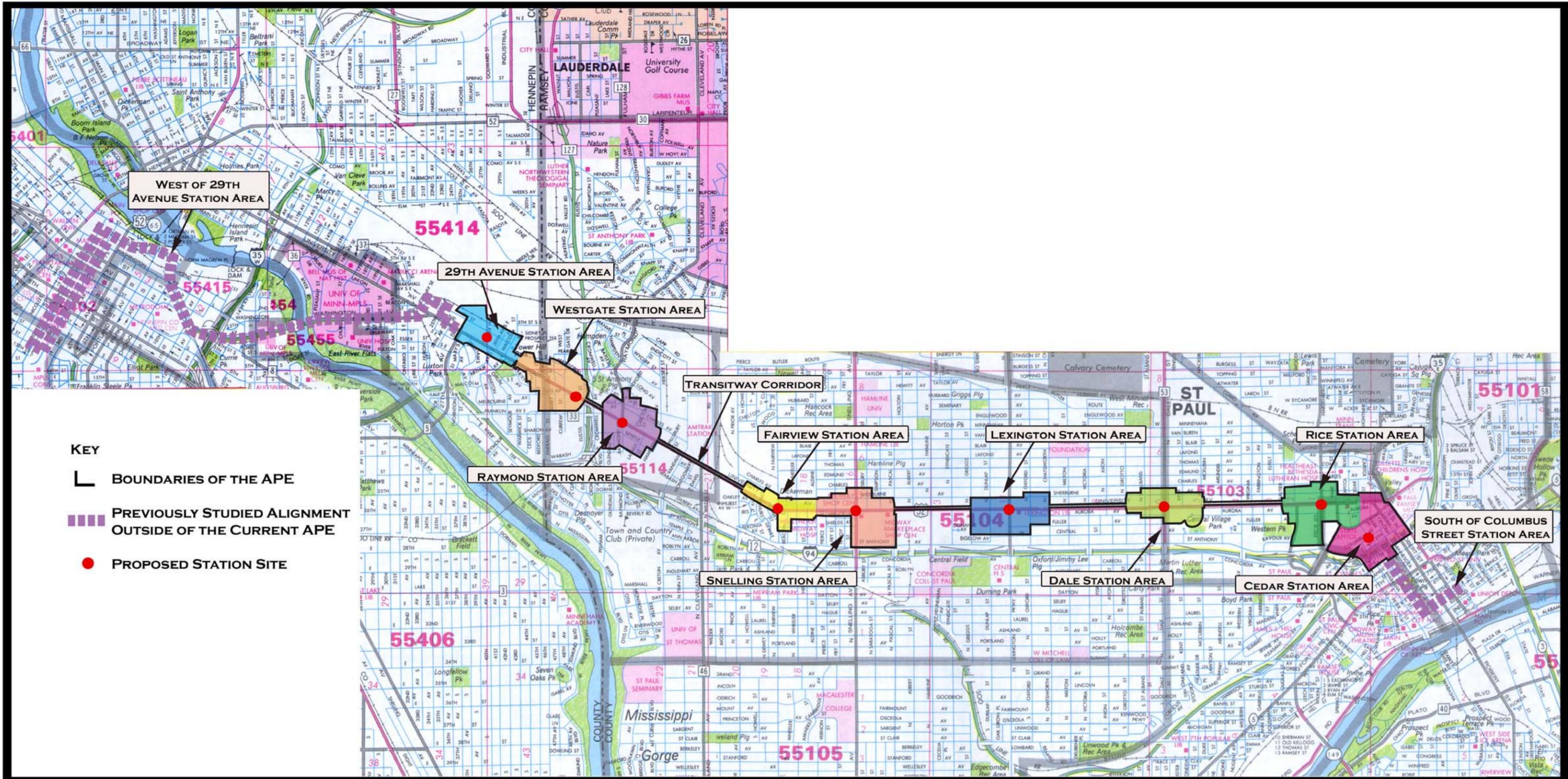
### *2.2.3 Field Procedures*

A photo survey of the entire project area to identify architectural history properties was completed during the preliminary phase. Each of the properties was documented with a digital photograph. Additional field research was conducted for the Phase I investigation on buildings specified by the Mn/DOT CRU.

### *2.2.4 Evaluation*

Upon completion of the fieldwork, the potential eligibility of each property for listing on the NRHP was assessed on the bases of context, integrity, and condition. The NRHP criteria, summarized below, were used to assess the property's significance:

- Criterion A – association with events that have made a significant contribution to the broad patterns of our history;



SOURCE: RAND McNALLY MINNEAPOLIS/ST. PAUL STREETFINDER, 1994; THE 106 GROUP FIELD NOTES, 2002.

**CENTRAL TRANSIT CORRIDOR  
PHASE I ARCHITECTURE - HISTORY INVESTIGATION  
HENNEPIN AND RAMSEY COUNTIES, MINNESOTA**

**AREA OF POTENTIAL EFFECT**

**FIGURE 2**

- Criterion B – association with the lives of persons significant in our past;
- Criterion C – representation of distinctive characteristics of a type, period, or method of construction, the work of a master, high artistic values; or significant and distinguished entities whose components may lack individual distinction; and
- Criterion D – potential to yield information important in prehistory or history (National Park Service 1997).

### ***2.2.5 Inventory Forms***

A Minnesota Architecture-History Inventory Form was completed for each architectural history property recommended as potentially eligible for the NRHP (Appendix A). An abbreviated inventory form was provided for all other properties (Appendix B).

### **3.0 RESEARCH RESULTS**

#### **3.1 PREVIOUS ARCHITECTURAL HISTORY SURVEYS AND REPORTS**

Several architectural history surveys and contextual studies have been conducted that encompass the 6.5-mile realigned corridor and its environs. Most significant is the 1995 study undertaken to identify cultural resources within the then-proposed alignment of the transportation corridor connecting downtown Minneapolis, the University of Minnesota campus, the Minnesota State Capitol, and downtown St. Paul (BRW, Inc. et al. 1995). This investigation examined 367 structures along the proposed corridor during the Phase I portion and recommended that 13 properties were eligible for listing on the NRHP following the Phase II investigation. Within the report of the study, extensive historical contexts were developed that encompassed portions of the present study area, including “A Trail of Two Cities: The Impact of Transportation on the Development of the Midway Area, 1847-1960,” “Rebuilding the Core: The Impact of Urban Renewal on the Twin Cities,” and “Minneapolis Grows Up: Downtown Architecture, 1880-1945.” The Capitol Mall area, which is also within the study area for the realigned corridor, was determined eligible following the 1995 study and includes seven buildings.

In 2001, an historical survey of Prospect Park, a Minneapolis residential neighborhood was completed (Pearson 2001). The investigation recommended that a portion of the subdivision, largely constructed between 1885 and 1930 with Queen Anne, Colonial Revival, Arts and Crafts, Prairie School, Tudor Revival, and English Cottage style single-family houses be nominated to the NRHP as the Prospect Park Historic District for its significance in the areas of social history, community planning and development, and architecture. SHPO National Register Historian, Susan Roth, concurred with the nomination and boundary recommendations. The period of significance begins in 1885 and ends possibly as late as 1950. “Buildings, structures, sites, and objects located within the boundary of the district and are at least fifty years old are judged to be contributing to the historic district if they retain integrity,” according to the report (Pearson 2001:29). A NRHP nomination is currently being prepared. According to Minneapolis Heritage Preservation Commission (HPC) staff, the district is also considered eligible for local designation, although it has not been designated at this time (Greg Mathis, personal communication 2002). Portions of the proposed Prospect Park Historic District are within the APE of the realigned Central Transit Corridor in the 29<sup>th</sup> Avenue station area. It should be noted that the SHPO database has not been updated to indicate the eligibility of the contributing properties within the proposed Prospect Park Historic District; therefore, properties within the district are noted as “Not Previously Evaluated” in this report because it is not currently known which properties are contributing to the district.

The University of Minnesota prepared a preservation plan in 1998 (Landscape Research 1998). In this plan, several buildings on the Minneapolis campus, through which the Central Transit Corridor will pass, were identified as being eligible for listing on the NRHP. Specifically, the Northrup Mall was recommended as a historic district.

In 1983, the *Historic Sites Survey of St. Paul and Ramsey County* was completed for the St. Paul HPC and the Ramsey County Historical Society as part of the SHPO statewide inventory of historic structures (Murphy and Granger 1983). Over 5,400 survey forms were completed on individual structures, and 204 sites were identified as being potentially eligible for listing on the NRHP and/or designation by the St. Paul HPC. In addition, 18 potential historic districts were identified. Several buildings identified in this survey are within the APE for the realigned Central Transit Corridor.

More recently, the St. Paul HPC is considering the local designation of a West University Avenue historic district, which would include the Raymond station area of the Central Transit Corridor APE. Although the study has not yet been finalized and the boundaries have not yet been determined, the proposed district would be centered on University and Raymond Avenues, from Hampden to Cromwell Avenues with its concentration of warehouse, factory, and office buildings. Approximately 12 properties on University Avenue have been specified for inclusion in the proposed historic local district.

In February of 2003, the Minneapolis Community Development Agency contracted Hess, Roise and Company to prepare a National Register Assessment titled *The Junction of Industry and Freight: The Development of the Southeast Minneapolis Industrial Area*. The Southeast Minneapolis Industrial Area (SEMI) is located mainly in Minneapolis east of the University of Minnesota main campus. The SEMI area is bounded to the south by University Avenue, to the west by Fifteenth Avenue SE, by Elm Street to the north, and by State Highway 280 and the Burlington Northern Railroad yard to the east. This industrial area includes over 300 acres of railroads, grain elevators, warehouses, manufacturing complexes, university facilities, and industrial businesses. From 1885 until the 1950s, this area of Minneapolis served as a hub for processing and transportation of grain; however, since the 1950s, the area has been in decline, and today many of the structures are vacant or have been demolished. Although the area does not qualify as a district, six properties were identified as individually eligible, and one property is already listed (Roise and Olson 2003). None of the properties recommended in this past study as eligible for listing on the NRHP are within the APE of the Central Transit Corridor.

### **3.2 PREVIOUSLY RECORDED ARCHITECTURAL HISTORY PROPERTIES**

A total of 126 properties within the APE of the re-aligned Central Transit Corridor have been previously recorded. Eight properties are listed on or have been determined eligible for listing on the NRHP (four individually listed properties and four contributing properties to the NRHP-eligible State Capitol Mall Historic District). Of these eight properties, the Prospect Park Water Tower is also locally designated by the Minneapolis HPC, and the Krank Building at 1885 University Avenue is also locally designated by the St. Paul HPC. The Central Transit Corridor APE also includes one area that has been recommended as an eligible historic district: the Prospect Park Historic District. The buildings within this proposed district have not been individually identified in the SHPO database and, therefore, are not noted as listed or contributing properties in this study.

### 3.3 PREVIOUSLY ESTABLISHED HISTORICAL CONTEXTS AND THEMES

Historical contexts provide the framework for understanding the significance of properties, especially industrial properties, which are frequently overlooked because of a lack of architectural distinction. Historical contexts associated with many of the property types and themes included within the study area have already been established at the state and local levels.

Historical contexts established by the SHPO under which properties would potentially be evaluated include *Railroads and Agricultural Development: 1870-1950*, and *Urban Centers: 1870-1940* (SHPO 1993).

The St. Paul HPC has completed historical context studies for the city that include portions of the realigned Central Transit Corridor. These historical contexts have been organized thematically. *Transportation Corridors: 1857-1950*, prepared for the St. Paul HPC, includes a discussion of the Midway area, which centers on University Avenue and the Central Transit Corridor area (Zellie and Peterson 2001a). Several buildings and areas within the APE for this project are mentioned as having potential historical significance. Specifically, Zellie and Peterson (2001a:18) note that “the concentration around University and Raymond avenues merits consideration as a potential local historic district representing the manufacturing concentration in the Midway in the early twentieth century. These buildings should also be studied for their architectural significance and as industrial manifestations of the work of St. Paul architects.” The authors further state, “Also worthy of attention along University Avenue in the Midway are any remaining historic resources focused on automobile sales, such as the Midway Chevrolet building noted in the text. Because these facilities are perceived as relatively recent, they are often overlooked. St. Paul has lost many of its early auto rows, such as along Grand Avenue. University Avenue, because it was a main commercial artery, should be carefully studied for other remaining auto-related facilities that may be worthy of designation” (Zellie and Peterson 2001a:18). Additional local historical contexts also have potential relevance to the Central Transit Corridor project, including *Neighborhood Commercial Centers: 1874-1960* (Zellie and Peterson 2001b), *Residential Real Estate Development: 1880-1950* (Zellie and Peterson 2001c), *Churches, Synagogues, and Religious Buildings: 1849-1950* (Zellie and Peterson 2001d), *Pioneer Houses: 1854-1880* (Zellie and Peterson 2001e), , and *Downtown St. Paul: 1849-1975* (Zellie and Peterson 2001f).

Although comprehensive historical contexts have been completed for other areas of Minneapolis, no overall context has been established for Southeast Minneapolis, the area of Minneapolis that includes the western portion of the APE. Much of the area, however, has been covered by other smaller but comprehensive studies. These studies include the University of Minnesota Preservation Plan (Landscape Research 1998), the study of the Prospect Park neighborhood (Pearson 2001), and a study of Minneapolis Southeast Industrial area, which includes several of the plants and grain elevators within the APE (Roise and Olson 2003).

### **3.4 PRIMARY SOURCES**

Historical fire insurance maps produced by the Sanborn Map Publishing Company were useful in reconstructing the history of the University Avenue corridor between 1885 and 1952 and, therefore, in developing associated historical contexts.

City directories held at the MHS provided information on the growth of specific industries, especially those related to the freight transfer industry, in the project area. They were also helpful in establishing the occupants of specific properties over time.

The visual resources database of the MHS contains several historical photographs of properties in the Central Transit Corridor project area, and these assisted the assessments of integrity.

Permit index cards reviewed at the License, Inspections and Environmental Protection (LIEP) office in St. Paul were used to confirm construction dates for specific properties. At the time of this study, the actual permits were not available for viewing as they were in the process of being transferred to the Ramsey County Historical Society.

### **3.5 SECONDARY SOURCES**

Local histories available at the MHS and the U of M libraries provided were useful in reconstructing the history of specific properties within the project area and in developing more general historical contexts through which they could be evaluated.

## 4.0 RESULTS

### 4.1 INTRODUCTION

In June 2003, additional context needs were identified and work began on the following tasks for the Central Transit Corridor architectural history investigation: 1) an analysis of the historical integrity of Union Park (a.k.a. Iris Park) as a possible historic district; 2) a discussion of a potential MPDF addressing freight transfer-related properties in the Highway 280/Raymond Avenue area; 3) a historical overview of the University Avenue corridor; 4) an evaluation of properties identified by Mn/DOT CRU, SHPO, and The 106 Group as potentially eligible for the NRHP; and 5) the completion of abbreviated inventory forms for properties found to be not eligible for listing on the NRHP. All properties are located in Sections 25 and 26, T29N, R24W; Sections 29, 30, 32, 33, 34, 35 and 36, T29N, R23W; Section 31, T29N, R22W; and Section 6, T28N, R22W, in Hennepin and Ramsey Counties, Minnesota.

Minnesota Architecture-History Inventory Forms are presented in Appendix A for properties that received Phase I evaluation during this study. These forms provide basic information on each property documented as part of this investigation, including location, estimated construction date, an architectural description, a description of associated outbuildings, NRHP eligibility potential and recommendations, and a photograph. A table summarizing the findings of the evaluation is presented in Chapter 5: Recommendations.

### 4.2 UNION (IRIS) PARK EVALUATION OF INTEGRITY

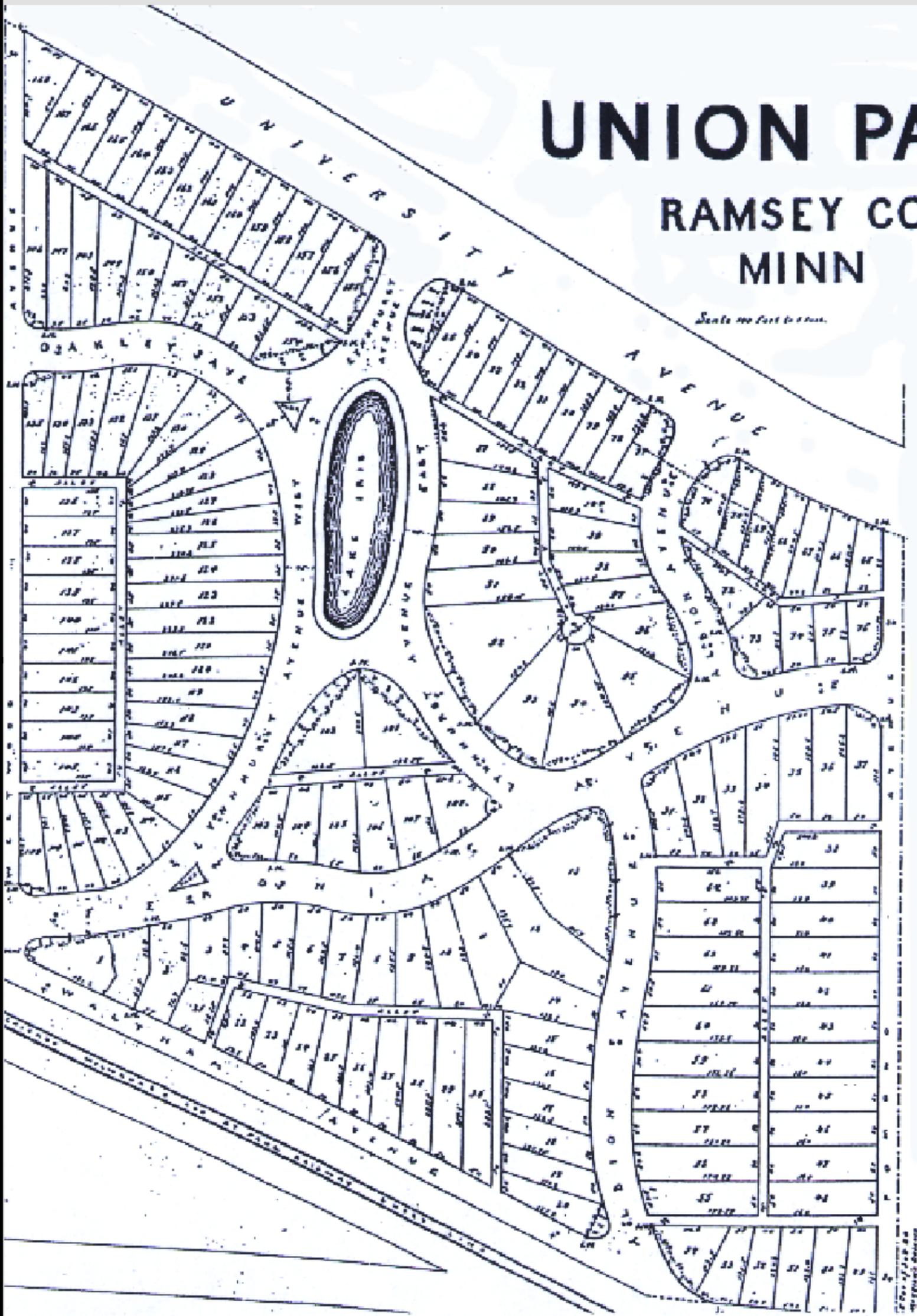
Following the assessment stage of the Central Transit Corridor project, Mn/DOT CRU and SHPO requested an evaluation of integrity of Union Park (a.k.a. Iris Park). The goal of this evaluation was to assess the integrity of this district but not to evaluate its significance.

*History:* In 1884, following a brief period when the area of Iris Park was occupied by an amusement park that featured a bowling alley, dance pavilion, and observation tower, John Hinkel filed a plat for Union Park. The plat (Figure 3) established Union Park (commonly referred to as Iris Park) as a commercial and residential subdivision comprised of a set of curvilinear streets surrounding the Lake Iris park, an oval-shaped lagoon edged with landscaped grounds (Figure 4). The 1880 construction of the adjacent

# UNION PARK

## RAMSEY CO MINN

Scale 100 feet to an inch.



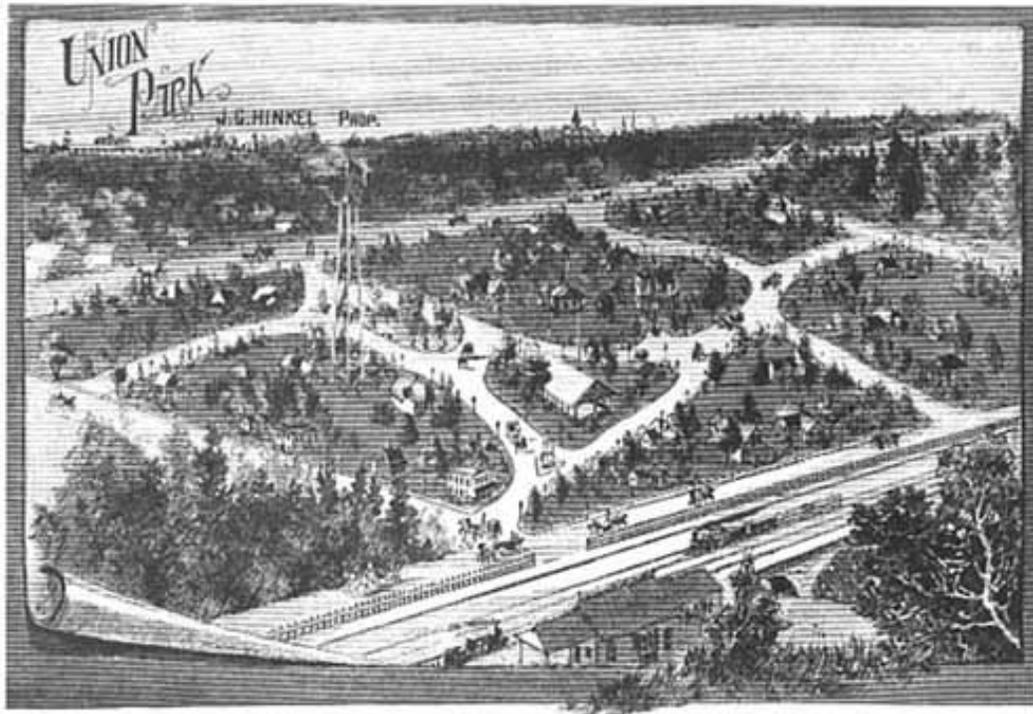
SOURCE: ST. PAUL HISTORIC CONTEXT STUDY, RESIDENTIAL REAL ESTATE DEVELOPMENT: 1880 - 1950 (ZELLIE AND PETERSON 2001)

CENTRAL TRANSIT CORRIDOR  
PHASE I ARCHITECTURAL HISTORY STUDY  
HENNEPIN AND RAMSEY COUNTIES, MINNESOTA

UNION PARK  
ORIGINAL 1884 PLAT



FIGURE 3



**FIGURE 4. ENGRAVING OF UNION PARK C. 1886  
(MHS LOCATION NO. MR2.9 SP4.1 P152)**

Chicago, Milwaukee, and St. Paul Short Line railroad had opened up commuting opportunities by offering a 25-minute ride between Minneapolis and St. Paul. The presence of the railroad led to the development of Union Park, as well as other nearby subdivisions, such as Merriam Park, Desnoyer Park, and St. Anthony Park, as residential enclaves. Union Park was advertised as a “beautiful combination of knolls, dells, grove and lake,” providing a variety of lot sizes and configurations (*The Northwest Magazine* April 1886:17, as quoted in Zellie and Peterson 2001c:10).

*Description:* Although Union Park is primarily a residential community, provisions for commercial lots and services were made along the University Avenue and Prior Avenue corridors. The remaining area was devoted to residential units on tree-lined curvilinear streets comprised of single and double houses, as well as small apartment buildings. Most of the housing stock consisted of buildings constructed from the mid-1880s to the early 1900s. Generally built of frame construction with wood clapboard siding, typical architectural features include two or two-and-a-half stories, complex roof arrangements, asymmetrical massing, bay windows, turrets, front porches with turned or chamfered posts, and 1/1 double-hung-sash windows. The commercial properties were housed in traditional brick blocks, one to two stories in height. Several stores were located along University and Prior Avenues, as was a hotel; services such as a garage; and small manufacturing concerns, such as a cut glass factory, a book bindery, and a gas mantle factory (Sanborn 1927).

The original Union Park addition is bound by University Avenue on the north, Prior Avenue on the west, Fairview Avenue on the east, and the Chicago, Milwaukee and St. Paul Railroad on the south, comprising approximately 35 acres (see Figure 3). Several smaller plats have resulted in subdivided or merged parcels since the original plat. Most significantly, most of the northeast corner of Union Park has been redeveloped into a modern senior housing complex, eliminating the original lot configuration and entirely removing Dewey Ave. north of Feronia Ave. The Lake Iris park has also been reshaped. What once consisted of a discontinuous park extending south from University Avenue, bound on each side by Lynnhurst Avenues East and West and separated by a roadway, has now been joined into one continuous park.

#### *4.2.1 Analysis of Integrity*

Sanborn fire insurance maps dating to 1927 (Vol. 6, pages 571 and 582) illustrate the extent to which Union Park had been built up by that time and also provide a good baseline for measuring changes to the area since 1927 (Figure 5). Only 12 of the platted residential lots remained un-built at that time. It should be noted that several of those lots remain vacant and may have been adjoined to an adjacent property to form a double or triple lot configuration. Many more of the commercial lots, particularly those on University Avenue between Lynnhurst Avenue E. and Dewey Avenue were undeveloped.

Within Union Park, buildings had been constructed on 104 residential lots by 1927. These included single houses, double houses, and flats. Of those, 33 have been removed, leaving 68 percent of the original residential stock standing. Many of the 33 houses were destroyed for the construction of a senior housing complex in the northeast portion of the plat. In other cases, the original houses were demolished in scattered locations for small-scale apartment buildings. In addition, infill construction of new buildings has occurred on parcels that were vacant in 1927. The infill has consisted of houses and small-scale apartment buildings constructed between approximately 1930 and 1970.

The overall integrity of the extant residential building stock is poor to fair. While most of the houses have retained their original massing and window configuration, other alterations have changed the historic character of the properties. While most of the houses originally had broad, open front porches, many of the porches have been totally or partially enclosed to form an additional interior room. Only about 40 percent of the houses retain their original siding or have replacement siding that is sympathetic to the original materials. These materials include wood clapboards, stucco, brick, and stone. Replacement siding considered to be inappropriate includes vinyl, metal clapboards, asbestos shingles, asphalt shingles, and wooden shingles (where it appears that this is not the original siding type).

The commercial storefronts and industrial buildings along University and Prior Avenues numbered 46 in 1927 (individual storefronts were counted individually, although many



SOURCE: SANBORN MAP COMPANY, 1927. ST. PAUL, MINNESOTA VOL. 6

CENTRAL TRANSIT CORRIDOR  
 PHASE I ARCHITECTURAL HISTORY STUDY  
 HENNEPIN AND RAMSEY COUNTIES, MINNESOTA

UNION PARK HISTORICAL  
 INTEGRITY ANALYSIS

FIGURE 5

were contained within larger buildings). Fourteen of those storefronts have been removed, leaving 69 percent of the commercial storefronts and industrial buildings in place. Most of the remaining storefronts are located in several large buildings near the corner of University and Prior Avenues. All of the storefronts of the extant buildings have had significant alterations. While some of the upper stories may retain their original façade and window arrangement, some have been covered with alternative materials, such as stucco, and/or have had their windows filled. Consequently, the overall integrity of the commercial storefronts and industrial buildings of Union Park has been significantly compromised.

The circulation system layout of the Union Park addition and the Lake Iris park have also been altered through the years. A segment of Dewey Avenue between University and Feronia Avenues has been vacated and incorporated into the senior residential complex campus and no longer serves as a public thoroughfare. The Lake Iris park has also been altered. Although the landscaping surrounding the lagoon has been altered, the lake continues to form the irregular oval shape illustrated in the 1927 map and seen in earlier photographs (Figures 6-8). Details of the landscaping have been updated and altered over time, including the materials and furnishings, but the overall scheme and circulation system appears to be similar to early plans. The most significant park alteration is the amendment that joins the north park, along University Avenue, to the Lake Iris park.

#### ***4.2.2 Evaluation***

As noted above, the analysis of historical integrity for Union Park was based on the historical layout and circulation pattern, the presence of original buildings, and the material integrity of the extant original buildings. The circulation pattern of the original Union Park plan has been somewhat compromised by two factors: the amendment of the Lake Iris park with the northern park and subsequent elimination of a traffic path and the removal of a segment of Dewey Avenue between University and Feronia Avenues. In addition, the residential structures standing within Union Park represent only 68 percent of the subdivision built as of 1927. Similarly, only 69 percent of the commercial storefronts and industrial buildings constructed as of 1927 are extant within Union Park. Of the original buildings that remain within Union Park, few have good historical integrity. Most residences have altered front porches, and many have more significant alterations. Sixty percent of the dwellings have been re-sided with inappropriate and/or modern materials. None of the original storefronts remain in place on the commercial buildings. In many cases, alterations have been made to the upper floors and the fenestration on the commercial buildings. Because of the significant compromises to the historical integrity of the overall plan of Union Park, the number of buildings that are no longer extant, and the lack of integrity of many of the extant buildings, The 106 Group recommends that Union Park does not retain sufficient integrity to be considered as a historic district.



**FIGURE 6. UNION PARK, C. 1900 (MHS LOCATION NO. MR2.9 SP4.1 R109)**



**FIGURE 7. IRIS PARK, C. 1902, SHOWING JUDGE ORR'S RESIDENCE, (MHS LOCATION NO. MR2.9 SP4.1 P153)**



**FIGURE 8. IRIS PARK, 2003, FACING SW**

#### **4.3 FREIGHT TRANSFER-RELATED MULTIPLE PROPERTY DOCUMENTATION FORM**

Previous studies have identified the area around Highway 280, Raymond Avenue, and University Avenue as a historic and significant transportation, warehousing, and manufacturing hub (Zellie and Peterson 2001a). Following a tour of the area, representatives of Mn/DOT CRU and SHPO found that the area did not maintain a geographically coherent collection of properties that could be considered a contiguous district. It was, however, recommended that a MPDF of the freight transfer-related properties in this area be completed in future phases of this study.

Concurrent with this project, a review of the proposed West University Avenue Historic District was undertaken by staff members of SHPO (Internal Memorandum, Review of “Transportation Corridors: 1857-1950” Historic Context Study and West University Avenue Historic Documentation, S. Roth, 10 March 2003, on file at the Minnesota State Historic Preservation Office). This review included a lot-by-lot survey of the proposed district and provided SHPO concurrence or non-concurrence of properties that may be contributing to a potential district. The review found that no historic district exists on West University Ave. between Highway 280 and Hampden Ave. However, Roth recommended designation of eligible buildings by means of a MPDF.

The freight transfer facilities found in this area stem from the construction, in 1884, of the Minnesota Transfer Railway Company, which served as an interchange facility for all

the major railways coming into the Twin Cities. The construction of the rail line and large changing yards shared by eight railroad companies spurred the settlement of the Midway district by businesses that moved to the area to take advantage of the convenient shipping facilities. The result was a wide array of shipping, warehousing, and manufacturing facilities, as well as support businesses, centered on the rail yards (BRW et al. 1995:9-46–9-49).

During World War I, as railroads became devoted to the war cause, motorized trucks were called upon to ship goods. This shift in transportation modes took hold in the Midway shipping area in the years following the war. In 1923, a truck terminal facility was opened in the Midway, offering 22 truck lines to serve merchants within 50 to 75 miles. This concentration was supplemented with the opening of the Twin City Transportation Association's headquarters at the corner of Prior and University Avenues. By 1929, the Midway district had become the fastest growing commercial and industrial area in the Twin Cities. The freight transfer hub continued to grow into the 1950s, when 58 motor freight companies had facilities located there, and the Midway became the third largest trucking center in the world, behind New York and Chicago (Zellie and Peterson 2001a:11-12).

Future research should further explore the significance of the freight transfer industry in this area and within the context of the greater metropolitan area. Research of city business directories and promotional materials, historical maps, and other sources should be used to identify the significance of individual properties within the APE. Individual properties can be nominated to the NRHP if they meet the criteria outlined in the MPDF.

The 106 Group, Mn/DOT CRU and SHPO have identified 24 buildings within the APE that should potentially be considered for MPDF documentation (Table 1). Most of these buildings have concurrence by the SHPO of their eligibility for the NRHP within the context of a MPDF. The others were not evaluated by SHPO for their contribution to an MPDF.

For future phases of the Central Corridor architectural history investigation, The 106 Group recommends coordination with SHPO regarding the status of work on freight-transfer related MPDF documentation.

**TABLE 1. POTENTIALLY ELIGIBLE PROPERTIES UNDER FREIGHT TRANSFER MPDF**

Property Name	Address	SHPO Eligibility	Review of within MPDF Context
Sewall Gear Mfg. Co.	705 Raymond Ave.	No	
Grocery	779 Raymond Ave.	Yes	
Griggs & Cooper Co.	1821 University Ave.	No	
Great Lakes Coal and Dock Co.	2102 University Ave.	No	
Wright, Barrett & Stillwell Building	2233 University Ave.	Yes	
Twin City Grocery Warehouse	2285 University Ave.	Yes	
Northwestern Furniture Exposition Company	2356-2362 University Ave.	Yes	
Twin City State Bank	2388 University Ave.	Yes	
Patterson Company	2295 University Ave.	Yes	
Minneapolis Street Railway Company Barns	2324 University Ave.	Yes	
Mattress Company	2341 University Ave.	Yes	
Redwing Stoneware Co. Warehouse	2345 University Ave.	Yes	
Ingersoll Machinery	2375 University Ave.	Yes	
G. M. Truck and Coach Building	2390-2400 University Ave.	Yes	
Upham Building (Security Building)	2401 University Ave.	Yes	
M. Burg and Sons Co. (Chittenden & Eastman Company)	2402-2414 University Ave.	Yes	
Commercial Building	2418-2422 University Ave.	Yes	
Minneapolis-St. Paul Building	2429 University Ave.	Yes	
Brown-Jaspers Store Fixtures	2441 University Ave.	Yes	
Twin City Four Wheel Drive Co.	2478-2512 University Ave.	Yes	
Mack International Motor Truck Co.	2505 University Ave.	Yes	
Overland Stoves Company (Court International)	2550 (2572) University Ave.	No	
Minnesota Transfer Railway Company Railroad	N/A	No	
Minnesota Transfer Railway Company Railroad Bridge	N/A	No	

#### **4.4 UNIVERSITY AVENUE: TRANSPORTATION CORRIDOR, TRANSFER CENTER**

In the mid to late 1800s, as the cities of St. Paul and Minneapolis began to grow into urban centers, the need to move raw materials and goods that were the baseline of the economy of the Twin Cities was second only to the need to facilitate the travel of the people who would create and support the market for these goods into and between the cities. For this reason, numerous transportation corridors were established between St. Anthony (later Minneapolis) and St. Paul during the middle of the nineteenth century, beginning with an oxcart trail along St. Anthony Road. By the late 1840s, this trail was used by stagecoaches. Within 15 years, the cities would see their first intercity railroad, and a second would be added during the early 1870s (BRW, Inc. et al. 1995:8-4).

University Avenue was destined to join the family of intercity transportation corridors when it was platted in the mid-1850s but it, like many similarly functioning routes, would not see much development or traffic along it for another 40 to 50 years. The earliest available fire insurance map of St. Paul, which dates to 1885 (Sanborn 1885) indicates that only the segment of University from Rice Street west to Kent Street was developed. That a lack of development existed is supported by the fact that when the portion of University between Dale and Lexington opened in 1881, “traffic was so sparse that the St. Paul city council allowed a group of racing enthusiasts to build a 40-foot wide race track right down the middle of the street” (BRW, Inc. et al. 1995:8-4). In 1885, the portion of University Avenue between Rice and Kent Streets was predominantly residential, with approximately 100 single-family homes lining the street. These homes were interspersed with roughly 30 stores, some of which were clustered on street corners. In addition, a greenhouse was located at the corner of University Avenue and Farrington Street, and Haupt’s Lumber Company took up a fair amount of land near the intersection of University and Jay. A streetcar house and stables were situated on the corner of University and Kent.

Though horse-drawn streetcars connected portions of University Avenue during the 1880s, it wasn’t until 1890 that passengers could travel between St. Paul and Minneapolis along that route (BRW, Inc. et al. 1995:8-9). The University Avenue intercity line was the first of its kind (Kieffer 1958:18), and the demand for such travel was so immense that the single streetcar company that ran this line found that it, like the railroads, could not keep up. By 1892, however, the electricity-powered streetcars of the Twin City Rapid Transit Company had replaced the horse-drawn version, and “a web of new connecting lines was helping to open previously isolated areas of the Midway to development” (BRW, Inc. et al. 1995:8-9; Zellie and Peterson 2001a).

Over the next ten years, although development would not be complete along the route, it did occur along many of the previously isolated areas of University Avenue. East of Rice Street, several new stores were constructed near St. Peter Street, as were two factories: a roofing/cornice factory and a carpet cleaning/rug factory. Between Rice and Kent Streets, though the number of single-family dwellings remained about the same, the number of stores doubled to approximately 60. In addition, this area offered blacksmith shops, a carpenter shop, a bowling alley, a cement walk works, and an envelope factory. Haupt’s Lumber, however, was no longer present in this area (Sanborn 1903). From Kent Street west to Dale Street, ten stores, nine dwellings, a blacksmith shop, a pool hall, and an office were constructed during the period between 1885 and 1903. With a few scattered exceptions, however, University Avenue from Dale Street to Lynnhurst Avenue West remained largely vacant, as did the segment west of Vandalia. Despite the general lack of development in these segments, a commercial, service, and industrial district had sprung up between Lynnhurst Avenue West and Vandalia Street, especially near Prior Avenue, by 1903. This district included 18 stores, 6 hotels, 5 sale stables, 3 offices, 2 restaurants, 2 blacksmith shops, a telephone exchange office, lumber storage, a social hall, a hand laundry, the Midway Cow Market cattle yard, and perhaps most importantly,

offices, a warehouse, the lines, and the yards of the Minnesota Transfer Railway Company.

The Minnesota Transfer Railway Company was the brainchild of James J. Hill, and it was formed in 1884 by eight of the major Twin Cities railroad companies to facilitate the handling of the freight of the numerous main-line railroads coming into the Twin Cities and to switch traffic for various local industries (see Section 4.3). The Minnesota Transfer Railway Company yards were located at University near Cleveland and Prior Avenues, and they fostered enormous industrial growth in the surrounding area, especially beginning in the 1910s (BRW, Inc. et al. 1995:8-9). As of 1912, the Minnesota Transfer Railway had become “the second largest freight transfer in the world” (Castle 1912:618). Business and industry owners and managers swarmed the area, eager to make proximity to the railroad a cost advantage to their operations, and many built their residences on the vacant land surrounding the yards. Industrial workers also saw an advantage in establishing homes near the workplace, thus residential growth occurred in concert with industrial growth (BRW, Inc. et al. 1995:8-10). Due in no small part to its freight transfer capabilities, during the next decade, the Midway, with University Avenue as its main street, surpassed the rest of St. Paul in industrial and population growth, and the value “of land and buildings within that area...doubled between 1915 and 1925” (Zellie and Peterson 2001a:11). During the ten-year span between 1915 and 1925, a new entrant into the freight transfer business would only further these capabilities. Trucking became popular as a means of freight transfer during the First World War, when the railroads were required to give their attention to war-related shipments. Business owners soon realized the convenience and efficiency that trucking provided, and the majority continued to use trucks to ship materials even after the war was over and the railroads resumed normal operations (BRW, Inc. et al. 1995:8-10-8-11).

Sanborn maps dating to 1926 and 1927 illustrate the area of University Avenue surrounding the Minnesota Transfer Railway Company yards as including industrial concerns, such as the Pittsburgh Coal Company, the White Oil Company, the Grain King Manufacturing Company (manufacturers of farm implements), the A. J. Krank Manufacturing Company (manufacturers of toilet articles and cutlery), LaSalle Products Inc. (wholesale drugs and manufacturers of toilet preparations), another toilet preparations factory, a paper novelty factory, the Peoples Coal & Ice Company, Raudenbush & Sons Piano Company, the Louis F. Dow Company (manufacturers of advertising specialties), a gas mantle factory, a cut glass factory, an electroplating facility, and “Various Light Manufacturing” (Sanborn 1927); warehouses, including a casket warehouse, the patent medicine warehouse of the Goodrich-Gamble Company, a lumber storage building, the bed warehouse of the Simmons Company, a soft drink storage building, the Northwestern Furniture and Stove Exposition warehouse; several commercial buildings, including nearly 30 stores and the Twin City Wholesale & Grocery Company; six hotels; offices; a bank; a YMCA; a fire station; a few scattered dwellings, these being concentrated in the Midway off of University; and automobile repair shops, filling stations, and a sales floor. The presence of so many industries and

businesses here had fulfilled the 1912 prophecy of historian Henry Castle (1912:622): “As time goes on and the city grows in activity and diversity of interest, [the Midway] will become one of the great manufacturing and jobbing centers of the country. If the dual cities are indeed the pillars of the ‘Gateway of the Northwest,’ the Midway district may well be regarded as the keystone of the arch which connects them.”

Though the impacts of the freight transfer business were surely felt throughout the Midway, by the 1920s, another economic focus had made its way onto University Avenue: the automobile. With the growing affordability of automobiles brought on by Henry Ford’s assembly line methods, begun during the mid 1910s, came a growing demand from all segments of the population for not only automobiles, but also for automobile servicing and accessories. This initial demand likely resulted in the early leap in automobile-related industries within the St. Paul portion of the Central Transit Corridor project area between 1910 and 1920 (R. L. Polk & Co. 1910, 1920). In 1910, the St. Paul city directory listed only four automobile-related businesses on University (R. L. Polk & Co. 1910). Over the next decade, this number increased to 36 (R. L. Polk & Co. 1920), and by 1930, approximately 80 automobile-related businesses had University Avenue addresses (R. L. Polk & Co. 1930).

While the automobile industry grew during the 1920s, University Avenue remained multifaceted in its scope of goods, services, and industries. The crossing of University by a series of streetcar lines beginning in the early part of the century had given rise over the years to multi-block commercial nodes at Dale, Lexington, Snelling, Prior, and Raymond (Zellie and Peterson 2001b:8). According to Zellie and Peterson (2001b:8), “These streets offered far more than the corner convenience businesses, with a near duplication of downtown’s specialty, dry goods, and some professional offices. They also offered grocers, meat markets, hardware dealers, and domestic services such as tailors and milliners.” In 1927, the area east of Rice Street still had numerous stores in the vicinity of St. Peters Street, and the Christ Lutheran Church was located at the corner of University and Park Avenues (Sanborn 1927). The segment between Rice and Kent Streets remained largely residential with approximately 85 single- or multiple-family dwellings, but it also contained approximately 70 stores, 7 automobile repair shops, 4 filling stations, 1 automobile sales store, 3 laundries, 2 feed stores, a carpenter’s shop, a cobbler’s shop, a carpet cleaner’s, a junkyard, the facilities of the Minnesota Milk Company, a sign painting facility, a machine shop, a lumber yard, and a movie theater (Sanborn 1927). The commercial node at Dale Street included 28 stores, a movie theater, and a blacksmith shop along University Avenue to St. Albans Street. This intersection was also in proximity to seven single-family dwellings, two apartment buildings, a lumber yard, a junkyard, a tin shop, a veterinary hospital, and the Lutheran Young Women’s Home (Sanborn 1927).

On the south side of University Avenue in 1927, the segment from St. Albans to Victoria Street was almost entirely residential, with the exception of the corner lots. On the north side of University, this segment was primarily commercial, containing several stores and automobile-related services. The latter included a complex that stretched from 699 to

733 University Avenue and consisted of two automobile repair shops, a filling station, and a sales lot. Also present on the north side were a mailbox manufacturing company, a motion picture studio, and the Star Wet Wash Laundry (Sanborn 1927).

The area west of Victoria to Asbury Street (one block east of Snelling Avenue), including the intersection of University with Lexington, was still not heavily developed by the late 1920s. In 1927, this 12-block stretch of University Avenue included 24 stores, 16 single-family homes and 9 apartment buildings, 11 automobile repair shops, 4 gas stations, an automobile sales shop, a tire and battery station, 3 offices, a tin shop, a building labeled “plumbing” (Sanborn 1927), a plumbing and heating supply warehouse, a dog and bird food factory, a potato chip factory, a soap factory, an ice machine manufacturing shop, a vulcanizing facility, a printing shop, a leather working facility, an architectural sculptors studio, a machine shop and foundry, a blacksmith shop, an undertaker’s facilities, a casket factory, a cement warehouse, the Minnesota Highway Department building, the Lexington ball park (set one lot back from University but with no intervening buildings), a “contractors store,” and “Various Light Manufacturing” (Sanborn 1927). Of these, the intersection of Lexington with University was surrounded by three gas stations and an automobile sales and service station, rendering it more of an “automobile node” than a “commercial node.”

The commercial node at Snelling and University was in full swing as of 1927, stretching for a block in all directions and incorporating 28 stores, 2 bake shops, 2 vulcanizing shops, a laundry, a bank, and a movie theater along University Avenue alone. The exception to this commercial activity was at the southeastern corner of the intersection, which was occupied by an electric sub-station and trainmen’s waiting room and car barn of the Twin City Rapid Transit Company (Sanborn 1927).

To the west of this commercial node, development became rather sparse to the area of the Minnesota Transfer Railway Company yards, marked by just a few residences and the occasional store, and it became sparse once again past the area of the yards. Small concentrations of stores were present on the northwest corner of Raymond and University Avenues and at the southeast corner of University and Cromwell Street. A few dwellings were scattered between Raymond Avenue and the city line, as were a few major industries, including the Illinois Steel Warehouse Company, the Fleischmann Company, and the Mack International Truck Corporation (Sanborn 1927). West of the city line, the segment of University Avenue to 29<sup>th</sup> Avenue SE was primarily residential (Sanborn 1912, 1951a).

Sharing the experience of the rest of the country, after feeling the effects of the Great Depression, University Avenue businesses and industries found renewed economic success following World War II. While trucking had a major role in the freight transfer business in the Midway since World War I, as of 1940, it had become a significant presence on University Avenue, with nearly 20 motor freight companies operating there, all but two of which were located near the Minnesota Transfer Railway Company yards (R. L. Polk & Co. 1940). University Avenue, along with other automobile districts such

as Central Avenue and Lake Street, saw a resurgence in the demand for automobiles and related services (Landscape Research 2001:6), and the number of automobile sales and service facilities (e.g., filling stations, accessory shops, repair shops) expanded. As of 1951, anywhere from one to seven buildings and lots related to automobile sales and/or service existed per block on 43 of the 56 blocks along University within the St. Paul portion of the Central Transit Corridor project area, with the north side of the segment between Asbury and Dunlap consisting almost entirely of automobile-related businesses (Sanborn 1951b).

University Avenue, however, continued to provide diverse offerings. Commercial nodes of various sizes were present at the intersections of University with Rice, Virginia, Arundel, Dale, Avon, Pascal, Asbury, Snelling, Prior, and Raymond. Industrial facilities, while concentrated near the transfer yards, could be found along the length of the street and included those of the Herschel Candy Co.; Minnesota Fence & Wire Works; Minnesota Milk Co.; University Avenue Lumber Co.; St. Paul Casket Co.; Brown and Bigelow, Inc.; Nash Coffee Co.; Griggs and Cooper and Co.; Continental Oil Co.; Louis F. Dow Co., U. S. Steel Co., International Harvester Co., and the Stainless Steel Products Co. (Sanborn 1951b). Extensive warehouses, such as those of Montgomery Ward and Chittenden and Eastmen were also present, especially near the transfer yards. Even two primarily residential districts remained, between St. Albans and Victoria and between Jay and Farrington (Sanborn 1951b).

Today, University Avenue continues to serve as a major corridor connecting the Twin Cities; however, its importance as the primary link has been eclipsed by the construction of Interstate 94, located south of University Avenue and providing a more expedient route between Minneapolis and St. Paul. Although large-scale and isolated redevelopment efforts along University Avenue have been undertaken in recent years, remnants of the avenue's history continue to be evident. Many of the street's freight transfer-related services continue to thrive along the entire stretch, with several trucking services located near Highway 280, and auto parts and service shops located throughout. Several new and used automobile dealership continue to operate along the avenue, although many have been converted for other purposes. Portions of University Avenue still provide for the shopping needs of the surrounding residential neighborhoods. Most of these are accommodated, however, in modern shopping centers and strip malls located between Lexington and Snelling avenues. Many of the storefronts in older buildings are now occupied by Hmong and other Southeast Asian immigrants who provide services, shops, markets, and restaurants to that community.

Although an important corridor in Twin Cities geography and development, the University Avenue corridor does not represent an overarching unified theme or context. While portions of the corridor and several individual buildings appear to illustrate early commercial nodes, mid twentieth-century automobile services, or industrial freight transfer-related facilities, none of these buildings or structures are geographically cohesive enough to form a historic district. Individually, many of the historical buildings that may have comprised a significant pattern suffer from compromised historical

integrity. The most significant pattern of historical properties found along the University Avenue corridor is that relating to the rail, trucking, warehousing, and manufacturing facilities between Highway 280 and Prior Avenue. Although comprising a significant concentration, the area was not found to be contiguous enough to form a historic district. Instead, the properties relating to this theme will be addressed by a NRHP MPDF in a future phase.

#### **4.5 PROPERTIES IDENTIFIED FOR INDIVIDUAL PHASE I STUDY**

Following the completion of preliminary context development and field survey, the Mn/DOT CRU, SHPO and The 106 Group 39 properties for additional Phase I research. All other properties were recommended as not eligible for listing on the NRHP. One of the 39 properties (Central Baptist Church; 420 Roy Street; RA-SPC-3224) was found to be outside of the adjusted APE (see Section 2.2.2.3 APE Summary). A Minnesota Architecture-History Inventory Form for each of the remaining 38 properties was completed and each was evaluated for its potential eligibility for the NRHP. The inventory forms, with photographs, are found in Appendix A. A summary of each property's significance and recommendation follows.

##### ***4.5.1 Minnesota Transfer Railway Company Line***

A segment of the former Minnesota Transfer Railway Company line crosses University Avenue between Cleveland and Prior Avenues. This segment of the rail corridor is carried over University Avenue on a reinforced concrete bridge. The line is still active and presently used by Minnesota Commercial Railway, which acquired the Minnesota Transfer Railway Company in 1987 (Union Pacific Railroad 2003).

The presence of the railyards in the Midway spurred the significant industrial and commercial growth of the area and set the tone for the area to become a transfer hub (Zellie and Peterson 2001a:11, 13). Prior to 1935, University Avenue was carried over the rail lines from Vandalia to Prior Avenues. In 1935, the University Avenue underpass was created, and the railroad was carried over the avenue on two bridges (the westernmost bridge has since been removed) (MHS, Visual Resources Database, Location No. HE6.44 p1 and HE6.41 p2).

*Recommendation:* The Minnesota Transfer Railway is a cooperatively formed short line that continues to function in its original capacity to the present day. The rail line is recommended as potentially eligible for the NRHP for its important contribution to Twin Cities railroad systems and for its contribution to the development of the Midway area (Criterion A). Additional research will consider specific areas and periods of significance, as well as the geographical boundaries. Furthermore, the Minnesota Transfer Railway Company roundhouse and turntable (previously determined eligible for the NRHP) may be considered as contributing components of a larger Minnesota Transfer Railway Company Historic District. It is also potentially associated with other properties as part of a MPDF of freight transfer-related properties.

#### ***4.5.2 Railroad Bridge Over University Ave. (Between Prior and Cleveland Avenues)***

According to the bridge data available from the City of St. Paul's Department of Public Works, this bridge (5371) was one of two original bridges completed in 1935 to carry the Minnesota Transfer Railway tracks over the University Avenue underpass (MHS, Visual Resources Database, Location No. HE6.44 p1 and HE6.41 p2). The westernmost bridge has since been removed. The bridge retains its integrity of location, design, association, feeling, and setting, and it continues to be used by the Minnesota Transfer's successor, Minnesota Commercial Railway.

*Recommendation:* The bridge is recommended as potentially eligible for listing on the NRHP as a contributing property to the potentially eligible Minnesota Transfer Railway Company Historic District (see Section 4.5.1). It is also potentially associated with other properties as part of a MPDF of freight transfer-related properties.

#### ***4.5.3 Norwegian Evangelical Lutheran Church (Christ Lutheran Church)***

105 University Ave., St. Paul  
RA-SPC-3868

This sophisticated and ornate Beaux Arts church is a fine example of the style as applied to church design. It was designed by prominent St. Paul architects Buechner and Orth. The building is also historically significant as the home of one of the city's oldest Norwegian Lutheran congregations, founded in 1868.

*Recommendation:* The Norwegian Evangelical Lutheran Church is recommended as potentially eligible for listing on the NRHP under Criterion C as an excellent example of Buechner and Orth's work in St. Paul.

#### ***4.5.4 Ford Building***

117 University Ave., St. Paul  
RA-SPC-3868

The Ford Building is historically significant as the headquarters for the sales and service of Ford Cars in St. Paul until the Ford Motor Company plant was constructed in 1922 in Highland Park. The building has potential architectural significance for its use of tile ornamentation and as a design that was apparently a collaboration between prominent Twin cities architects Kees and Colburn and a Seattle architect, John Graham. In addition, it is potentially significant as an early outpost of a major automobile manufacturing company, possibly establishing University Avenue as an important venue for purchasing and servicing automobiles.

*Recommendation:* The Ford Building is recommended as potentially eligible for listing on the NRHP under Criterion A, as an early and important automobile plan in the Twin Cities and under Criterion C for its architectural merit.

#### ***4.5.5 Frogtown Diner***

349-353 University Ave., St. Paul  
RA-SPC-6100

This building, constructed in the 1980s, does not meet the criteria for exceptional significance for properties built within the past 50 years.

*Recommendation:* The Frogtown Diner is recommended as not eligible for listing on the NRHP because it does not meet the Criteria Consideration G for properties that have attained significance within the past 50 years.

#### ***4.5.6 Minnesota Milk Company (Old Home Dairy)***

370-78 University Ave., St. Paul  
RA-SPC-3877

The Minnesota Milk Company building was constructed in 1912. The building was extensively remodeled in 1932. The architect for the remodeling was Charles Hausler and the building was still owned by the Minnesota Milk Company at that time. Although the original Art Deco design has the potential to be significant, the major alterations made to the fenestration on the primary façade make this building unable to convey this potential historical significance.

*Recommendation:* The Minnesota Milk Company building is recommended as not eligible for listing on the NRHP due to lack of historical integrity.

#### ***4.5.7 Engine Company No. 18***

681 University Ave., St. Paul  
RA-SPC-3887

The City of St. Paul purchased two lots at the corner of St. Albans and University in 1907 for \$3,500, and the following year, \$25,000 was spent to construct the present fire station which was occupied by Engine House 18 and Hook and Ladder Co. 9. The building was designed by the St. Paul firm of Charles Buechner and Henry Orth who also designed a fire station on Livingston Avenue on the west side of the city (built in 1900), and another fire station near Macalester (built in 1908). This fire station is one of the most sophisticated of the fire stations built in St. Paul in the twentieth century. Its design comes out of the Beaux Arts tradition. The original rounded arched fire engine doors, however, have been replaced with differently shaped doors, and the windows have been replaced with smaller windows, significantly compromising its integrity and therefore its ability to convey its historical significance.

*Recommendation:* The Engine Company No. 18 building is recommended as not eligible for listing on the NRHP due to lack of historical integrity.

#### ***4.5.8 Owens Motor Company***

709-719 University Ave., St. Paul  
RA-SPC-3889

Constructed in 1917, the original occupant of this building was the Owens Motor Company, owned by Thomas Owens. Historical photographs illustrate that the building was originally one story. A second story was added in the 1920s. In spite of the recent window alterations, this building remains a good example of an early automobile-related business on University Avenue.

*Recommendation:* The Owens Motor Company building is recommended as potentially eligible for the NRHP under Criterion A as an early example of automobile-related properties along University Avenue.

#### ***4.5.9 Midtown Motors (Whitaker Buick)***

1221-1225 University Ave., St. Paul  
RA-SPC-6101

The Whitaker Buick complex began as two commercial buildings constructed in 1914 and 1919 at 1221-1223 and 1225-1227 University, respectively. By 1938, Midtown Motors occupied the easternmost building at 1221-1223 University Avenue (MHS Negative No. 55722). Eventually Midtown Motors expanded into the building at 1225-1227 University and in the mid-1940s added garages and additions to the west. The 1950 Sanborn Map indicates a large auto sales and service complex that incorporates the original two easternmost buildings. Newspaper articles found in the offices of the Whitaker dealership contain an advertisement promoting the opening of Whitaker Buick in 1955. Based on the photograph in this advertisement, very little has changed since that time. The building may have been remodeled when Whitaker took over in 1955 as it does not resemble the 1938 image of Midtown Motors.

This building has been significantly remodeled since its construction in the 1930s. It now serves as an example of an automobile dealership from the 1950s, and it retains good historical integrity in this regard. The building, however, does not appear to be historically significant. Although there were many automobile service and sales businesses along University Avenue in the 1950s, as a collection they do not form a historic district. The Whitaker dealership alone is not believed to be a significant part of this historic pattern. The building also does not appear to be architecturally significant.

*Recommendation:* The Midtown Motors building is recommended as not eligible for listing on the NRHP due to lack of historical significance.

#### ***4.5.10 St. Paul Casket Company***

1222 University Ave., St Paul  
RA-SPC-3903

The 1922 St. Paul Casket Company building has been described as "one of the most architecturally distinguished buildings on this stretch of University Avenue" (SHPO RA-SPC-3903). The building, which has good integrity, was designed by noted St. Paul architect Allen H. Stem.

*Recommendation:* The St. Paul Casket Company is recommended as potentially eligible for listing on the NRHP for its architectural significance (Criterion C). Additional research is needed on the relationship of this building to Stem's other works.

#### ***4.5.11 Midway Chevrolet***

1389-1399 University Ave., St. Paul  
RA-SPC-3904

According to the building permit records, this structure was originally a brick and tile "public garage" owned by Midway Chevrolet and cost an estimated \$6,500 to build. In 1947, a permit for a \$145,000 alteration to the garage was issued to Midway Chevrolet. The building was originally constructed with streamlined features and details, such as glazed metal tiles, fluted aluminum piers, and a canopy with a fluted aluminum edge. Major alterations of the front façade made since 1982 have resulted in the loss of these streamlined details and features.

*Recommendation:* Due to the loss of the original architectural details, this building no longer represents the potential significance of a 1940s car dealership and is therefore recommended as not eligible for listing on the NRHP.

#### ***4.5.12 Griggs & Cooper Co. Building***

1821 University Ave., St. Paul  
RA-SPC-3923

The building permits for these two connected buildings are not clear, but indicate that they were originally built in 1911 as a candy and cracker factory owned by the Griggs and Cooper Company. The 1911 permit lists both portions of the structure and/or the building at 541 N. Wheeler Street. Substantial building permits were issued in 1919 (\$160,000) and in 1925 (\$400,000). This building is one of the largest constructed in St. Paul's Midway District in the 1910s and is potentially significant as an important example of a large manufacturing facility. It is also potentially associated with other properties as part of a MPDF of freight transfer-related properties.

*Recommendation:* This building is one of the largest constructed in St. Paul's Midway District in the 1910s and is recommended as potentially eligible for listing on the NRHP under Criterion A as an important example of a large manufacturing facility. It is also potentially associated with other properties as part of a MPDF of freight transfer-related properties.

#### ***4.5.13 Porky's Drive In***

1884 University Ave., St. Paul  
RA-SPC-6102

The Porky's drive-in restaurant at 1884 (1890) University Avenue was constructed in 1953. Three additional Porky's were later constructed – two on Lake Street and one on Lyndale Avenue in Minneapolis. Ray Truelson, founder of Porky's, covered the original restaurant with an eye-catching black and yellow checkerboard pattern that helped to establish Porky's as one of the leading drive-ins in the metro area. Later, Truelson replaced the black and yellow with a red and white pattern. With the decline of the drive-in format, all of the other Porky's restaurants closed until only the original University location remained. In 1990, Ray Truelson reopened Porky's as a drive-through restaurant without car-hops.

*Recommendation:* The Porky's restaurant is recommended as potentially eligible for listing on the NRHP under Criterion A as an intact example of a mid-twentieth century, automobile-oriented, dining establishment. Additional research should be undertaken to determine the significance of Porky's in relation to other drive-in restaurants in the Twin Cities.

#### ***4.5.14 Krank Building***

1885 University Ave., St. Paul  
RA-SPC-3927

This building is currently listed on the NRHP for its architectural significance. It may also be eligible for listing on the NRHP within the context of a MPDF.

#### ***4.5.15 Great Lakes Coal and Dock Company Office***

2102 University Ave., St. Paul  
RA-SPC-6103

This office building was constructed to serve as the offices of the Great Lakes Coal and Dock Company in 1936.

*Recommendation:* This office building is likely associated with the freight transfer industry located in this area of the Midway and is therefore potentially eligible for listing on the NRHP within the context of a MPDF.

#### ***4.5.16 Wright, Barrett & Stillwell Building***

2233 University Ave., St. Paul  
RA-SPC-3933

This building was constructed in 1912 as a warehouse and wholesale house for the Wright, Barrett and Stillwell Company, dealers in paper and stationery who also carried

building and roofing papers, including "Wright's Indestructible Wall Board." The main office of the company was located at 220-226 E. 5th Street in downtown St. Paul.

*Recommendation:* The warehouse and wholesale origin of this building make it associated freight transfer industry located in this area of the Midway, and it is therefore potentially eligible for listing on the NRHP within the context of the MPDF.

#### ***4.5.17 Minneapolis Street Railway Co. Barns***

2324 University Ave., St. Paul  
RA-SPC-3936

This building is one of the oldest in the west Midway area, and it is historically significant to the history of streetcars in the Twin Cities. In addition, it is associated with the freight transfer industry located in this area of the Midway and is, therefore, potentially significant within this context.

*Recommendation:* This property is recommended as potentially eligible for listing on the NRHP within the context of the MPDF.

#### ***4.5.18 Redwing Stoneware Co.***

2345 University Ave., St. Paul  
RA-SPC-3938

This Tudor Revival warehouse building is architecturally interesting because the architect utilized a typically domestic architectural style popular during the period and applied it to a commercial and warehouse setting.

*Recommendation:* As a warehouse, the building is potentially eligible for listing on the NRHP within the context of the MPDF.

#### ***4.5.19 Northwestern Furniture Exposition Co.***

2356 University Ave., St. Paul  
RA-SPC-3939

This building, built in 1906, was designed by the noted St. Paul architects, Buechner and Orth. The building cost \$56,000 to construct and was the home of the Northwestern Furniture Store (later called the Northwestern Furniture and Stove Exposition Building) until at least 1916. By 1932, the building was the headquarters of the Specialty Manufacturing Company, a firm that was established in the Midway area about 80 years ago, in a building on Raymond Avenue. The University Avenue building has been previously evaluated for individual eligibility for listing on the NRHP by the SHPO. Comments made regarding this evaluation are as follows:

“The location of the Northwestern Furniture Building allows it to have certain ‘presence’ but neither this or the later application of a modern

storefront is sufficient to call the building architecturally significant. Historically, the commercial use of the building is conventional for the period. Had a district been determined to exist, the Northwestern Furniture Building would have been considered a contributing building. However, in our opinion, it does not possess sufficient architectural or historical significance to be considered individually eligible” (Memorandum to M. Frey from S. Roth, 10 January 1997, on file at the Minnesota State Historic Preservation Office, St. Paul).

*Recommendation:* The warehouse and wholesale origin of this building make it associated with the freight transfer industry located in this area of the Midway, and it is therefore potentially eligible for listing on the NRHP within the context of the MPDF.

#### ***4.5.20 Twin City State Bank***

2388 University Ave., St. Paul  
RA-SPC-3940

This building was built in 1914 as the Twin City State Bank and also contained some office space. The original building was designed by Buecher and Orth, prominent St. Paul architects. It has a pleasing design that contributes to the complex of commercial and industrial buildings within this part of the Midway area.

*Recommendation:* The bank building’s possible association with the freight transfer MPDF in this area of the Midway make it potentially eligible for listing on the NRHP within the context of the MPDF.

#### ***4.5.21 Upham Building***

2401 University Ave., St. Paul  
RA-SPC-3941

The original owner of this property was E. A. Upham, a real estate agent who was associated with a number of St. Paul businesses, and who was also a secretary and librarian at the MHS. The building was designed in 1910 by prominent St. Paul architects Ellerbe & Round, who also designed a number of Prairie Style buildings.

The building historically housed a variety of businesses, such as a telegraph office, a restaurant, a drug store, a chemistry laboratory, a printer, and other stores (Sanborn 1927, 1951b).

*Recommendation:* Because of its proximity to the freight transfer district and the support services that this building provided, it is recommended as potentially eligible for listing on the NRHP within the context of the MPDF.

#### ***4.5.22 M. Burg and Sons Co.***

2402-2414 University Ave., St. Paul  
RA-SPC-3942

This building was constructed in 1917 for M. Burg and Sons Furniture Co. The company either moved or went out of business in 1926, based on the absence of a listing in the city directory of that year. For one year, 1926, the building was the home of the Hill Furniture Co., and the following year, the building became the St. Paul branch of the Chittenden and Eastman Company, a furniture manufacturing and sales company. This building was used as a branch sales office and had a seven-story sample room. The terra cotta for the building was made by the American Terra Cotta Company.

This building is one of the largest buildings in the Midway area and is architecturally significant for its luxuriant Sullivanesque detailing, which is among the most accomplished in the city. It is historically significant as the home of a number of the furniture companies, which relocated to the Midway area in the opening decades of the twentieth century.

*Recommendation:* This building is recommended individually as potentially eligible for listing on the NRHP as an unusually fine example of Sullivanesque decorative detailing (Criterion C). Its association with the transfer industry makes it also potentially eligible within the context of the MPDF.

#### ***4.5.23 Minneapolis St. Paul Building***

2429 University Ave., St. Paul  
RA-SPC-3943

This building was constructed in 1909 as the general office building for the Twin City Commercial Bulletin, a weekly newspaper whose title suggests that it catered to the businesses in the Midway area. It contained their printing press and bindery. By 1950, it was used as an office with a dairy supply warehouse in the rear section (Sanborn 1951b).

*Recommendation:* As an office building and warehouse, it may be associated with the freight transfer industry located in this area of the Midway and is, therefore, potentially eligible for listing on the NRHP within the context of the MPDF.

#### ***4.5.24 Brown-Jaspers Store Fixtures***

2441 University Ave., St. Paul  
RA-SPC-3944

This building was constructed in 1930 as the home of the Brown-Jaspers Inc. Store Fixtures Company.

*Recommendation:* The warehouse and wholesale origin of this building make it associated with the freight transfer industry located in this area of the Midway. It is, therefore, potentially eligible for listing on the NRHP within the context of the MPDF.

#### ***4.5.25 Mack International Motor Truck Co.***

2505 University Ave., St. Paul  
RA-SPC-6104

This building was constructed in 1926 as a service building for the Mack International Motor Truck Company.

*Recommendation:* As the service building for the Mack International Motor Truck Company, it is potentially eligible for listing on the NRHP within the context of the MPDF.

#### ***4.5.26 Overland Stoves Company/International Harvester***

2550 (2572) University Ave., St. Paul  
RA-SPC-3945

This building was built for \$350,000 as a warehouse for the Overland Stoves Company of Toledo Ohio. By 1929, it was owned by the International Harvester Company of Chicago. This building may have been built as a factory for the Overland Automobile Company. It has been converted to offices and is now called Court International.

*Recommendation:* This building has been the home to major manufacturing or warehousing concerns for much of its existence. The renovations to the building to convert it to offices is largely sympathetic to the historical nature of the property. This building is potentially eligible for listing on the NRHP within the context of the MPDF.

#### ***4.5.27 KSTP Office and Tower***

3415 University Ave., St. Paul  
RA-SPC-6105

KSTP was the first television station to air in the upper Midwest. Stanley E. Hubbard founded KSTP radio in 1928. In 1938, KSTP purchased one of the first TV cameras ever sold by RCA and began experimenting with television the following year. By 1940, KSTP had applied to the Federal Communications Commission to build a television transmitter in the Twin Cities. The 568-foot tower was completed in 1948 and KSTP-TV broadcast its first commercial programs on April 27, 1948. The tower and station are symbolically located on the Minneapolis and St. Paul city boundary. The three-legged tower has one foot in Minneapolis, one foot in St. Paul, and one foot on the border. Improvements during 1961 made the station “one of the nation's greatest and the first in the region with complete color television facilities” (Broadcast News 1962). KSTP was also the nation's first NBC affiliate that was not owned by the network, and, in 1950, the station became the first in the country to inaugurate a regularly scheduled seven-day

newscast. In 2003, KSTP remains the only locally owned and operated broadcasting company in the Twin Cities.

*Recommendation:* The KSTP building and broadcasting tower are recommended as potentially eligible for listing on the NRHP for their association with the introduction and development of television broadcasting in Minnesota (Criterion A).

#### ***4.5.28 La-Vera Apartments***

517-519 Asbury St., St. Paul  
RA-SPC-6106

A building permit could not be located for this pre-1926 apartment building. According to the 1930 reverse directory, 517 Asbury was an eleven-unit building known as La-Vera Apartments, while 519 Asbury contained seven units.

*Recommendation:* This apartment building retains good historical integrity and few alterations have been made. It is a good example of a pre-1930 Arts and Crafts style, U-shaped apartment building, and therefore is recommended as potentially eligible for listing on the NRHP under Criterion C. Additional comparative research on multifamily dwellings in St. Paul, as well as on NRHP-nominated and previously recorded apartments in the city is recommended to assess the significance of the building.

#### ***4.5.29 Christian and Missionary Alliance District Headquarters***

1635 Sherburne Ave., St. Paul  
RA-SPC-6107

According to city construction permits, this building was constructed in 1914 and the owner was a “church.” In a 1921 photograph in the collections of the MHS, the building is marked with a sign reading “Alliance Training Home” (MHS Negative No. 79981). According to the 1920 and 1930 city directory, the building was the location of the Christian and Missionary Alliance District Headquarters. The 1930 directory indicates that the St. Paul Bible Training School was also located in the building. St. Paul Bible Training School, which was later St. Paul Bible Institute and St. Paul Bible College, is now known as Crown College and is one of the colleges of the Christian and Missionary Alliance.

*Recommendation:* The structure is not associated with any significant events or persons, nor is the architect known. Individually, this building does not appear to be architecturally distinguished or historically significant. As a religious property the building does not meet NRHP Criteria Consideration A and is, therefore, recommended as not eligible for listing on the NRHP.

#### ***4.5.30 A. J. Levander Home***

511 Lexington Pkwy., St. Paul

RA-SPC-6108

This house was constructed in 1924 as the residence of Arlick J. Levander. According to the 1920 directory, A. J. Levander was serving as the treasurer of the Twin City Motor Bus Company in that year, but by 1930 he had become the manager of the Union Bus Depot located at 401 St. Peter in St. Paul.

*Recommendation:* The integrity of this Prairie style home is fair. The building is not associated with any significant events or persons, nor is the architect known. Individually, this building does not appear to be architecturally distinguished or historically significant. The A. J. Levander house, therefore, is recommended as not eligible for listing on the NRHP.

#### ***4.5.31 Martin M. McNulty House***

516 Lexington Pkwy., St. Paul  
RA-SPC-4254

This house was first occupied in 1925 by Martin M. McNulty, a driver, who owned the house and was still living there in 1932. This house's design is attributed to architect Charles Hausler (1889-1971). Hausler was a native of St. Paul and apprenticed with Louis Sullivan in Chicago. He formed a partnership with William Alban (1911-13) and later with Percy Bentley (1914) and Ernest Hartford (1915-16). His work frequently utilized the Prairie style. This house is a rare and good example of the Prairie style in the immediate area. In plan and fenestration, the house typifies the Midwestern craftsman box. The details associated with this house, however, indicate that it is architect designed, rather than derived from a stock plan book or kit house.

*Recommendation:* This house is potentially eligible for listing on the NRHP as a representative of the Prairie style in this area and as an example of architect Charles Hausler's residential Prairie style work. Additional research is recommended to place this house within the context of the architect's other work.

#### ***4.5.32 Herman Maas House***

566 Sherburne Ave., St. Paul  
RA-SPC-3334

The original owner and first resident of this house was Herman J. Maas, a driver for George Benz and Sons, jobbers and distillers of wines and liquors. The Benz firm was located at the northeast corner of 6th and Minnesota Streets.

*Recommendation:* This is one of several modest, basically intact Victorian houses on Sherburne between Dale and Kent Streets, and it does not individually meet the criteria for historical significance. While exhibiting good architectural details of the period, the building does not appear to be the work of a master. Maas is not believed to be a person important in our past, and the house is not known to be associated with significant events. Furthermore, although there are several houses nearby that also exhibit period architecture and good integrity, the cluster is not sufficient in number nor in significance to comprise a historic district; therefore, the Maas House is recommended as not eligible for listing on the NRHP.

#### ***4.5.33 Aurora Sash and Door Company***

1048 Aurora Ave., St. Paul  
RA-SPC-0238

This building was constructed in 1914 at an estimated cost of \$2,000 as a factory for the Aurora Sash and Door Company. Andrew Olson, who lived at 622 E. Magnolia Avenue, was the president of this company in 1915. In that year, a \$1,200 addition was made to

the building. By 1926, the building was identified as an electro-plating company (Sanborn 1926). A search of obituaries at MHS for Andrew Olson in Hennepin and Ramsey County newspapers did not find the Andrew Olson associated with this property.

*Recommendation:* The small, early twentieth-century industrial building tucked behind the University Avenue commercial development near Lexington and is one of the few early, small-scale manufacturing facilities in the area; however, the business associated with this property does not appear to have been a historically significant venture. Architecturally, the building is typical of the period and does not appear to be the work of a master. No information on Andrew Olson, the proprietor of the company, could be found to identify him as a person important in our past. This property, therefore, is recommended as not eligible for listing on the NRHP due to lack of significance.

#### ***4.5.34 St. Albans Church/Emmanuel Lutheran Church***

678 Aurora Ave., St. Paul  
RA-SPC-0235

This church was built in 1915 for an estimated cost of \$5,000. The first congregation to worship here was the Emmanuel Lutheran Church. Subsequently, it was the Aurora Methodist Episcopal Church, and then St. Albans Church of God in Christ. This church's integrity has been significantly altered, primarily by the application of vinyl siding. Not only has the vinyl siding obscured the original siding material, it has also covered the original openings in the tower.

*Recommendation:* The St. Albans Church is recommended as not eligible for listing on the NRHP due to a lack of historical integrity.

#### ***4.5.35 St. Matthew's Evangelical Lutheran Church***

507 Dale St., St. Paul  
RA-SPC-0879

This small brick church, built in 1918, is one of several small brick churches in the area, and one of the most intact. Although the original congregation may have been associated with the German immigrant community, this building was constructed later and does not appear to be significantly associated with early immigrants. Although designed by William Alban, it does not appear to significantly represent his work.

*Recommendation:* St. Matthew's Evangelical Lutheran Church is recommended as not eligible for the NRHP due to its lack of historical significance.

#### ***4.5.36 Power Plant***

691 Robert St., St. Paul  
RA-SPC-6109

No building permit or other records could be located during this phase of the investigation. Based on building styles and materials, the power plant appears to date from the 1910s.

*Recommendation:* Although the power plant is not likely to be individually eligible for the NRHP, it is recommended as a contributing property to the NRHP-eligible Capitol Grounds Historic District. The property appears to be within the period of significance of the historic district (1901-1962). If this property is associated with the themes and areas of significance for the district, it is recommended to be a contributing property and therefore eligible for listing on the NRHP as such.

#### ***4.5.37 State of Minnesota Department of Employment Building***

309 2<sup>nd</sup> Ave. South, Minneapolis  
HE-MPC-9023

This office building was constructed for the State of Minnesota Department of Employment in 1959 at an estimated cost of \$706,000. Thorshov and Cerny served as architects and Adolphson and Peterson were the builders. New stone facing was applied to the façade the following year, possibly due to the failure of the original material. The building is now owned by the City of Minneapolis and is referred to as the City of Lakes Buildings.

*Recommendation:* This building is potentially eligible for listing on the NRHP for its architectural design (Criterion C). Additional research is recommended to determine the significance of this building within the context of other Modernist office buildings in Minneapolis and within the context of the work of designers Roy Thorshov and Robert Cerny.

#### ***4.5.38 St. Olaf Catholic Church***

215 8<sup>th</sup> St., South, Minneapolis  
HE-MPC-0490

St. Olaf Catholic Church was constructed in 1954 following a devastating fire in the old church at the same site in February of 1953. Building permits do not list the architect for the new church. The contractor was McGough Brothers. The church and one- and two-story apartments were constructed for an estimated cost of \$600,000 (Minneapolis building permit A31017).

*Recommendations:* This church is recommended as potentially eligible for listing on the NRHP for its potential architectural significance as an example of a Modernist religious

structure in Minneapolis. Additional research should be conducted to identify the architect and to study it within the context of other Modernist churches.

#### **4.6 PROPERTIES IDENTIFIED DURING PRELIMINARY PHASE**

During the early assessment phase of the Central Transit Corridor, The 106 Group identified 679 properties within the APE constructed before 1962. Mn/DOT CRU and SHPO reviewed the results of the assessment study and identified 39 properties as requiring Phase I research. The remaining 641 properties are recommended as eligible for the NRHP within the context of a freight-transfer MPDF, not eligible for the NRHP, or have previously been evaluated for NRHP eligibility. Brief architecture-history forms of properties that require no further evaluation can be found in Appendix B.

## **5.0 RECOMMENDATIONS**

### **5.1 PREVIOUS DESIGNATIONS**

Within the APE of the Central Transit Corridor are eight properties that were previously listed on or have been determined eligible for listing on the NRHP. Four are individually listed and four are eligible for listing on the NRHP within the eligible Capitol Grounds Historic District (see Table 2).

One of these eight properties, the Prospect Park Water Tower, is locally designated by the Minneapolis HPC, and another, the Krank Building at 1885 University Avenue, is locally designated by the St. Paul HPC. No other properties within the APE are locally designated.

The Central Transit Corridor APE also includes portions of one area that has been recommended as an eligible historic district: the Prospect Park Historic District. The buildings within this proposed district have not been individually identified in the SHPO database and, therefore, are not noted as listed or contributing properties in this study.

### **5.2 IRIS PARK**

The analysis of historical integrity for Union Park (a.k.a. Iris Park) was based on the historical layout and circulation pattern, the presence of original buildings, and the material integrity of the extant original buildings. The historical integrity of the original Union Park plan has been somewhat compromised by two factors: the amendment of the Lake Iris park with the northern park and subsequent elimination of a traffic path and removal of a segment of Dewey Avenue between University and Feronia Avenues. The residential structures standing within Union Park represent only 68 percent of the subdivision built as of 1927. Similarly, only 69 percent of the commercial storefronts and industrial buildings constructed as of 1927 are extant within Union Park. Of the original buildings that remain within Union Park, few have good historical integrity. Most residences have altered front porches, and many have more significant alterations. Sixty percent of the dwellings have been re-sided with inappropriate and/or modern materials. None of the original storefronts remain in place on the commercial buildings. In many cases, alterations have been made to the upper floors and the fenestration on the commercial buildings. Because of the significant compromises to the historical integrity of the overall plan of Union Park, the number of buildings that are no longer extant, and the lack of integrity of many of the extant buildings, The 106 Group recommends that Union Park does not retain sufficient integrity to convey any potential significance of Union Park as a historic district.

### **5.3 MULTIPLE PROPERTY DOCUMENTATION FORM**

The 106 Group recommends that the properties associated with the freight transfer hub around University Avenue, approximately between Highway 280 and Prior Avenue, be considered for a MPDF. Future research should further explore the significance of freight transfer industry in this area and within the context of the greater metropolitan area. The criteria established for the MPDF can be applied to determine the eligibility of individual properties within the APE. Twenty-four properties within the Central Corridor APE have been preliminarily identified as potentially eligible to meet the criteria of the freight-transfer related MPDF (see Table 2). For future phases of the Central Corridor architectural history investigation, The 106 Group recommends coordination with SHPO regarding the status of work on MPDF documentation.

### **5.4 UNIVERSITY AVENUE**

Although an important corridor in Twin Cities geography and development, the University Avenue corridor does not represent an overarching unified theme or context. While portions of the corridor and several individual buildings appear to illustrate early commercial nodes, mid twentieth-century automobile services, or industrial freight transfer-related facilities, none of these buildings or structures are geographically cohesive enough to sufficiently form a district. Individually, many of the historical buildings that may have comprised a significant pattern suffer from compromised historical integrity. The most significant pattern of historical properties found along the University Avenue corridor is that relating to the rail, trucking, warehousing, and manufacturing facilities between Highway 280 and Prior Avenue. Although comprising a significant concentration, the area was not found to be continuous enough to form a historic district. Instead, the properties relating to this theme will be addressed by a NRHP MPDF in a future phase.

### **5.5 PHASE I EVALUATION**

The 106 Group surveyed 679 properties built before 1962 within the APE of the Central Transit Corridor project during the assessment phase of the investigation. Thirty-nine properties within the APE were selected for additional research. In addition, properties in the vicinity of the freight transfer corridor were evaluated for their potential to contribute to a freight transfer MPDF. The results of the Phase I investigation are summarized below. A detailed list of the properties, along with the recommendation can be found in Table 2.

- Ten individual properties are recommended for additional study to determine their eligibility for listing on the NRHP.
- Four properties are recommended for additional study both as individual properties and for their association with the MPDF freight transfer theme.

- Twenty properties are recommended as properties associated with the MPDF freight transfer theme (but not individually eligible).
- One property is recommended as a contributing property of a previously recommended historic district.
- Eleven properties that were selected for Phase I research are recommended as not eligible for listing on the NRHP; 625 properties were recommended as not eligible for the NRHP following the assessment phase.
- One property selected for Phase I research was found to be outside of the adjusted APE.

<b>TABLE 2. SUMMARY OF PHASE I RESULTS AND RECOMMENDATIONS</b>						
<b>NRHP Status</b>	<b>Recommendation</b>		<b>Property Name</b>	<b>Address</b>	<b>City</b>	<b>SHPO No.</b>
	<b>Needs Phase II NRHP Evaluation</b>	<b>Eligibility Classification</b>				
Contributes to Eligible District	No	Contributes to Eligible District	State Veteran Service Building	20 12 <sup>th</sup> St., W.	St. Paul	RA-SPC-6311
Contributes to Eligible District	No	Contributes to Eligible District	National Guard Armory	600 Cedar St.	St. Paul	RA-SPC-6312
Contributes to Eligible District	No	Contributes to Eligible District	Centennial Office Building	658 Cedar St.	St. Paul	RA-SPC-6313
Listed	No	Listed	Minnesota Historical Society Building	25 Constitution Ave.	St. Paul	RA-SPC-0557
Listed	No	Listed	Minnesota State Capitol	75 Constitution Ave.	St. Paul	RA-SPC-3927
Contributes to Eligible District	No	Contributes to Eligible District	State Office Building	100 Constitution Ave.	St. Paul	RA-SPC-6314
Listed	No	Listed	Prospect Park Water Tower	55 Malcolm Ave.	Minneapolis	HE-MPC-3052
Listed	No	Listed	Krank Building (Iris Park Place)	1885 University Ave.	St. Paul	RA-SPC-3927
Not Evaluated	Yes	Individual	State of Minnesota Department of Employment (City of Lakes Building)	309 2nd Ave. S	Minneapolis	HE-MPC-9023
Not Evaluated	Yes	Individual	St. Olaf Catholic Church	215 8th St. S	Minneapolis	HE-MPC-0490
Not Evaluated	Yes	Individual	La-Vera Apartments	517-519 Asbury St.	St. Paul	RA-SPC-6106
Not Evaluated	Yes	Individual	Martin M. McNulty House	516 Lexington Pkwy	St. Paul	RA-SPC-4254
Not Evaluated	Yes	Individual	Norwegian Evangelical Lutheran Church	105 University Ave.	St. Paul	RA-SPC-3868
Not Evaluated	Yes	Individual	Ford Building	117 University Ave.	St. Paul	RA-SPC-3868

<b>TABLE 2. SUMMARY OF PHASE I RESULTS AND RECOMMENDATIONS</b>						
<b>NRHP Status</b>	<b>Recommendation</b>		<b>Property Name</b>	<b>Address</b>	<b>City</b>	<b>SHPO No.</b>
	<b>Needs Phase II NRHP Evaluation</b>	<b>Eligibility Classification</b>				
Not Evaluated	Yes	Individual	St. Paul Casket Company	1222 University Ave.	St. Paul	RA-SPC-3903
Not Evaluated	Yes	Individual	Porky's Drive In	1884 University Ave.	St. Paul	RA-SPC-6102
Not Evaluated	Yes	Individual	KSTP Office and Tower	3415 University Ave.	St. Paul	RA-SPC-6105
Not Evaluated	Yes	Individual	Owens Motor Company	709-719 University	St. Paul	RA-SPC-3889
Not Evaluated	Yes	Individual and MPDF	Griggs & Cooper Co. Building	1821 University Ave.	St. Paul	RA-SPC-3923
Potential MPDF (SHPO Comment 3/10/2003)	Yes	Individual and MPDF	M. Burg and Sons Co.	2402-2414 University	St. Paul	RA-SPC-3942
Not Evaluated	Yes	Individual and MPDF	Minnesota Transfer Railway Company Railroad	n/a	St. Paul	RA-SPC-6309
Not Evaluated	Yes	Individual and MPDF	Minnesota Transfer Railway Company Railroad Bridge	xxxx University Ave.	St. Paul	RA-SPC-6310
Potential MPDF (SHPO Comment 3/10/2003)	Yes	MPDF only	Sewall Gear Mfg. Co.	705 Raymond Ave.	St. Paul	RA-SPC-6303
Potential MPDF (SHPO Comment 3/10/2003)	Yes	MPDF only	Grocery	779 Raymond Ave.	St. Paul	RA-SPC-6308
Not Evaluated	Yes	MPDF only	Great Lakes Coal and Dock Co. Office	2102 University Ave.	St. Paul	RA-SPC-6103
Potential MPDF (SHPO Comment 3/10/2003)	Yes	MPDF only	Wright, Barrett, & Stillwell Building	2233 University Ave.	St. Paul	RA-SPC-3933
Potential MPDF (SHPO Comment 3/10/2003)	Yes	MPDF only	Twin City Grocery Warehouse	2285 University Ave.	St. Paul	RA-SPC-6304
Potential MPDF (SHPO Comment 3/10/2003)	Yes	MPDF only	Patterson Company	2295 University Ave.	St. Paul	RA-SPC-3934

<b>TABLE 2. SUMMARY OF PHASE I RESULTS AND RECOMMENDATIONS</b>						
<b>NRHP Status</b>	<b>Recommendation</b>		<b>Property Name</b>	<b>Address</b>	<b>City</b>	<b>SHPO No.</b>
	<b>Needs Phase II NRHP Evaluation</b>	<b>Eligibility Classification</b>				
Potential MPDF (SHPO Comment 3/10/2003)	Yes	MPDF only	Minneapolis Street Railway Co. Barns	2324 University Ave.	St. Paul	RA-SPC-3936
Potential MPDF (SHPO Comment 3/10/2003)	Yes	MPDF only	Mattress Company	2341 University Ave.	St. Paul	RA-SPC-3937
Potential MPDF (SHPO Comment 3/10/2003)	Yes	MPDF only	Redwing Stoneware Co.	2345 University Ave.	St. Paul	RA-SPC-3938
Potential MPDF (SHPO Comment 3/10/2003)	Yes	MPDF only	Northwestern Furniture Exposition Co.	2356-2362 University	St. Paul	RA-SPC-3939
Potential MPDF (SHPO Comment 3/10/2003)	Yes	MPDF only	Ingersoll Machinery	2375 University Ave.	St. Paul	RA-SPC-6305
Potential MPDF (SHPO Comment 3/10/2003)	Yes	MPDF only	Twin City State Bank	2388 University Ave.	St. Paul	RA-SPC-3940
Potential MPDF (SHPO Comment 3/10/2003)	Yes	MPDF only	G. M. Truck and Coach Building	2390-2400 University Ave.	St. Paul	RA-SPC-6301
Potential MPDF (SHPO Comment 3/10/2003)	Yes	MPDF only	Upham Building	2401 University Ave.	St. Paul	RA-SPC-3941
Potential MPDF (SHPO Comment 3/10/2003)	Yes	MPDF only	Commercial Building	2418-2422 University Ave.	St. Paul	RA-SPC-6307
Potential MPDF (SHPO Comment 3/10/2003)	Yes	MPDF only	Minneapolis St. Paul Building	2429 University Ave.	St. Paul	RA-SPC-3943
Potential MPDF (SHPO Comment 3/10/2003)	Yes	MPDF only	Brown-Jaspers Store Fixtures	2441 University Ave.	St. Paul	RA-SPC-3944
Potential MPDF (SHPO Comment 3/10/2003)	Yes	MPDF only	Twin City Four Wheel Drive co.	2478-2512 University Ave.	St. Paul	RA-SPC-6302
Potential MPDF (SHPO Comment 3/10/2003)	Yes	MPDF only	Mack International Motor Truck Co.	2505 University Ave.	St. Paul	RA-SPC-6104

<b>TABLE 2. SUMMARY OF PHASE I RESULTS AND RECOMMENDATIONS</b>						
<b>NRHP Status</b>	<b>Recommendation</b>		<b>Property Name</b>	<b>Address</b>	<b>City</b>	<b>SHPO No.</b>
	<b>Needs Phase II NRHP Evaluation</b>	<b>Eligibility Classification</b>				
Not Evaluated	Yes	MPDF only	Overland Stoves Company/International	2550 (2572) University	St. Paul	RA-SPC-3945
Not Evaluated	Yes	Contributes to Eligible District	Power Plant	691 Robert St.	St. Paul	RA-SPC-6109
Not Evaluated	No	N/A	St. Albans Church/Emmanuel Lutheran	678 Aurora Ave.	St. Paul	RA-SPC-0235
Not Evaluated	No	N/A	Aurora Sash and Door Co.	1048 Aurora Ave.	St. Paul	RA-SPC-0238
Not Evaluated	No	N/A	St. Matthew's Evangelical Lutheran Church	507 Dale St.	St. Paul	RA-SPC-0879
Not Evaluated	No	N/A	A. J. Levander Home	511 Lexington Pkwy	St. Paul	RA-SPC-6108
Not Evaluated	No	N/A	Christian and Missionary Alliance District Headquarters	1635 Sherburne Ave.	St. Paul	RA-SPC-6107
Not Evaluated	No	N/A	Herman Maas House	566 Sherburne Ave.	St. Paul	RA-SPC-3334
Not Evaluated	No	N/A	Frogtown Diner	349-353 University	St. Paul	RA-SPC-6100
Not Evaluated	No	N/A	Minnesota Milk Company (Old Home Creamery)	370-78 University	St. Paul	RA-SPC-3877
Not Evaluated	No	N/A	Engine Company No. 18	681 University Ave.	St. Paul	RA-SPC-3887
Not Evaluated	No	N/A	Midtown Motors	1221-1225 University	St. Paul	RA-SPC-6101
Not Evaluated	No	N/A	Midway Chevrolet	1389-1399 University	St. Paul	RA-SPC-3904
Not Evaluated	No	N/A (Outside APE)	Central Baptist Church	420 Roy St.	St. Paul	RA-SPC-3224

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**APPENDIX A**  
**PROPERTIES REQUIRING PHASE II EVALUATION**

**PROPERTIES POTENTIALLY ELIGIBLE FOR INDIVIDUAL LISTING**

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment Minneapolis, Hennepin County, Minnesota

Identification	
<b>Historic Name</b>	State of Minnesota Department of Employment
<b>Current Name</b>	City of Lakes Building
<b>Survey #</b>	
<b>Address</b>	309 2nd Ave. S
<b>City/Twp</b>	Minneapolis
<b>County</b>	Hennepin
<b>Legal Desc.</b>	Twp 29N Range 24W Sec 27
<b>USGS Quad</b>	Minneapolis South / 1967
<b>UTM Zone</b>	15 Easting 478729 Northing 4979899
<b>Property ID (PIN)</b>	

**SHPO Inventory Number** HE-MPC-9023  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** New

Description	
<b>Resource Type</b>	office building
<b>Architect/Engineer</b>	Thorshov and Cerny
<b>Style</b>	Modern
<b>Construction Date</b>	1959
<b>Original Use</b>	Office building
<b>Current Use</b>	Office Building

### Integrity

Although building permit records show that the stone siding was replaced about one year after the building was constructed, this alteration was done within such a brief time of the original construction that it is more likely to be closely associated with the original intent of the building. Few other alterations have been made to the building.

### Description

This three-story, Modern office building was constructed in 1959. It is located on the southwest corner of 3rd Street and 2nd Avenue in downtown Minneapolis. The rectangular plan has a flat roof. The walls are clad with polished, pink and black, granite siding. The fenestration is comprised of tall, narrow, single fixed sash windows. On the east facade the windows alternate vertical alignment, forming a checkboard pattern. On the north facade, closely aligned windows form a continuous bands on the second and third stories. The second story of the north facade features vertical, metal louvers or screens that extend from the top of the windows on the first story to the bottom of the windows on the third story. An enclosed, stainless-steel clad, box extends from the first story of the north side. Near the glass door entry on the north facade is a round "Minneapolis City of Lakes" seal.

### Related Outbuildings

None.

## EVALUATION AND ANALYSIS

### Historical Context

No established context

### Historical Narrative

This office building was constructed for the State of Minnesota Department of of Employment in 1959 at an estimated cost of \$706,000. Thorshov and Cerny served as architects and Adolphson and Peterson were the builders. New stone facing was applied to the facade the following year, possibly due to the failure of the original material. The building is now owned by the City of Minneapolis and is referred to as the City of Lakes Buildings.

The architecture firm of Thorshov and Cerny was formed in 1942 by the partnership of Roy Norman Thorshov and Robert Cerny. Thorshov (1905-1992) was born in Minneapolis and graduated from the University of Minnesota with a bachelor's degree in architecture. He joined his father's architecture firm (Long and Thorshov) in 1928, and was joined by Robert Cerny in

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment Minneapolis, Hennepin County, Minnesota

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1942, when it was renamed Thorshov and Cerny. This partnership was dissolved in 1960.

Robert Cerny (1909-1985) was born in LaCrosse, Wisconsin and received his B.A. in architecture at the University of Minnesota in 1932 and a M.A. from Harvard the following year. During the 1930s, Cerny was an associate architect for the Tennessee Valley Authority and formed the Jones and Cerny firm in 1937. He formed a partnership with Thorshov in 1942. Cerny also taught at the School of Architecture at the University of Minnesota from about 1936 to his retirement in 1976 (Northwest Architectural Archives, University of Minnesota, <http://special.lib.umn.edu/findaid/html/mss/nwaa0018.html>).

### Significance and Recommendations

This building is potentially eligible for the NRHP for its architectural design. Additional research is recommended to determine significance of this building within the context of other Modernist office buildings in Minneapolis and within the context of the work of designers Roy Thorshov and Robert Cerny.

### Sources

Northwest Architectural Archives, University of Minnesota, <http://special.lib.umn.edu/findaid/html/mss/nwaa0018.html>.

### National Register Eligibility Recommendation

Not enough information

### National Register Status

Not previously evaluated

### Prepared By

Will Stark

The 106 Group Ltd.

### Date

11/7/2002

# *MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM*

**Project: Central Corridor Assessment  
Minneapolis, Hennepin County, Minnesota**

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## **Property Photograph**



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment Minneapolis, Hennepin County, Minnesota

Identification	
Historic Name	St. Olaf Catholic Church
Current Name	St. Olaf Catholic Church
Survey #	
Address	215 8th St. S
City/Twp	Minneapolis
County	Hennepin
Legal Desc.	Twp 29N Range 24W Sec 27
USGS Quad	Minneapolis South / 1967
UTM Zone 15	Easting 478729 Northing 4979899
Property ID (PIN)	

SHPO Inventory Number HE-MPC-0490  
Review and Compliance Number 96-0059PA  
Black and White Photo Number  
Form (New or Updated) New

Description	
Resource Type	Church
Architect/Engineer	Unknown
Style	Modern
Construction Date	1954
Original Use	Church
Current Use	Church

### Integrity

### Description

St. Olaf Catholic Church was constructed in the Modern style in 1954. It is located on the southwest corner of 8th Street and 2nd Avenue in downtown Minneapolis. The church primarily consists of a rectangular nave with a low-pitch, front-gabled roof and minimal eaves. The front (east) gable end wall has an angled projection from the gable ridge. The exterior walls are clad with smoothly dressed Kasota limestone. Fenestration is comprised of vertical bands of fixed stained glass windows that extend from above the entrance level to the roof line. Four are evenly spaced along the side aisles and one is centered on the gable (east) end. A flat-roof canopy covers the nave entries on the gable end. On the north side, a flat canopy is supported by rough-cut limestone piers, forming five bays. Typical of Modern architecture, the church lacks ornamentation but instead emphasizes basic geometric forms and massing.

A campanile bell tower sits on the northeast corner of the property, adjacent to the church via a metal and glass hyphen. The tower is square, dressed in Kasota limestone. The uppermost portion is open and contains the bells. A flat roof over the belfry is supported by corner piers and holds a tall, metal cross.

Adjacent to the church on the northwest corner is a two-story apartment unit, believed to be built contemporarily to the church. It is constructed of the same materials and style.

A newer addition has been added to the south side of the church.

### Related Outbuildings

None.

## EVALUATION AND ANALYSIS

### Historical Context

No established context

### Historical Narrative

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment Minneapolis, Hennepin County, Minnesota

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St. Olaf Catholic Church was constructed in 1954 following a devastating fire of the old church at the same site in February of 1953. Building permits do not list the architect for the new church. The contractor was McGough Brothers. The church, along with one and two story apartments were constructed for an estimated cost of \$600,000 (Minneapolis building permit A31017).

### Significance and Recommendations

This church is recommended as potentially eligible for the NRHP for its potential architectural significance as an example of a Modernist religious structure in Minneapolis. Additional research should be conducted to identify the architect and to study it within the context of other Modernist churches.

### Sources

Minneapolis Building Permits

### National Register Eligibility Recommendation

Not enough information

### National Register Status

Not previously evaluated

### Prepared By

Will Stark

The 106 Group Ltd.

### Date

11/7/2002

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

**Project: Central Corridor Assessment**  
**Minneapolis, Hennepin County, Minnesota**

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**Property Photograph**



**Property Photograph**



# *MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM*

**Project: Central Corridor Assessment**  
**Minneapolis, Hennepin County, Minnesota**

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## **Property Photograph**



St. Olaf Catholic Church 1959

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification	
<b>Historic Name</b>	La-Vera Apartments
<b>Current Name</b>	Apartments
<b>Survey #</b>	
<b>Address</b>	517-519 Asbury St.
<b>City/Twp</b>	St. Paul
<b>County</b>	Ramsey
<b>Legal Desc.</b>	Twp 29N Range 23W Sec 34
<b>USGS Quad</b>	St. Paul West / 1967
<b>UTM Zone 15</b>	<b>Easting</b> 486988 <b>Northing</b> 4977023
<b>Property ID (PIN)</b>	342923230170

<b>SHPO Inventory Number</b>	RA-SPC-6106
<b>Review and Compliance Number</b>	96-0059PA
<b>Black and White Photo Number</b>	
<b>Form (New or Updated)</b>	New

Description	
<b>Resource Type</b>	Apartments
<b>Architect/Engineer</b>	Unknown
<b>Style</b>	Arts & Crafts
<b>Construction Date</b>	c. 1920
<b>Original Use</b>	Apartment
<b>Current Use</b>	Apartment

### Integrity

This apartment building retains good historical integrity and few alterations have been made.

### Description

This two-story apartment building is arranged in U-shape forming a front, central court yard. It has architectural details from the Arts and Crafts style. The building rests on a raised basement, offering greater usability of the basement level. The lower walls are clad with textured brick, while stucco covers the uppermost half story. A hipped roof, covered asphalt shingles, has wide eaves. Hipped-roof dormers are situated on the long ends of the U, facing north, south, and east. The fenestration is comprised of single and paired 3/1 and 4/1 double-hung sash windows. Two entries are angled in each corner of the court yard with steps rising to the first story. They are both glass doors with sidelights and have gabled hoods supported by knee braces. Other details include built-in flower boxes on brackets below the corner windows on the first and second stories.

### Related Outbuildings

None.

## EVALUATION AND ANALYSIS

### Historical Context

Urban Centers, 1870-1940

### Historical Narrative

A building permit could not be located for this pre-1926 apartment building. According to the 1930 reverse directory, 517 Asbury was an eleven unit building known as La-Vera Apartments, while 519 contained seven units.

### Significance and Recommendations

This apartment building retains good historical integrity and few alterations have been made. It is a good example of a pre-1930 Arts and Crafts style, U-shaped apartment building. Additional comparative research on multifamily dwellings in St. Paul, as well as NRHP-nominated, and previously recorded apartments in the city is needed to assess the significance of the building.

### Sources

# *MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM*

**Project: Central Corridor Assessment**  
**St. Paul, Ramsey County, Minnesota**

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**National Register Eligibility Recommendation**

Not enough information

**National Register Status**

Not previously evaluated

**Prepared By**

**Date**

Will Stark

11/4/2002

The 106 Group Ltd.

# ***MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM***

**Project: Central Corridor Assessment  
St. Paul, Ramsey County, Minnesota**

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**Property Photograph**



**Property Photograph**



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment

St. Paul, Ramsey County, Minnesota

Identification	
<b>Historic Name</b>	Martin M. McNulty House
<b>Current Name</b>	Martin M. McNulty House
<b>Survey #</b>	
<b>Address</b>	516 Lexington Pkwy
<b>City/Twp</b>	St. Paul
<b>County</b>	Ramsey
<b>Legal Desc.</b>	Twp 29N Range 22W Sec 34
<b>USGS Quad</b>	St. Paul West / 1967
<b>UTM Zone</b>	15
<b>Easting</b>	488431
<b>Northing</b>	4977917
<b>Property ID (PIN)</b>	

<b>SHPO Inventory Number</b>	RA-SPC-4254
<b>Review and Compliance Number</b>	96-0059PA
<b>Black and White Photo Number</b>	
<b>Form (New or Updated)</b>	Updated

Description	
<b>Resource Type</b>	House
<b>Architect/Engineer</b>	Charles Hausler
<b>Style</b>	Prairie
<b>Construction Date</b>	1913
<b>Original Use</b>	Dwelling
<b>Current Use</b>	Duplex

### Integrity

The integrity of this house remains good. Several minor alterations have been made, including a few window replacements and the addition of a wooden stairway to the second story on the rear of the house.

### Description

The Martin M. McNulty House was constructed in 1914 in the Prairie Style. The two-story building has 4 bays and a hipped roof style with asphalt shingles. The structure has one internal brick chimney (replacement) and one external end wall stuccoed chimney. The main exterior wall covering is stucco. The home has overhanging eaves, and the second-story casement windows are located directly under the eaves and are grouped in horizontal ribbons. Wooden bands extend around the house at the sill of the second-story windows. On the south side of the house is a flat roof 1 story entrance and sun porch wing. The entrance is slightly recessed under a segmental arch. There is decorative brick detailing on the original (south) chimney. A small bay window is located on the north side of the building. The house contains a number of distinctively Prairie School features: very broad and stuccoed soffits, a canted roof cornice, a flat sun porch roof whose cornice extends over the entryway, ribbon windows, and a series of brick dados at the top of the chimneys. The buffet wall is fronted with clear, leaded glass windows featuring a simple design and the rear contains several more elaborate stained glass windows.

### Related Outbuildings

A single-bay, gable-roofed, stucco-sided garages is associated with this property.

## EVALUATION AND ANALYSIS

### Historical Context

Urban Centers, 1870-1940

### Historical Narrative

The building permit index card for this house is blank except for the notation "1-12'14 M. Lloyd" which may refer to the day the original building permit was issued. The city directory research revealed no M. Lloyd living at this address from 1915-1925. In 1925 the house was first occupied by Martin M. McNulty, a driver, who owned the house and was still living there in 1932.

This house's design is attributed to architect, Charles Hausler (1889-1971). Hausler was a native of St. Paul and apprenticed with Louis Sullivan in Chicago. He formed a partnership with William Alban (1911-13), and later with Percy Bentley (1914)

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

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and Ernest Hartford (1915-16). Haulser served as St. Paul's first city architect from 1914 to 1923, and was responsible for the design of many of the city's schools, branch libraries, fire stations, park buildings. His work frequently utilized the Prairie style. Hausler was elected to the state senate in 1922 and re-established his architecture practice in 1939, which he continued until 1971 (Northwest Architectural Archives, University of Minnesota, <http://special.lib.umn.edu/findaid/html/mss/nwaa0038.html>).

### Significance and Recommendations

This is the only good example of the Prairie Style in the immediate area. In plan and fenestration, the house typifies the Midwestern craftsman box. However, the details associated with this house indicate that it is architect designed, rather than derived from a stock plan book or kit house. This house is potentially significant as a representative of the Prairie style in this area and as an example of architect Charles Hausler's residential Prairie style work.

### Sources

SHPO Inventory Form RA-SPC-4254:

Don Hausler, son of architect Charles Hausler.

Paul Larson, co-curator of Minnesota Museum of Art Prairie School Exhibition

See Historic Sites Survey Architect & Contractor File.

### National Register Eligibility Recommendation

Not enough information

### National Register Status

Not previously evaluated

### Prepared By

### Date

Will Stark

11/6/2002

The 106 Group Ltd.

# *MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM*

**Project: Central Corridor Assessment**  
**St. Paul, Ramsey County, Minnesota**

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## **Property Photograph**



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

<b>Historic Name</b> Norwegian Evangelical Lutheran Church
<b>Current Name</b> Christ Lutheran Church
<b>Survey #</b>
<b>Address</b> 105 University Ave.
<b>City/Twp</b> St. Paul
<b>County</b> Ramsey
<b>Legal Desc.</b> Twp 29N Range 22W Sec 31
<b>USGS Quad</b> St. Paul East / 1967
<b>UTM Zone</b> 15 <b>Easting</b> 491810 <b>Northing</b> 4977785
<b>Property ID (PIN)</b> 312922230065

**SHPO Inventory Number** RA-SPC-3868  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** Updated

Description
<b>Resource Type</b> Church
<b>Architect/Engineer</b> Buechner & Orth
<b>Style</b> Beaux Arts
<b>Construction Date</b> 1911
<b>Original Use</b> Church
<b>Current Use</b> Church

### Integrity

The church has only been slightly altered, primarily by the construction of a school wing built in 1946. This wing is attached to the rear of the church and does not affect the integrity of the front or side facades. Few other significant alterations have been made.

### Description

This church was constructed in the Beaux Arts style between 1909 and 1913. The primary façade (south) has five bays and is two stories tall with a raised basement. The roof is formed of intersecting gables and is covered with asbestos shingles. The walls are constructed of yellow pressed brick laid in a stretcher bond. Fenestration is comprised of rectangular and rounded arch stained glass windows. The main gable end (south) is dominated by a classically inspired temple front with four colossal volute fluted Ionic columns and fluted pilasters supporting a pediment with modillion blocks and dentils. The pediment is flanked by two open belfries faced with engaged Tuscan columns supporting simple pediments and topped by polygonal copper caps with ball finials. Three entrance doors have concrete surrounds with bracketed entablatures and stained glass transoms. Three rounded arched stained glass windows are placed along the side aisles and a large rounded arched stained glass window in each transept. The Parish house attached at rear is contemporary to the church. At the rear of this church is a red brick gabled roof structure which was incorporated into the present church. This is probably the 1909 chapel originally constructed on the site.

### Related Outbuildings

None.

## EVALUATION AND ANALYSIS

### Historical Context

Urban Centers, 1870-1940

### Historical Narrative

This Beaux Arts church, designed in 1911 by prominent St. Paul architects Buechner and Orth, originally housed the Norwegian Evangelical Lutheran congregation, which was founded in 1868. Olaus A. Normann was the group's first resident pastor. Building permit records indicate that a chapel was erected on this site in 1909, probably for this congregation. The cornerstone of the present church was laid in 1911 and the church was probably completed in 1913. In 1918 the name was

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

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apparently changed to Christ Lutheran Church. The congregation is still using the building.

Buechner and Orth, the architects who designed the church, were in partnership during the first part of the 20th century. They were specialists in the Beaux style, and their designs include the Riviera and Orpheum Theaters, the Shurbert Building in downtown St. Paul, as well as many other public and commercial buildings in the state.

### Significance and Recommendations

This sophisticated and ornate Beaux Arts, 1911 church is a fine example of the style as applied to church design. It was designed by prominent St. Paul architects Buechner and Orth.

### Sources

SHPO Inventory Form RA-SPC-3867

"Christ Church, St. Paul, Minn." Lutheran Herald, Jan. 11, 1944.

Hoag, R.E. "Churches of St. Paul: A Directory." Unpublished manuscript available at the St Paul Public Library Reference Room, 1976.

Historic Sites Survey Architect Card File.

### National Register Eligibility Recommendation

Not enough information

### National Register Status

Not previously evaluated

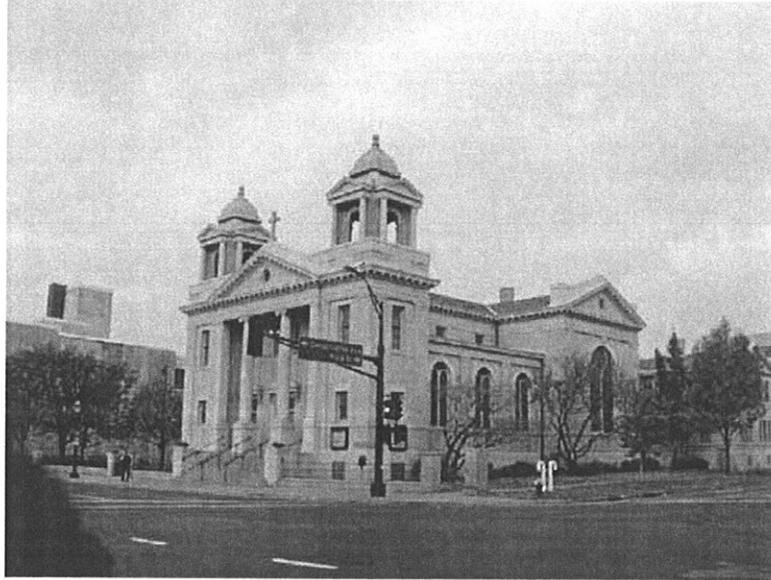
Prepared By	Date
Will Stark The 106 Group Ltd.	11/7/2002

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

**Project: Central Corridor Assessment**  
**St. Paul, Ramsey County, Minnesota**

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## Property Photograph



## Property Photograph



Christ Lutheran Church c. 1930

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification
<b>Historic Name</b> Ford Building
<b>Current Name</b> Ford Building
<b>Survey #</b>
<b>Address</b> 117 University Ave.
<b>City/Twp</b> St. Paul
<b>County</b> Ramsey
<b>Legal Desc.</b> Twp 29N Range 22W Sec 31
<b>USGS Quad</b> St. Paul East / 1967
<b>UTM Zone</b> 15 <b>Easting</b> 491749 <b>Northing</b> 4977790
<b>Property ID (PIN)</b> 312922230067

**SHPO Inventory Number** RA-SPC-3868  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** Updated

Description
<b>Resource Type</b> Office
<b>Architect/Engineer</b> John Gram (WA) and Kees & Colburn (MN)
<b>Style</b> Beaux Arts/Art Deco
<b>Construction Date</b> 1913
<b>Original Use</b> Auto Sales and Service
<b>Current Use</b> Office

### Integrity

The original design has been slightly altered with the replacement of the 1/1 double-hung sash windows with fixed sash windows with tinted glass. In addition, the side windows have been filled in and the original "Ford" sign has been removed.

### Description

The Ford Building was constructed in 1913 for auto sales and service. This three story structure has 5 bays and a flat roof. There is one central brick chimney. The fenestration is rectangular and segmental arched fixed smoked glass. The main (south) exterior wall covering is red pressed brick with stretcher bond. The symmetrical façade has brick piers topped by tall, narrow tile panels dividing the bays. Tripartite rectangular second story windows and tripartite rectangular third story windows are vertically aligned and separated by brick spandrels with decorative corner tiles. Decorative basketweave brickwork and contrasting tile trim are located above third story windows. The structure has a concrete or stone store-front cornice. The entrance consists of two Doric, fluted columns in antis supporting a brick and ceramic tile entablature with tile ornamentation. Between the columns is a modern double leaf door with transom beneath a wooden bracketed pediment with acroterions. The windows of the front façade have been replaced with tinted, fixed sash installations. The windows on the side walls (east and west) have been filled. The sign that read "Ford" was removed from the stop of the parapet wall.

### Related Outbuildings

None.

## EVALUATION AND ANALYSIS

### Historical Context

Urban Centers, 1870-1940

### Historical Narrative

The original owner of this building, built at an estimated cost of \$100,000, was the Ford Motor Company of Detroit, Michigan. The building was the headquarters for the sales and service of Ford cars until 1922, when the Ford Motor Company began construction of a manufacturing plant in St. Paul near Cleveland Avenue and Ford Parkway. Since 1922, the building has housed various car dealerships and been used as a warehouse. In 1930 it was used by the Peterson-Greenman Company, which sold autos. In 1960 the building was converted for use as an office building.

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

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The building was designed by the Twin Cities architects Kees and Colburn in collaboration with Seattle architect, John Graham. The firm of Frederick G. Kees (1852-1827) and Serenus Milo Colburn (1871-1925) formed their partnership in 1899. Together they were responsible for the design of several important buildings in Minneapolis and St. Paul, including Brown and Bigelow (St. Paul (1913); the Chamber of Commerce/Grain Exchange (Minneapolis) (1900-02); Advance Thresher-Emerson Newton Plow Company (1900-04) and the Pittsburgh plate Glass Company warehouse (1910-1), both in Minneapolis. The firm was dissolved in 1921.

### Significance and Recommendations

This building is historically significant as the headquarters for the sales and service of Ford Cars in St. Paul until the Ford Motor Company plant was constructed in 1922 in Highland Park. The building has potential architectural significance for its use of tile ornamentation and as a design which was apparently a collaboration between prominent Twin cities architects Kees and Colburn and a Seattle architect, John Graham. In addition, it is potentially significant as an early outpost of a major automobile manufacturing company, possibly establishing University Avenue as an important venue for purchasing and servicing automobiles.

### Sources

SHPO Inventory Form RA-SPC-3868

"Ford Company May Build Autots Here." ST. Paul Dispatch January 25, 1913

Polks St. Paul City Directory, 1913-1950.

Histoic Sites Survey Architect File.

### National Register Eligibility Recommendation

Not enough information

### National Register Status

Not previously evaluated

### Prepared By

Will Stark

The 106 Group Ltd.

### Date

11/7/2002

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

Project: Central Corridor Assessment  
St. Paul, Ramsey County, Minnesota

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Property Photograph



Property Photograph



Ford Motor Company c. 1935

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification	
<b>Historic Name</b>	St. Paul Casket Company
<b>Current Name</b>	Book Landfill
<b>Survey #</b>	
<b>Address</b>	1222 University Ave.
<b>City/Twp</b>	St. Paul
<b>County</b>	Ramsey
<b>Legal Desc.</b>	Twp 29N Range 23W Sec 34
<b>USGS Quad</b>	St. Paul West /1967
<b>UTM Zone</b>	15
<b>Easting</b>	488041
<b>Northing</b>	4977765
<b>Property ID (PIN)</b>	342923420001

**SHPO Inventory Number** RA-SPC-3903  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** New

Description	
<b>Resource Type</b>	Factory
<b>Architect/Engineer</b>	Allen H. Stem
<b>Style</b>	Art Deco
<b>Construction Date</b>	1922
<b>Original Use</b>	Casket Factory
<b>Current Use</b>	Warehouse

### Integrity

Overall, the integrity of this building is good. Some of the windows have been replaced on the east side of the building and an air duct system on the east side of the building utilizes some of the original window openings. A concrete loading dock has been added on the south side of the building.

### Description

This art deco commercial building is located on the southwest corner of the intersection of University and Griggs Avenues. The rectangular plan building is three and a half stories with a raised basement plan. The building has a flat roof with a parapet wall, with terra cotta coping, and the exterior is covered in stucco. The main façade of the building is dominated by a five-story, central tower (water), which has cascading stepped buttresses, thin and tall rectangular windows, and a clock that is mounted just above the top of the parapet wall. The front (north) façade has three major bays divided by piers. The central bay contains the entry, which is an arched recessed opening at the basement level. The outer bays are divided into four sub-bays. The fenestration is original and consists of multi-lights and fixed and pivot metal windows. Balconets are located at the first-floor level on the central and corner bays of the building. The side walls (east and west) have seven bays. The central bays of these façades have large window spaces, while the outer bays are divided into three smaller window units. A brick smokestack is located towards the south end of the building.

### Related Outbuildings

None.

## EVALUATION AND ANALYSIS

### Historical Context

Urban Centers, 1870-1940

### Historical Narrative

Constructed in 1922 at an estimated cost of \$50,000, the St. Paul Casket Company was designed by architect Allen H. Stem (1856-1931) and the work was undertaken by contractor F. C. Norlander. Architect Stem, who was well-known for the railroad stations that he and partner Charles A. Reed designed (including Grand Central Station in New York City), designed the casket company building late in life after having retired from his practice in 1920 (Northwest Architectural Archives 2003). Other

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

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Minnesota buildings designed by Reed and Stem include the West Publishing Company building, Civic Auditorium, Hotel St. Paul, St. Paul Athletic Club, and the Reed and Stem double residence, all in St. Paul; the Denver (Colorado) Auditorium; Wulling Hall, University of Minnesota (Minneapolis); and the White Bear Lake Yacht Club (1913), White Bear Lake, Minnesota. The St. Paul Casket Company was originally established as the North St. Paul Casket Company in 1887. The company outgrew the North St. Paul plant and moved to the centrally located Midway area which "provides for quick shipments in every direction and offers easy access for the funeral director and his patrons" (St. Paul Casket Company n.d.).

### Significance and Recommendations

The St. Paul Casket Company has been described as "one of the most architecturally distinguished buildings on this stretch of University Avenue" (SHPO RA-SPC-3903). The building, which has good integrity, was designed by noted St. Paul architect Allen H. Stem. The St. Paul Casket Company is therefore recommended as potentially eligible for the NRHP. Additional research is needed on the relationship of this building to Stem's other works.

### Sources

Northwest Architectural Archives  
2003 Reed and Stem Papers. Northwest Architectural Archives, Minneapolis.  
([www.special.lib.umn.edu/findaid/html/mss/nwaa0087.html](http://www.special.lib.umn.edu/findaid/html/mss/nwaa0087.html))

St. Paul Casket Company  
n.d. Five Hundred Years. On file at the North St. Paul Community History Association.

SHPO Inventory Form RA-SPC-3903

### National Register Eligibility Recommendation

Not enough information

### National Register Status

Not previously evaluated

### Prepared By

### Date

Will Stark

10/29/2002

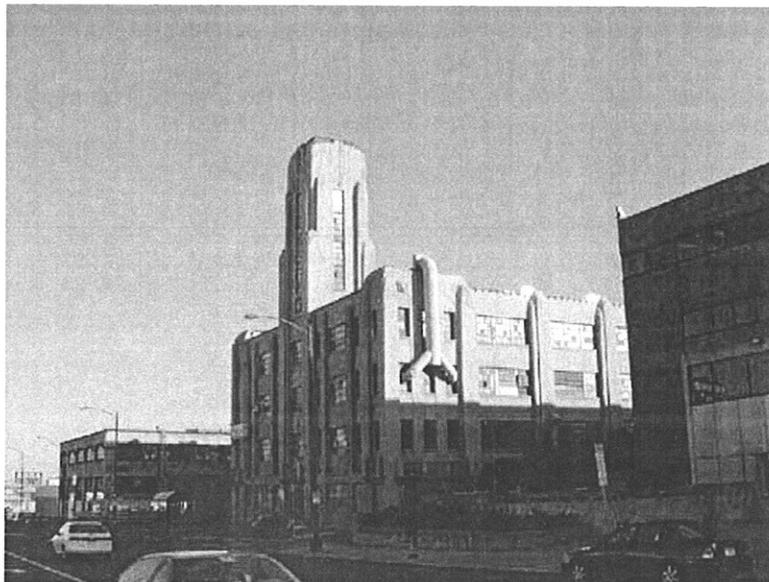
The 106 Group Ltd.

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

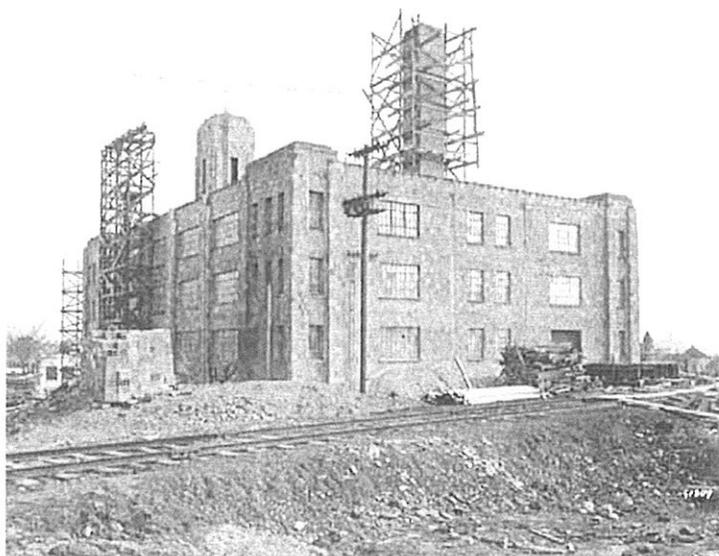
**Project: Central Corridor Assessment**  
**St. Paul, Ramsey County, Minnesota**

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## Property Photograph



## Property Photograph



St. Paul Casket Company c. 1922

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification	
<b>Historic Name</b>	Porky's Drive In
<b>Current Name</b>	Porky's Drive In
<b>Survey #</b>	
<b>Address</b>	1884 University Ave.
<b>City/Twp</b>	St. Paul
<b>County</b>	Ramsey
<b>Legal Desc.</b>	Twp 29N Range 23W Sec 33
<b>USGS Quad</b>	St. Paul West / 1967
<b>UTM Zone 15</b>	Easting 485856 Northing 4977887
<b>Property ID (PIN)</b>	332923240013

**SHPO Inventory Number** RA-SPC-6102  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** New

Description	
<b>Resource Type</b>	Restaurant
<b>Architect/Engineer</b>	Unknown
<b>Style</b>	Modern
<b>Construction Date</b>	1953
<b>Original Use</b>	Restaurant
<b>Current Use</b>	Restaurant

### Integrity

Several alterations to the Porky's restaurant have been made. Two drive-thru windows have been inserted into the east wall of the restaurant. Replacement windows have been installed. And the "Porky's" sign located on the fin wall is not original, according to a 1976 photograph.

### Description

This drive-in restaurant is a simple, one-story building with a rectangular plan and a flat roof. The fenestration is comprised of plate glass windows of modern replacement materials. The siding is made of square masonite panels, painted in a checkerboard pattern. A large fin-wall, parallel to University Avenue extends beyond the roof and contains an electric kinetic "Porky's" sign. Two drive-thru windows have been inserted into the east wall. A self-supporting sign north of the restaurant building features neon and a sign of Porky Pig.

### Related Outbuildings

A shed roof, steel beam canopy is adjacent to the drive-in restaurant building for drive-in ordering and eating space.

## EVALUATION AND ANALYSIS

### Historical Context

No established context

### Historical Narrative

The Porky's restaurant at 1884 (1890) University Avenue was constructed in 1953. Three additional Porky's were later constructed - two on Lake Street and one on Lyndale Avenue. Ray Truelson, founder of Porky's, covered the original restaurant with an eye-catching black and yellow checkerboard pattern that helped to establish Porky's as one of the leading drive-ins in the metro area. Later, Truelson replaced the black and yellow with a red and white pattern. With the decline of the drive-in format, all of the other Porky's closed until only the original University location remained. In 1990, Ray Truelson re-opened Porky's as a drive-through restaurant without car-hops.

### Significance and Recommendations

This drive-in restaurant is a fairly intact example of a mid-twentieth century, automobile-oriented, dining establishment.

# ***MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM***

## **Project: Central Corridor Assessment**

**St. Paul, Ramsey County, Minnesota**

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Additional research should be undertaken to determine the significance of Porky's in relation to other drive-in restaurants in the Twin Cities.

### **Sources**

Twin Cities Public Television

1995 Porky's Drive-Ins. Twin Cities Public Television, St. Paul. ([www.ktca.org/lostcity/porkys.html](http://www.ktca.org/lostcity/porkys.html))

### **National Register Eligibility Recommendation**

Not enough information

### **National Register Status**

Not previously evaluated

### **Prepared By**

### **Date**

Will Stark

10/29/2002

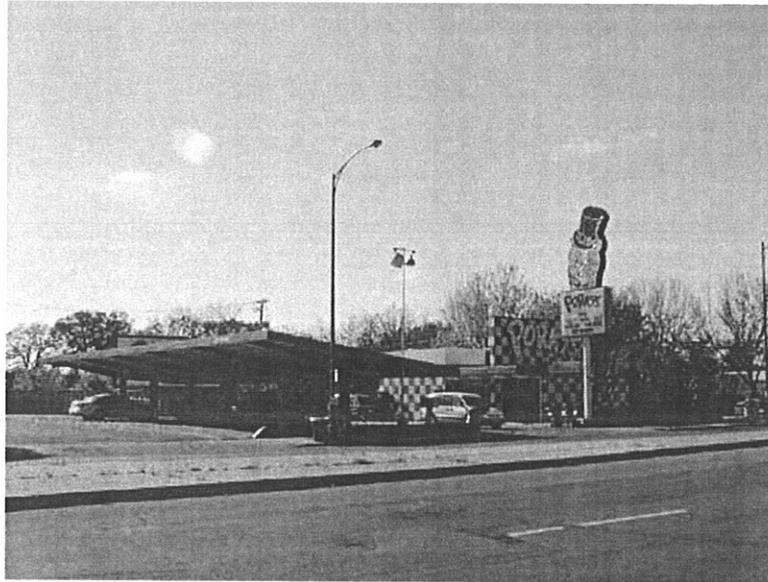
The 106 Group Ltd.

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

Project: Central Corridor Assessment  
St. Paul, Ramsey County, Minnesota

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## Property Photograph



## Property Photograph



Porky's Drive-In 1976

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

<b>Historic Name</b> KSTP Office and Tower
<b>Current Name</b> KSTP Office and Tower
<b>Survey #</b>
<b>Address</b> 3415 University Ave.
<b>City/Twp</b> St. Paul
<b>County</b> Ramsey
<b>Legal Desc.</b> Twp 29N Range 23W Sec 29
<b>USGS Quad</b> St. Paul West / 1967
<b>UTM Zone</b> 15 <b>Easting</b> 483727 <b>Northing</b> 4979177
<b>Property ID (PIN)</b> 292923430052

**SHPO Inventory Number** RA-SPC-6105  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** New

Description
<b>Resource Type</b> Television Station
<b>Architect/Engineer</b> Unknown
<b>Style</b> Modern
<b>Construction Date</b> c. 1948
<b>Original Use</b> Television Station
<b>Current Use</b> Television Station and Tower

### Integrity

Although large additions have been placed extending from the east façade, the original portion of the building has good integrity.

### Description

This two-story, Modern building contains the office for the KSTP television station. The walls are clad with cream-colored brick and the roof is flat. The main portion of the building is rectangular in plan and it has an angular projection with a wide overhang sheltering the front entry on the south façade. The wall covered by this porch area are clad with granite panels. Above the porch and entry is a glass-enclosed stairwell tower. A horizontal band of fixed-sash windows with aluminum trim spans the south façade on the second story.

Large additions have been placed extending from the east façade.

### Related Outbuildings

A three-sided lattice-style 578 feet-high broadcasting tower is located north of the KSTP office building.

## EVALUATION AND ANALYSIS

### Historical Context

No established context

### Historical Narrative

KSTP was the first television station to air in the upper Midwest. KSTP radio was founded by Stanley E. Hubbard in 1928. In 1938, KSTP purchased one of the first TV cameras ever sold by RCA and began experimenting with television the following year. By 1940, KSTP had applied to the Federal Communications Commission to build a television transmitter in the Twin Cities. The 568-foot tower was completed in 1948 and KSTP-TV broadcast its first commercial programs on April 27, 1948. The tower and station are symbolically located on the Minneapolis and St. Paul city boundary. The three-legged tower has one foot in Minneapolis, one foot in St. Paul, and one foot on the border. Improvements during 1961 made the station "one of the nation's greatest and the first in the region with complete color television facilities" (Broadcast News 1962). KSTP was also the nation's first NBC affiliate that was not owned by the network, and, in 1950, the station became the first in the country to inaugurate a regularly scheduled seven-day newscast. In 2003, KSTP remains the only locally owned and locally operated

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

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broadcasting company in the Twin Cities.

### Significance and Recommendations

The KSTP building and broadcasting tower are recommended as potentially significant for their association with the introduction and development of television broadcasting in Minnesota (Criterion A).

### Sources

#### Broadcast News

1962 KSTP Continues Pioneering Tradition in Color, Public Service and Equipment Innovations. Broadcast News, Vol. 113 ([www.ev1.pair.com/colorTV/kstp.html](http://www.ev1.pair.com/colorTV/kstp.html))

#### Eckert, J. B.

1998 Your Eyewitness for 50 Years. Midwest Spirit, Fall 1998, pp. 7-11.

#### Hubbard Broadcasting Incorporated

2003 KSTP-TV Channel 5. Hubbard Broadcasting Incorporated, ([www.kstp.com/article/view/87/?tf=Body.tpl](http://www.kstp.com/article/view/87/?tf=Body.tpl))

#### Klinkerfues, F.

2002 Stanley E. Hubbard Pioneered Local Broadcasting. Good Age Newspaper, April 2002. ([www.wilder.org/goodage/RememberWhen/klink402.html](http://www.wilder.org/goodage/RememberWhen/klink402.html))

#### Minneapolis Public Library

2001 Radio and Television. A History of Minneapolis: News, Media, and Publishing. Minneapolis Public Library, Minneapolis. ([www.mplib.org/history/nm2.asp](http://www.mplib.org/history/nm2.asp))

#### Pavek Museum of Broadcasting

2003 Stanley E. Hubbard. Museum of Broadcasting Hall of Fame. Pavek Museum of Broadcasting, St. Louis Park, Minnesota. ([www.pavekmuseum.org/halloffame/sehubbard.html](http://www.pavekmuseum.org/halloffame/sehubbard.html))

### National Register Eligibility Recommendation

Not enough information

### National Register Status

Not previously evaluated

### Prepared By

Will Stark

The 106 Group Ltd.

### Date

10/29/2002

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

**Project: Central Corridor Assessment**  
**St. Paul, Ramsey County, Minnesota**

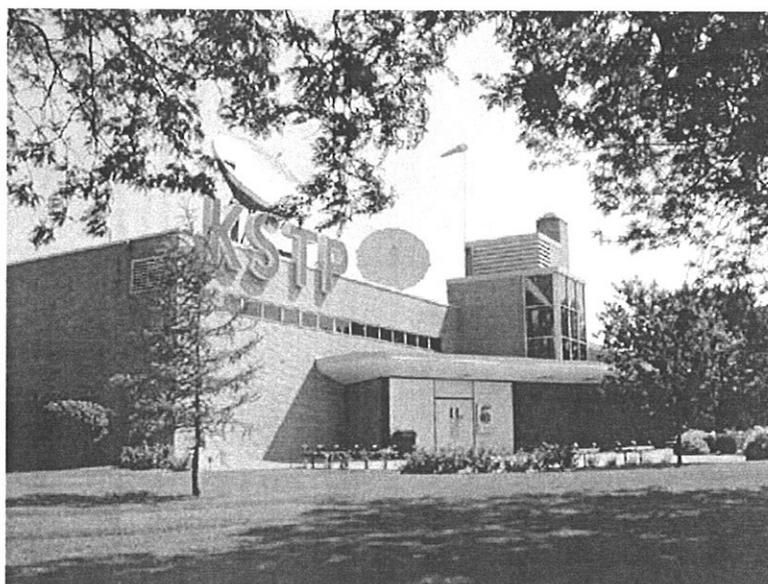
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**Property Photograph**



**Property Photograph**



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

<b>Historic Name</b> Owens Motor Company
<b>Current Name</b> Lifetrack Reserve-Owens Motor Company
<b>Survey #</b>
<b>Address</b> 709-719 University Ave.
<b>City/Twp</b> St. Paul
<b>County</b> Ramsey
<b>Legal Desc.</b> Twp 29N Range 23W Sec 35
<b>USGS Quad</b> St. Paul West / 1967
<b>UTM Zone</b> 15 <b>Easting</b> 489762 <b>Northing</b> 4977816
<b>Property ID (PIN)</b> 352923140240

**SHPO Inventory Number** RA-SPC-3889  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** Updated

Description
<b>Resource Type</b> Garage
<b>Architect/Engineer</b> Thomas Owens
<b>Style</b> Commercial
<b>Construction Date</b> 1917
<b>Original Use</b> Auto repair
<b>Current Use</b> Retail/Coffee Shop

### Integrity

This building has been altered in recent years with the installation of replacement windows. Historical photographs illustrate that multi-light windows were once located in the arched transom areas above the display windows. All windows have been replaced with fixed plate glass.

### Description

The Owens Motor Company was built in 1917 as an auto repair shop/garage. Originally constructed as a one-story building, the now two-story building includes features of the Arts and Crafts style, such as glazed tiles. The exterior wall covering of the seven-bay building is brown and beige textured brick with stretcher bond. The building includes a stepped parapet wall with decorated concrete coping. Brick piers topped with concrete caps and lined with darker brick divide the bays. The first story bays are formed by elliptical brick arches with concrete keystones which stretch between brick piers. The building has a brown brick interior chimney, and the fenestration type is rectangular, fixed plate glass. Decorative concrete wheels are applied to the building beneath the parapet wall.

Historical photographs illustrate that that circa 1918, this building was constructed as a one-story building for Owens Motor Company. A \$50,000 addition or alteration was done in 1921 (permit #8176) as well as a \$30,00 addition or alteration. It is likely that these permits were issued to expand by adding a second story.

### Related Outbuildings

## EVALUATION AND ANALYSIS

### Historical Context

Urban Centers, 1870-1940

### Historical Narrative

The original owner and occupant of this building was the Owens Motor Company, owned by Thomas Owens. The building was constructed for an estimated \$24,000. In 1920 the Owens Motor Company also had a Lincoln Sales Office at 32 W. 4th St. Historical photographs illustrate that the building was originally one story. A second story was added in the 1920s.

### Significance and Recommendations

# ***MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM***

## **Project: Central Corridor Assessment**

**St. Paul, Ramsey County, Minnesota**

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In spite of the recent window alterations, this building remains as a good example of an early automobile-related business on University Avenue. As such, it is recommended as potentially eligible for the NRHP as an example of a pattern of history along University Avenue.

### **Sources**

SHPO Inventory Form RA-SPC-3884

### **National Register Eligibility Recommendation**

Not enough information

### **National Register Status**

Not previously evaluated

### **Prepared By**

Will Stark

The 106 Group Ltd.

### **Date**

10/28/2002

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

**Project: Central Corridor Assessment**  
**St. Paul, Ramsey County, Minnesota**

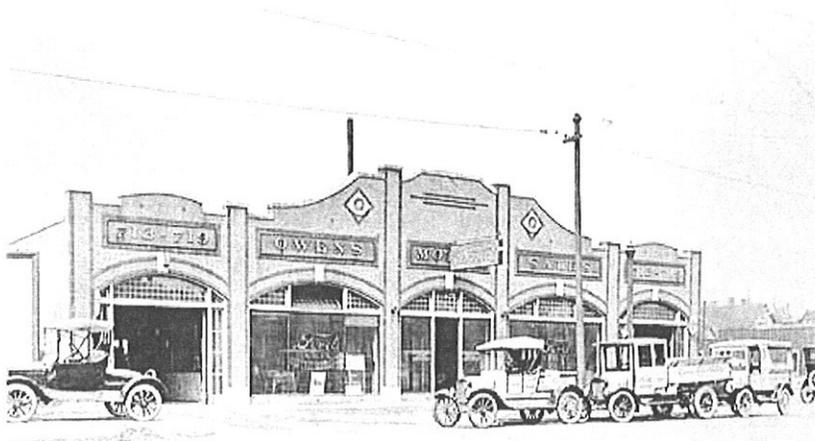
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**Property Photograph**



**Property Photograph**



Owens Motor Sales c. 1918

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification
<b>Historic Name</b> Griggs & Cooper Co. Building
<b>Current Name</b> Griggs Midway Building
<b>Survey #</b>
<b>Address</b> 1821 University Ave.
<b>City/Twp</b> St. Paul
<b>County</b> Ramsey
<b>Legal Desc.</b> Twp 29N Range 23W Sec 33
<b>USGS Quad</b> St. Paul West / 1967
<b>UTM Zone</b> 15 <b>Easting</b> 486039 <b>Northing</b> 4977877
<b>Property ID (PIN)</b>

**SHPO Inventory Number** RA-SPC-3923  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** Updated

Description
<b>Resource Type</b> Manufacturing
<b>Architect/Engineer</b> Toltz Engineering Company
<b>Style</b> Commercial
<b>Construction Date</b> 1911
<b>Original Use</b> Manufacturing
<b>Current Use</b> Office Building

### Integrity

### Description

Portions of the Griggs & Cooper Company building were originally built in 1911 for the company's candy and cracker factory. The complex of several buildings and additions is located at the NE corner of Fairview and University avenues. The building now known as the Griggs Midway building is located on the southern part of the site. The three story building has 16 bays, a flat roof, and multiple metal chimneys. The fenestration is comprised of rectangular windows with glass block and small fixed sashes in the lower portion. The main exterior wall covering is cream colored press brick with stretcher bond. The building extends deep onto the parcel and rises to four stories on the north end.

Another building is attached to the NW side of the Griggs Midway building. It is also three stories and made of cream-colored brick. It features original windows, comprised of 9/9 double-hung sash on the second story and Chicago style window arrangements on the third story. A large loading dock runs the length of the west side (along Fairview Avenue). The corner entries are emphasized by extended parapet roofs and elegant limestone door surrounds that extend to include the windows on the second story.

Another building believed to be associated with the complex is located northeast of the main building and was probably used as the power plant.

### Related Outbuildings

## EVALUATION AND ANALYSIS

### Historical Context

Urban Centers, 1870-1940

### Historical Narrative

The building permits for these two connected buildings are not clear, but indicate that they were originally built in 1911 as a candy and cracker factory owned by Griggs and Cooper Company. The 1911 permit lists both portions of the structure and/or the building at 541 N. Wheeler Street. Substantial building permits were issued in 1919 (\$160,000) and in 1925 (\$400,000).

# *MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM*

## **Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota**

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The building is labeled "Sanitary Food Manufacturing Company" on the 1916 atlas.

### **Significance and Recommendations**

This building is one of the largest constructed in St. Paul's Midway District in the 1910's and is potentially significant as an example of a large manufacturing facility. It is also potentially associated with other properties as part of a Freight Transfer MPDF.

### **Sources**

SHPO Inventory Form RA-SPC-3923

### **National Register Eligibility Recommendation**

Not enough information

### **National Register Status**

Not previously evaluated

### **Prepared By**

Will Stark

The 106 Group Ltd.

### **Date**

11/7/2002

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

Project: Central Corridor Assessment  
St. Paul, Ramsey County, Minnesota

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Property Photograph



Property Photograph



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

**Project: Central Corridor Assessment**  
**St. Paul, Ramsey County, Minnesota**

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**Property Photograph**



**Property Photograph**



# *MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM*

**Project: Central Corridor Assessment  
St. Paul, Ramsey County, Minnesota**

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## **Property Photograph**



Griggs Cooper Plant c. 1924

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification
<b>Historic Name</b> M. Burg and Sons Co.
<b>Current Name</b> Chittenden & Eastman Company
<b>Survey #</b>
<b>Address</b> 2402-2414 University Ave.
<b>City/Twp</b> St. Paul
<b>County</b> Ramsey
<b>Legal Desc.</b> Twp 29N Range 23W Sec 29
<b>USGS Quad</b> St. Paul West / 1967
<b>UTM Zone</b> 15 <b>Easting</b> 484408 <b>Northing</b> 4978715
<b>Property ID (PIN)</b> 292923340062

**SHPO Inventory Number** RA-SPC-3942  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** Updated

Description
<b>Resource Type</b> Warehouse
<b>Architect/Engineer</b> Walter R. Wilson
<b>Style</b> Sullivanesque/Commercial
<b>Construction Date</b> 1917
<b>Original Use</b> Furniture Warehouse/Showroom
<b>Current Use</b> Furniture Warehouse/Showroom

### Integrity

The integrity of the design has been altered by the use of modern replacement windows. Many of the other significant details remain intact.

### Description

The M. Burg & Sons Co. furniture warehouse/showroom was built in the Sullivanesque/Commercial style in 1917. The seven story structure was constructed with five bays and a flat roof. The fenestration is comprised of replacement fixed sash windows. The exterior of the building is brick laid in a stretcher bond. The central entrance is flanked by square, brick columns with Sullivanesque capitals supporting a cut stone post and lintel arrangement, with a clock above the doorway. The columns and doorway extend up two stories as do the brick piers and encompassing the first and second stories. The window bands on the upper five stories have metal spandrels. The windows on the outermost bays are divided from the middle bays by brick pilasters with leafy capitals which extend from above the second story windows to the top of the seventh story windows. Above this is a plain wide brick band which is topped by a simple metal cornice with repetitive circular and diamond motifs. The side walls of the building are simple brick walls with irregular window placement and little ornamentation.

### Related Outbuildings

None.

## EVALUATION AND ANALYSIS

### Historical Context

Urban Centers, 1870-1940

### Historical Narrative

This building was constructed in 1917 for M. Burg and Sons Furniture Co., who are listed in the 1917 city directory as being located at the corner of Raymond and University Ave., and from 1918 to 1925 are listed as being located at the address of this building. The company either moved or went out of business in 1926 when they are no longer listed in the city directory. For one year, 1926, the building was the home of the Hill Furniture Co. and the following year the building became the St. Paul branch of the Chittenden and Eastman Company, a firm which was founded in 1866 in Burlington, Iowa, and was known originally as H. Bailey and Co. and which was established as Chittenden and Eastman in 1883. The company originated as a

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

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jobbing and retail furniture business and later expanded to include manufacturing mattresses and upholstered furniture. The firm's brand names today are Permalux and Eastman House, and they are the worlds largest wholesale distributor of furniture, according to firm literature. This building was used as a branch sales office and had a seven story sample room. After this building was surveyed, a conversation with Paul Larson revealed that it may have been designed by Minneapolis architect John V. Koester in 1917 and that it was originally the home of the LaSalle Holding Company. The terra cotta for the building was made by the American Terra Cotta Company.

### Significance and Recommendations

This building is one of the largest buildings in the Midway area and is architecturally significant for its luxuriant Sullivanesque detailing, which is among the most accomplished in the city and historically significant as the home of a number of the furniture companies which relocated to the Midway area in the opening decades of the 20th century. This building appears to be associated with the warehousing and wholesaling of the transfer district and is therefore potentially eligible for the NRHP within the context of a Freight Transfer Multiple Property Documentation Form.

### Sources

SHPO Inventory Form RA-SPC-3942

Chittenden and Eastman. "A Historical Sketch of Chittenden and Eastman Company." unpublished manuscript, n.d.

Gebhard, David and Tom Martinson. A Guide to the Architecture of Minnesota, Minneapolis: University of Minnesota Press, 1977.

### National Register Eligibility Recommendation

Not enough information

### National Register Status

Not previously evaluated

### Prepared By

Will Stark

The 106 Group Ltd.

### Date

11/6/2002

# *MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM*

**Project: Central Corridor Assessment**  
**St. Paul, Ramsey County, Minnesota**

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## **Property Photograph**



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment

St. Paul, Hennepin County, Minnesota

Identification	
<b>Historic Name</b>	Minnesota Transfer Railway Company
<b>Current Name</b>	Minnesota Commercial Railway
<b>Survey #</b>	
<b>Address</b>	n/a n/a
<b>City/Twp</b>	St. Paul
<b>County</b>	Hennepin
<b>Legal Desc.</b>	Twp 29N Range 23W Sec NW 33
<b>USGS Quad</b>	St. Paul West / 1967
<b>UTM Zone</b>	15
<b>Easting</b>	485424
<b>Northing</b>	4978187
<b>Property ID (PIN)</b>	

**SHPO Inventory Number** RA-SPC-6309  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** New

Description	
<b>Resource Type</b>	Railroad
<b>Architect/Engineer</b>	
<b>Style</b>	
<b>Construction Date</b>	1884
<b>Original Use</b>	Railroad
<b>Current Use</b>	Railroad

### Integrity

The historical integrity of the Minnesota Transfer Railway corridor is excellent. The tracks and rail bed are intact and the corridor retains its integrity of location, design, association, feeling, and setting. Furthermore the corridor retains a strong sense of function as the Minnesota Commercial Railway still links the Merriam Park lines with New Brighton and Fridley and the railway continues to switch freight in the Midway yards, service local industries, and use the roundhouse to the south of University Avenue. The corridor's setting is also characteristic of the original railway, being located in an urban setting and linking local industries and major rail lines.

### Description

A segment of the former Minnesota Transfer Railway Company line crosses University Avenue between Cleveland and Prior Avenues. This segment of the rail corridor is carried over University Avenue on a reinforced concrete bridge. This line is still active and presently used by Minnesota Commercial Railway, which acquired the Minnesota Transfer Railway Company in 1987 (Union Pacific 2003).

### Related Outbuildings

## EVALUATION AND ANALYSIS

### Historical Context

Railroads and Agricultural Development, 1870-1940

### Historical Narrative

The Minnesota Transfer Railway Company was incorporated on March 1, 1884 (Prosser 1966:152). The short line, which was an idea conceived by James J. Hill, was cooperatively formed, and jointly owned, by eight of the major Twin Cities railroad companies including: Chicago Great Western Railway Company; Chicago Milwaukee St. Paul and Pacific Railway Company; Chicago and North Western Railway Company; Chicago Burlington and Quincy Railroad Company; Chicago Rock Island and Pacific Railway Company; Great Northern Railway Company, Northern Pacific Railway Company; and Soo Line Railway Company (Prosser 1966:152; BRW Inc. et al. 1995:8-8; Zellie and Peterson 2001:11). The line was formed to facilitate the handling of the freight of the numerous main line railroads coming in to the Twin Cities and to switch traffic for various local industries. The original track commenced in the Merriam Park area, just to the south of University Avenue, where the line

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Hennepin County, Minnesota

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connected with the Chicago Milwaukee and St. Paul Short Line. From that point the line headed north to St. Anthony Park (Prosser 1966:28-29; 152). In 1898, the Minnesota Transfer Company subsumed the Minnesota Belt Line Railway and Transfer Company line, which had constructed a line from St. Anthony Park to Fridley in 1898 (Prosser 1966:150, 152). These twelve miles of rail line from Merriam Park to Fridley, together with an extensive transfer yard in the Midway area, comprised the Minnesota Transfer Railway Company. The presence of the railyards in the Midway spurred the significant industrial and commercial growth of the area and set the tone for the area to become a transportation hub (Zellie and Peterson 2001:11, 13). Prior to 1935, University Avenue was carried over the rail lines from Vandalia to Prior Avenues. In 1935, the University Avenue underpass was created and the railroad was carried over the avenue on two bridges (the westernmost bridge has since been removed) (MHS, Visual Resources Database, Location No. HE6.44 p1 and HE6.41 p2). The Minnesota Transfer Company continued in operation through 1987 when the rail line was purchased by the Minnesota Commercial Railway. The line continues to function as a short line that handles traffic in lumber, steel, paper, wines and beers, potash, and other consumer goods, while connecting with the surrounding main lines including the Burlington Northern Santa Fe; Union Pacific; Canadian Pacific; Twin Cities and Western; and Wisconsin Central (Union Pacific 2003).

### Significance and Recommendations

The Minnesota Transfer Railway is a cooperatively formed short line that continues to function in its original capacity to the present day. The rail line is recommended as potentially eligible for the NRHP for its important contribution to Twin Cities railroad systems and for its contribution to the development of the Midway area (Criterion A). Additional research will consider specific areas and periods of significance, as well as the geographical boundaries. Furthermore, the Minnesota Transfer Railway Company roundhouse and turntable (previously determined eligible for the NRHP) may be considered as contributing components of a larger Minnesota Transfer Railway Company Historic District. It is also potentially associated with other properties as part of a MPDF of freight transfer-related properties.

### Sources

Prosser, R. S.  
1966 Rails to the North Star. Dillon Press, Minneapolis.

Union Pacific Railroad  
2003 Customers: Short Line Railroads. Union Pacific Railroad, Omaha Nebraska.  
([www.uprr.com/customers/shortline/lines/mnn.shtml](http://www.uprr.com/customers/shortline/lines/mnn.shtml))

Zellie, C. and G. O. Peterson  
2001 Transportation Corridors: 1857-1950. Historic Context Study. Prepared for the St. Paul Heritage Preservation Commission, St. Paul.

### National Register Eligibility Recommendation

Not enough information

### National Register Status

Not previously evaluated

Prepared By	Date
Will Stark	7/3/2003
The 106 Group Ltd.	

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

**Project: Central Corridor Assessment**  
**St. Paul, Hennepin County, Minnesota**

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**Property Photograph**



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification
<b>Historic Name</b> Minnesota Transfer Railway Company crossing
<b>Current Name</b> RR Bridge Crossing University Ave.
<b>Survey #</b>
<b>Address</b> xxxx University Ave.
<b>City/Twp</b> St. Paul
<b>County</b> Ramsey
<b>Legal Desc.</b> Twp 29N Range 23W Sec SW-NW 33
<b>USGS Quad</b> St. Paul West / 1967
<b>UTM Zone</b> 15 <b>Easting</b> 485424 <b>Northing</b> 4978187
<b>Property ID (PIN)</b>

**SHPO Inventory Number** RA-SPC-6310

**Review and Compliance Number** 96-0059PA

**Black and White Photo Number**

**Form (New or Updated)** New

Description
<b>Resource Type</b> Bridge
<b>Architect/Engineer</b>
<b>Style</b> Art Deco
<b>Construction Date</b> c. 1935
<b>Original Use</b> Bridge
<b>Current Use</b> Bridge

### Integrity

The bridge retains its integrity of location, design, association, feeling, and setting and continues to be used by the Minnesota Transfer's successor, Minnesota Commercial Railway.

### Description

A reinforced concrete bridge with Art Deco-styled, telescoping piers.

### Related Outbuildings

None.

## EVALUATION AND ANALYSIS

### Historical Context

Railroads and Agricultural Development, 1870-1940 and Urban Centers, 1870-1940

### Historical Narrative

According to the bridge data available from the City of St. Paul's Department of Public Works, this bridge (5371) was one of two original bridges completed in 1935 to carry the Minnesota Transfer Railway tracks over the University Avenue underpass (MHS, Visual Resources Database, Location No. HE6.44 p1 and HE6.41 p2). The westernmost bridge has since been removed.

### Significance and Recommendations

The bridge is recommended as potentially eligible for listing on the NRHP for its association with the Minnesota Transfer Railway, which is recommended as potentially significant for its contribution to the development of the Midway area (Criterion A) and for its association with the significant individual, James J. Hill (Criterion B). It also may be a contributing property to the Freight Transfer MPDF.

### Sources

Prosser, R. S.  
1966 Rails to the North Star. Dillon Press, Minneapolis.

# *MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM*

## **Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota**

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Public Works Department, City of St. Paul

2003 Bridge Data. ([bridges.ci.stpaul.mn.us/Bridge\\_Data/BridgeDataIndex.htm](http://bridges.ci.stpaul.mn.us/Bridge_Data/BridgeDataIndex.htm))

Union Pacific Railroad

2003 Customers: Short Line Railroads. Union Pacific Railroad, Omaha Nebraska.  
([www.uprr.com/customers/shortline/lines/mnn.shtml](http://www.uprr.com/customers/shortline/lines/mnn.shtml))

Zellie, C. and G. O. Peterson

2001 Transportation Corridors: 1857-1950. Historic Context Study. Prepared for the St. Paul Heritage Preservation Commission, St. Paul.

### **National Register Eligibility Recommendation**

Eligible - Contributing

### **National Register Status**

Not previously evaluated

### **Prepared By**

Will Stark

The 106 Group Ltd.

### **Date**

11/7/2002

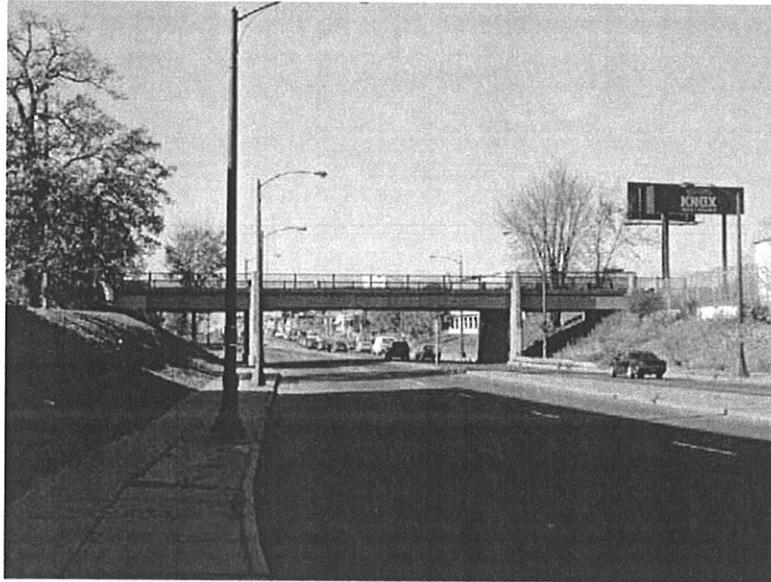
# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

**Project: Central Corridor Assessment**  
**St. Paul, Ramsey County, Minnesota**

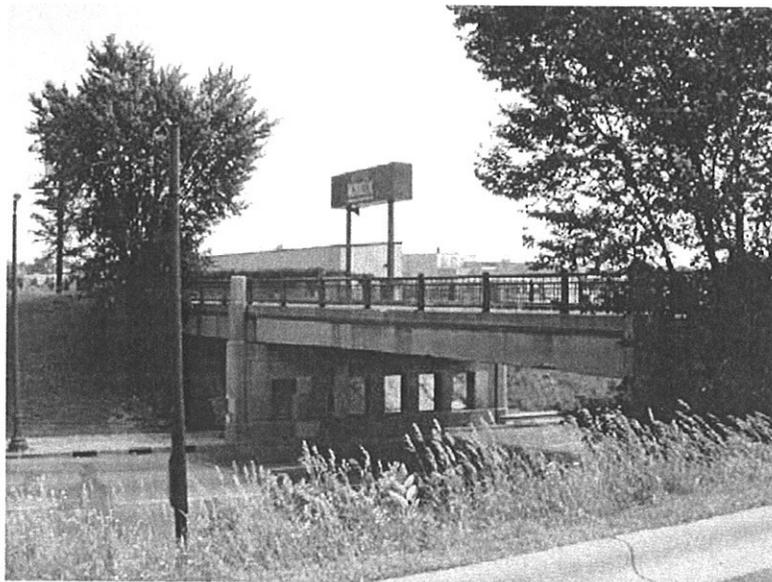
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**Property Photograph**



**Property Photograph**



**PROPERTIES POTENTIALLY ELIGIBLE WITHIN THE CONTEXT OF AN  
MPDF**

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification			
<b>Historic Name</b>			
Current Name Sewall Gear Mfg. Co.			
Survey #			
Address 705 Raymond Ave.			
City/Twp St. Paul			
County Ramsey			
Legal Desc.	Twp	Range	Sec
USGS Quad			
UTM Zone	Easting		Northing
Property ID (PIN) 322923210025			

SHPO Inventory Number RA-SPC-6303  
Review and Compliance Number 96-0059PA  
Black and White Photo Number  
Form (New or Updated) New

Description
Resource Type Commercial building
Architect/Engineer
Style
Construction Date c. 1920
Original Use
Current Use

### Integrity

### Description

### Related Outbuildings

## EVALUATION AND ANALYSIS

### Historical Context

### Historical Narrative

### Significance and Recommendations

Individually, this property is recommended as not eligible for the NRHP. However, it is potentially eligible for the NRHP within the context of a Freight Transfer Multiple Property Documentation Form.

### Sources

### National Register Eligibility Recommendation

Not eligible

### National Register Status

Not previously evaluated

### Prepared By

### Date

Will Stark

11/4/2002

The 106 Group Ltd.

# *MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM*

**Project: Central Corridor Assessment**  
**St. Paul, Ramsey County, Minnesota**

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## **Property Photograph**



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification			
<b>Historic Name</b>			
<b>Current Name</b> Grocery			
<b>Survey #</b>			
<b>Address</b> 779 Raymond Ave.			
<b>City/Twp</b> St. Paul			
<b>County</b> Ramsey			
<b>Legal Desc.</b>	<b>Twp</b>	<b>Range</b>	<b>Sec</b>
<b>USGS Quad</b>			
<b>UTM Zone</b>	<b>Easting</b>	<b>Northing</b>	
<b>Property ID (PIN)</b> 292923340016			

**SHPO Inventory Number** RA-SPC-6308  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** New

Description
<b>Resource Type</b> Commercial building
<b>Architect/Engineer</b>
<b>Style</b>
<b>Construction Date</b> c. 1910
<b>Original Use</b>
<b>Current Use</b>

### Integrity

### Description

### Related Outbuildings

## EVALUATION AND ANALYSIS

### Historical Context

### Historical Narrative

### Significance and Recommendations

Individually, this property is recommended as not eligible for the NRHP. However, it is potentially eligible for the NRHP within the context of a Freight Transfer Multiple Property Documentation Form.

### Sources

### National Register Eligibility Recommendation

Not eligible

### National Register Status

Not previously evaluated

### Prepared By

### Date

Will Stark

11/4/2002

The 106 Group Ltd.

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

**Project: Central Corridor Assessment**  
**St. Paul, Ramsey County, Minnesota**

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## Property Photograph



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification
<b>Historic Name</b> Great Lakes Coal and Dock Co. Office
<b>Current Name</b> St. Paul Public Schools Office
<b>Survey #</b>
<b>Address</b> 2102 University Ave.
<b>City/Twp</b> St. Paul
<b>County</b> Ramsey
<b>Legal Desc.</b> Twp 29N Range 23W Sec 32
<b>USGS Quad</b> St. Paul West / 1967
<b>UTM Zone</b> 15 <b>Easting</b> 485231 <b>Northing</b> 4978248
<b>Property ID (PIN)</b> 332923230020

**SHPO Inventory Number** RA-SPC-6103  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** New

Description
<b>Resource Type</b> office building
<b>Architect/Engineer</b> Unknown
<b>Style</b> Art Deco
<b>Construction Date</b> 1936
<b>Original Use</b> Office building
<b>Current Use</b> Office

### Integrity

The original portion of this building retains good integrity. Two large additions have been made to the rear façade, but do not significantly detract from the main facades of the original office building.

### Description

This two-story office building is rectangular in plan and is situated diagonally on the southeast corner of University Ave. and Transfer Rd. The building has a flat roof with a parapet wall and rests on a concrete foundation with a stucco covering. The front (northwest) façade has three bays with a central entry accentuated by a raised parapet wall. The walls are made of buff-colored textured brick. The asymmetrical façade contains three window bays east of the entry bay and five window bays west of the entry bay. The windows are arranged in vertical forms, separated by brick piers. Black ceramic tiles in the spandrels help to create a vertical visual link. Chevron motifs are evident in the cast concrete details on the brick piers and parapet wall. The recessed entry has a door with side lights and transom and diamond-shaped designs. The second story windows in the tower above the central door are recessed and divided by deep, brick piers. Two large additions have been made to the rear façade, but do not obscure the primary façade and its flanking sides.

### Related Outbuildings

None.

## EVALUATION AND ANALYSIS

### Historical Context

Urban Centers, 1870-1940

### Historical Narrative

Based on city permit information and Sanborn Maps (1950), this office building was constructed to serve as the offices of the Great Lakes Coal and Dock Company.

### Significance and Recommendations

This office building is likely associated with the transportation and wholesaling industry located in this area of the Midway and is therefore potentially significant within the context of a Freight Transfer MPDF.

# ***MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM***

**Project: Central Corridor Assessment  
St. Paul, Ramsey County, Minnesota**

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## **Sources**

### **National Register Eligibility Recommendation**

Not enough information

### **National Register Status**

Not previously evaluated

### **Prepared By**

Will Stark

The 106 Group Ltd.

### **Date**

10/29/2002

***MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM***

**Project: Central Corridor Assessment  
St. Paul, Ramsey County, Minnesota**

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**Property Photograph**



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification	
<b>Historic Name</b>	Wright, Barrett, & Stillwell Building
<b>Current Name</b>	Wright Building
<b>Survey #</b>	
<b>Address</b>	2233 University Ave.
<b>City/Twp</b>	St. Paul
<b>County</b>	Ramsey
<b>Legal Desc.</b>	Twp 29N Range 23W Sec 32
<b>USGS Quad</b>	St. Paul West / 1967
<b>UTM Zone 15</b>	<b>Easting</b> 484900 <b>Northing</b> 4978568
<b>Property ID (PIN)</b>	322923110014

**SHPO Inventory Number** RA-SPC-3933  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** Updated

Description	
<b>Resource Type</b>	Warehouse
<b>Architect/Engineer</b>	J. W. Stevens
<b>Style</b>	Brick Commercial
<b>Construction Date</b>	1912
<b>Original Use</b>	Warehouse
<b>Current Use</b>	Office

### Integrity

The integrity of the design has been altered by the installation of large plate glass windows and by the new entry.

### Description

The Wright, Barrett, and Stillwell Building was built in 1912 as a wholesale warehouse. It is a three story commercial building with nine bays, a flat roof, a concrete foundation, and a raised basement. The main exterior wall covering is brown brick with stretcher bond. The fenestration is comprised of large segmental arched windows, now replaced with one- and three-part fixed sash. The building has a corbelled brick cornice, stepped parapet, and concrete belt courses between the first and second stories and at the first story window sill. The entry has been replaced with a modern glass door. The rear (north) façade is rounded to conform to the rail lines and has a loading dock.

### Related Outbuildings

None.

## EVALUATION AND ANALYSIS

### Historical Context

Urban Centers, 1870-1940

### Historical Narrative

This building was constructed at a cost of \$50,000 as a warehouse and wholesale house for the Wright, Barrett and Stillwell Company, dealers in paper and stationery who also carried building and roofing papers, including "Wright's Indestructible Wall Board." The main office of the company was located at 220-226 E. 5th Street in downtown St. Paul. In 1913 the president and treasurer of the company was F. P. Wright, the vice president was P. N. Meyers, and the secretary was C. F. Wright.

J. Walker Stevens, the architect of this building, designed numerous buildings in Lowertown, the wholesaling and manufacturing center of St. Paul in the late 19th and early 20th century, including many of the buildings on Mears Park. At the time this building was constructed, promoters of the Midway area were trying to entice Lowertown businesses to relocate there. The straightforward exterior of the building is enlivened by the unusual stepped roofline which gives the building a crenellated appearance.

# ***MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM***

## **Project: Central Corridor Assessment**

**St. Paul, Ramsey County, Minnesota**

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### **Significance and Recommendations**

The warehouse and wholesale origin of this building make it associated with the transportation and wholesaling industry located in this area of the Midway and is therefore potentially eligible for the NRHP within the context of a Freight Transfer Multiple Property Documentation Form.

### **Sources**

1913 Polk's St. Paul City Directory.

### **National Register Eligibility Recommendation**

Not enough information

### **National Register Status**

Not previously evaluated

### **Prepared By**

Will Stark

The 106 Group Ltd.

### **Date**

11/7/2002

# *MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM*

**Project: Central Corridor Assessment**  
**St. Paul, Ramsey County, Minnesota**

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## **Property Photograph**



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification			
<b>Historic Name</b>			
<b>Current Name</b> Twin City Grocery Warehouse			
<b>Survey #</b>			
<b>Address</b> 2285 University Ave.			
<b>City/Twp</b> St. Paul			
<b>County</b> Ramsey			
<b>Legal Desc.</b>	<b>Twp</b>	<b>Range</b>	<b>Sec</b>
<b>USGS Quad</b>			
<b>UTM Zone</b>	<b>Easting</b>	<b>Northing</b>	
<b>Property ID (PIN)</b>			

**SHPO Inventory Number** RA-SPC-6304  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** New

Description
<b>Resource Type</b>
<b>Architect/Engineer</b>
<b>Style</b>
<b>Construction Date</b> c. 1930
<b>Original Use</b>
<b>Current Use</b>

### Integrity

### Description

### Related Outbuildings

## EVALUATION AND ANALYSIS

### Historical Context

### Historical Narrative

### Significance and Recommendations

Individually, this property is recommended as not eligible for the NRHP. However, it is potentially eligible for the NRHP within the context of a Freight Transfer Multiple Property Documentation Form.

### Sources

### National Register Eligibility Recommendation

Not eligible

### National Register Status

Not previously evaluated

### Prepared By

### Date

Will Stark

11/7/2002

The 106 Group Ltd.

# *MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM*

**Project: Central Corridor Assessment**

**St. Paul, Ramsey County, Minnesota**

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## **Property Photograph**



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification			
Historic Name	G. M. Truck and Coach Building		
Current Name	Commercial		
Survey #			
Address	2390-2400 University Ave.		
City/Twp	St. Paul		
County	Ramsey		
Legal Desc.	Twp	Range	Sec
USGS Quad			
UTM Zone	Easting	Northing	
Property ID (PIN)			

SHPO Inventory Number RA-SPC-6301  
Review and Compliance Number 96-0059PA  
Black and White Photo Number  
Form (New or Updated) New

Description
Resource Type
Architect/Engineer
Style
Construction Date c. 1910
Original Use
Current Use

### Integrity

### Description

### Related Outbuildings

## EVALUATION AND ANALYSIS

### Historical Context

### Historical Narrative

### Significance and Recommendations

Individually, this property is recommended as not eligible for the NRHP. However, it is potentially eligible for the NRHP within the context of a Freight Transfer Multiple Property Documentation Form.

### Sources

### National Register Eligibility Recommendation

Not eligible

### National Register Status

Not previously evaluated

### Prepared By

### Date

Will Stark

11/7/2002

The 106 Group Ltd.

# *MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM*

**Project: Central Corridor Assessment**  
**St. Paul, Ramsey County, Minnesota**

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## **Property Photograph**



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification			
<b>Historic Name</b>			
<b>Current Name</b> 2295 Building			
<b>Survey #</b>			
<b>Address</b> 2295 University Ave.			
<b>City/Twp</b> St. Paul			
<b>County</b> Ramsey			
<b>Legal Desc.</b>	<b>Twp</b>	<b>Range</b>	<b>Sec</b>
<b>USGS Quad</b>			
<b>UTM Zone</b>	<b>Easting</b>	<b>Northing</b>	
<b>Property ID (PIN)</b> 292923430084			

**SHPO Inventory Number** RA-SPC-3934  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** New

Description
<b>Resource Type</b>
<b>Architect/Engineer</b>
<b>Style</b>
<b>Construction Date</b> c. 1910
<b>Original Use</b>
<b>Current Use</b>

### Integrity

### Description

### Related Outbuildings

## EVALUATION AND ANALYSIS

### Historical Context

### Historical Narrative

### Significance and Recommendations

Individually, this property is recommended as not eligible for the NRHP. However, it is potentially eligible for the NRHP within the context of a Freight Transfer Multiple Property Documentation Form.

### Sources

### National Register Eligibility Recommendation

Not eligible

### National Register Status

Not previously evaluated

### Prepared By

### Date

Will Stark

10/29/2002

The 106 Group Ltd.

***MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM***

**Project: Central Corridor Assessment  
St. Paul, Ramsey County, Minnesota**

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**Property Photograph**



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

<b>Historic Name</b> Minneapolis Street Railway Co. Barns
<b>Current Name</b> Midtown Commons
<b>Survey #</b>
<b>Address</b> 2324 University Ave.
<b>City/Twp</b> St. Paul
<b>County</b> Ramsey
<b>Legal Desc.</b> Twp 29N Range 23W Sec 30
<b>USGS Quad</b> St. Paul West / 1967
<b>UTM Zone</b> 15 <b>Easting</b> 484656 <b>Northing</b> 4978573
<b>Property ID (PIN)</b> 322923120039

**SHPO Inventory Number** RA-SPC-3936  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** Updated

Description	
<b>Resource Type</b>	Warehouse
<b>Architect/Engineer</b>	Charles F. Ferron
<b>Style</b>	Classical Revival
<b>Construction Date</b>	1891
<b>Original Use</b>	Streetcar Barns
<b>Current Use</b>	Office Building/Warehouse

### Integrity

The original design has been altered slightly by changing the entrance, and adding replacement windows. The recent restoration done to this building was sympathetic to its historical character.

### Description

The Minneapolis Street Railway Co. Streetcar Barns building was built in 1891 in the Classical Revival style. The two story building has three bays and a flat roof. The fenestration is comprised of replacement fixed sash, casement divided into six lights. The main exterior wall covering is dark reddish-brown pressed brick laid in a stretcher bond. The central entrance is topped by wooden classical entablature. The building has a classical cornice, a brick string course between the 1st and 2nd story and above the 2nd story windows. The side walls are of softer, cream colored brick and have segmental arched windows. The windows on the main façade have brick jack arches and stone sills.

### Related Outbuildings

None.

## EVALUATION AND ANALYSIS

### Historical Context

Urban Centers, 1870-1940

### Historical Narrative

This building was constructed in 1891 a streetcar storage barn for the Minneapolis Street Railway which was involved in the construction of the first Minneapolis-St. Paul interurban streetcar line which ran along University Avenue and was completed in 1890. The building was constructed at a cost of \$15,000 and measured 94' wide by 310' long, and the permit suggests that the front portion of the building may have been 2 stories tall, though the majority of the building was only 1 story in height.

### Significance and Recommendations

This building is one of the oldest in the West Midway area, and is historically significant to the history of streetcars in the Twin Cities. In addition, it is associated with the transportation industry located in this area of the Midway and is therefore potentially eligible for the NRHP within the context of a Freight Transfer Multiple Property Documentation Form.

# *MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM*

## **Project: Central Corridor Assessment**

**St. Paul, Ramsey County, Minnesota**

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### **Sources**

SHPO Inventory Form RA-SPC-3936

Historic Sites Survey Introductory Report.  
Conversation with owner.

### **National Register Eligibility Recommendation**

Not enough information

### **National Register Status**

Not previously evaluated

### **Prepared By**

Will Stark

The 106 Group Ltd.

### **Date**

10/29/2002

# *MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM*

**Project: Central Corridor Assessment**  
**St. Paul, Ramsey County, Minnesota**

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## **Property Photograph**



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification			
<b>Historic Name</b>			
<b>Current Name</b> Simmons Manufacturing Co. (Wellstone Headquar			
<b>Survey #</b>			
<b>Address</b> 2341 University Ave.			
<b>City/Twp</b> St. Paul			
<b>County</b> Ramsey			
<b>Legal Desc.</b>	<b>Twp</b>	<b>Range</b>	<b>Sec</b>
<b>USGS Quad</b>			
<b>UTM Zone</b>	<b>Easting</b>	<b>Northing</b>	
<b>Property ID (PIN)</b> 292923430068			

**SHPO Inventory Number** RA-SPC-3937  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** New

Description
<b>Resource Type</b>
<b>Architect/Engineer</b>
<b>Style</b>
<b>Construction Date</b> 1920
<b>Original Use</b>
<b>Current Use</b>

### Integrity

### Description

### Related Outbuildings

## EVALUATION AND ANALYSIS

### Historical Context

### Historical Narrative

### Significance and Recommendations

Individually, this property is recommended as not eligible for the NRHP. However, it is potentially eligible for the NRHP within the context of a Freight Transfer Multiple Property Documentation Form.

### Sources

### National Register Eligibility Recommendation

Not eligible

### National Register Status

Not previously evaluated

### Prepared By

### Date

Will Stark

10/29/2002

The 106 Group Ltd.

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

**Project: Central Corridor Assessment**  
**St. Paul, Ramsey County, Minnesota**

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## Property Photograph



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification
<b>Historic Name</b> Redwing Stoneware Co.
<b>Current Name</b> TC Janitor Supplies
<b>Survey #</b>
<b>Address</b> 2345 University Ave.
<b>City/Twp</b> St. Paul
<b>County</b> Ramsey
<b>Legal Desc.</b> Twp 29N Range 23W Sec 29
<b>USGS Quad</b> St. Paul West / 1967
<b>UTM Zone</b> 15 <b>Easting</b> 484616 <b>Northing</b> 4978695
<b>Property ID (PIN)</b> 292923430067

**SHPO Inventory Number** RA-SPC-3938  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** New

Description
<b>Resource Type</b> Commercial building
<b>Architect/Engineer</b> E.A. Anderson and Sons
<b>Style</b> Tudor Revival
<b>Construction Date</b> 1930
<b>Original Use</b> Red Wing Stone Ware Company
<b>Current Use</b> Janitor Supply Company

### Integrity

The integrity of the design is slightly altered due to the replacement of several windows on the front façade.

### Description

This one story Tudor Revival building was constructed in 1930. The building has two bays. There is one exterior end wall chimney covered with stucco. The main exterior wall covering is brick with 8-course American bond, and half timbering with stucco. The Period Revival half-timbered "cottage" has a steeply pitched gabled roof with an intersecting gable covered with asphalt shingles. The lower half of the building is constructed of coarse brown brick. The single entrance is a rounded arched door. The windows on the west end of the front (south) façade appear to be original multi-light metal fixed sash and hopper windows. The large store front windows on the east end have been replaced and resized with double-hugn sash windows. There are flared metal hoods over the windows. The Tudor Revival office façade offers a front to the large warehouse that extends beyond. It is one story and constructed of hollow tile.

### Related Outbuildings

None.

## EVALUATION AND ANALYSIS

### Historical Context

Urban Centers, 1870-1940

### Historical Narrative

The original owner of this building was the Red Wing Stone Ware Company. The building was constructed at a cost of \$21,000. The building housed the wholesale warehouse for the company's Twin Cities branch.

### Significance and Recommendations

This is Tudor Revival warehouse building is architecturally interesting by utilizing a typically domestic architectural style popular during the period and applying it to a commercial and warehouse setting. The building is potentially eligible for the NRHP in the context of a Freight Transfer Multiple Property Documentation Form.

### Sources

2345 University Ave., St. Paul

# ***MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM***

**Project: Central Corridor Assessment  
St. Paul, Ramsey County, Minnesota**

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SHPO Inventory Form RA-SPC-3938

**National Register Eligibility Recommendation**

Not enough information

**National Register Status**

Not previously evaluated

**Prepared By**

**Date**

Will Stark

10/29/2002

The 106 Group Ltd.

# *MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM*

**Project: Central Corridor Assessment**  
**St. Paul, Ramsey County, Minnesota**

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## **Property Photograph**



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification	
<b>Historic Name</b>	Northwestern Furniture Exposition Co.
<b>Current Name</b>	2356 University Avenue
<b>Survey #</b>	
<b>Address</b>	2356-2362 University Ave.
<b>City/Twp</b>	St. Paul
<b>County</b>	Ramsey
<b>Legal Desc.</b>	Twp 29N Range 23W Sec 29
<b>USGS Quad</b>	St. Paul West / 1967
<b>UTM Zone</b>	15
<b>Easting</b>	484530
<b>Northing</b>	4978654
<b>Property ID (PIN)</b>	292923430075

<b>SHPO Inventory Number</b>	RA-SPC-3939
<b>Review and Compliance Number</b>	96-0059PA
<b>Black and White Photo Number</b>	
<b>Form (New or Updated)</b>	Updated

Descriptor	
<b>Resource Type</b>	Warehouse
<b>Architect/Engineer</b>	Buechner & Orth
<b>Style</b>	Commercial
<b>Construction Date</b>	1906
<b>Original Use</b>	Furniture Warehouse/Showroom
<b>Current Use</b>	Office

### Integrity

The integrity of the design has been slightly altered by the modification of the cornice and the replacement of the windows.

### Description

The three story Northwestern Furniture Exposition building was constructed in 1906. The building has nine bays and a flat roof. The fenestration is comprised of 1/1 double-hung sash in segmental arch openings. The main exterior wall covering is dark pressed brick laid in a stretcher bond. The building is basically rectangular in plan, but the northwest corner of the building is rounded. Many of the 1st floor windows are tripartite rectangular groupings with transoms, though they have been replaced with fixed sash in the same historic pattern. These are topped by raised molded brick rectangular panels. The cornices once placed over the rounded corner and over the entry sites have been removed. The brick parapet wall has diamond shaped panels and a belt course. Between second and third story is a brick belt course with dentil-like brickwork. The building has a concrete watertable. There are three main entrances, one on the rounded corner, one framed by concrete pilasters and a pediment at the center of the University Ave. façade. A third entrance is located on the east end along University Avenue in a streamlined moderne storefront façade. This façade, apparently added at a later time, is clearly distinctive from the rest of the building. It features smoothly dressed Kasota limestone façade, a polished granite base and black horizontal bands. A large, rounded window is trimmed with stainless steel bands and the entrance is flaced by glass block piers.

### Related Outbuildings

None.

## EVALUATION AND ANALYSIS

### Historical Context

Urban Centers, 1870-1940

### Historical Narrative

This building was built in 1906, and was designed by the noted St. Paul architects, Buechner and Orth, who also designed the Riviera Theater in downtown St. Paul, and numerous courthouses throughout the state. The building cost \$56,000 to construct, and was the home of the Northwestern Furniture Store (later called the Northwestern Furniture and Stove Exposition Building) at until at least 1916. By 1932, the building was the headquarters of the Specialty Manufacturing Company, a firm which was established in the Midway area about 80 years ago, and which was located in a building on Raymond Avenue. The building now

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

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houses various offices and stores.

### Significance and Recommendations

This building is the home of long established Midway firm and is designed by the prominent St. Paul firm, Buechner and Orth.

The building has been previously evaluated for individual eligibility for the NRHP by SHPO. Comments made regarding this evaluation are as follows:

"The location of the Northwestern Furniture Building allows it to have certain "presence" but neither this or the later application of a modern storefront is sufficient to call the building architecturally significant. Historically, the commercial use of the building is conventional for the period. Had a district been determined to exist, the Northwestern Furniture Building would have been considered a contributing building. However, in our opinion, it does not possess sufficient architectural or historical significance to be considered individually eligible."

(Susan Roth 1/10/97)

The warehouse and wholesale origin of this building make it associated with the transportation and wholesaling industry located in this area of the Midway and is therefore potentially within the context of a Freight Transfer Multiple Property Documentation Form.

### Sources

SHPO Inventory Form RA-SPC-3939

Hopkin's Plat Book of the City of St. Paul, 1916

Improvement Bulletin, 1906

1932 Polk's St. Paul City Directory

### National Register Eligibility Recommendation

Not enough information

### National Register Status

Not previously evaluated

### Prepared By

Will Stark

The 106 Group Ltd.

### Date

11/7/2002

**MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM**

**Project: Central Corridor Assessment  
St. Paul, Ramsey County, Minnesota**

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**Property Photograph**



**Property Photograph**



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

**Project: Central Corridor Assessment**  
**St. Paul, Ramsey County, Minnesota**

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## Property Photograph



Northwestern Furniture Exposition c. 1930

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification			
Historic Name	Ingersoll Machinery		
Current Name	Ingersoll Machinery		
Survey #			
Address	2375 University Ave.		
City/Twp	St. Paul		
County	Ramsey		
Legal Desc.	Twp	Range	Sec
USGS Quad			
UTM Zone	Easting	Northing	
Property ID (PIN)	292923430058		

SHPO Inventory Number RA-SPC-6305  
Review and Compliance Number 96-0059PA  
Black and White Photo Number  
Form (New or Updated) New

Description
Resource Type
Architect/Engineer
Style
Construction Date 1929
Original Use
Current Use

### Integrity

### Description

### Related Outbuildings

## EVALUATION AND ANALYSIS

### Historical Context

### Historical Narrative

### Significance and Recommendations

Individually, this property is recommended as not eligible for the NRHP. However, it is potentially eligible for the NRHP within the context of a Freight Transfer Multiple Property Documentation Form. Additional research should be done to determine if the brick facing is original or has been replaced.

### Sources

### National Register Eligibility Recommendation

Not eligible

### National Register Status

Not previously evaluated

### Prepared By

### Date

Will Stark

10/29/2002

The 106 Group Ltd.

2375 University Ave., St. Paul

***MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM***

**Project: Central Corridor Assessment**

**St. Paul, Ramsey County, Minnesota**

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# *MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM*

**Project: Central Corridor Assessment  
St. Paul, Ramsey County, Minnesota**

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## **Property Photograph**



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

<b>Historic Name</b> Twin City State Bank
<b>Current Name</b> Commercial Building
<b>Survey #</b>
<b>Address</b> 2388 University Ave.
<b>City/Twp</b> St. Paul
<b>County</b> Ramsey
<b>Legal Desc.</b> Twp 29N Range 23W Sec 29
<b>USGS Quad</b> St. Paul West / 1967
<b>UTM Zone</b> 15 <b>Easting</b> 484464 <b>Northing</b> 4978690
<b>Property ID (PIN)</b> 292923340065

**SHPO Inventory Number** RA-SPC-3940  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** Updated

Description	
<b>Resource Type</b>	Bank
<b>Architect/Engineer</b>	Buechner & Orth
<b>Style</b>	Classical Revival
<b>Construction Date</b>	1914
<b>Original Use</b>	Bank
<b>Current Use</b>	Office and retail

### Integrity

The integrity of the design is basically intact and unaltered.

### Description

The Twin City State Bank building was constructed in the Classical Revival style in 1914. The building was constructed with three stories and has a flat roof and one internal endwall chimney. The fenestration is generally comprised two 1/1 double-hung flanking a large fixed window (Chicago style). The main exterior wall covering is brick laid in a stretcher bond. The brick pilasters extend the height of the building and are the base for a simple classical cornice topped by a brick parapet. Between piers are rectangular brick panels in the spandrels. A classical stone pediment covers the entry on University Avenue.

### Related Outbuildings

None.

## EVALUATION AND ANALYSIS

### Historical Context

Urban Centers, 1870-1940

### Historical Narrative

This building was built in 1914 as the Twin City State Bank and also contained some office space. The original owner of the building listed on the building permit was L.C. Simmons, president of the bank. The cost to construct the building was \$18,000. Other offices in the bank were A. J. Reeves, vice president; W.H. Gruenhagen, cashier, and M.V. Mullin, assistant cashier. Numerous alterations have been made to the building over the years, including one valued at \$80,000 in 1917 (Sub-permit #70008). The original building was designed by Buecher and Orth, prominent St. Paul architects.

### Significance and Recommendations

A pleasing design which contributes to the complex of commercial and industrial buildings within this part of the Midway area. It was designed by noted St. Paul architects, Beuchner and Orth, who also designed numerous courthouses throughout the state, the Specialty Manufacturing Building across the street, and several downtown St. Paul theaters. This property is potentially eligible for the NRHP within the context of the Freight Transfer Multiple Property Documentation Form.

# ***MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM***

## **Project: Central Corridor Assessment**

**St. Paul, Ramsey County, Minnesota**

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### **Sources**

1915-1920 Polk's St. Paul City Directories.

### **National Register Eligibility Recommendation**

Not enough information

### **National Register Status**

Not previously evaluated

### **Prepared By**

Will Stark

### **Date**

10/29/2002

The 106 Group Ltd.

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

**Project: Central Corridor Assessment**  
**St. Paul, Ramsey County, Minnesota**

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## Property Photograph



## Property Photograph



Twin Cities National Bank 1930

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification
<b>Historic Name</b> Upham Building
<b>Current Name</b> Security Building
<b>Survey #</b>
<b>Address</b> 2401 University Ave.
<b>City/Twp</b> St. Paul
<b>County</b> Ramsey
<b>Legal Desc.</b> Twp 29N Range 23W Sec 29
<b>USGS Quad</b> St. Paul West / 1967
<b>UTM Zone</b> 15 <b>Easting</b> 484418 <b>Northing</b> 4978776
<b>Property ID (PIN)</b> 292923340018

**SHPO Inventory Number** RA-SPC-3941  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** Updated

Description
<b>Resource Type</b> Store
<b>Architect/Engineer</b> Ellerbe & Round
<b>Style</b> Commercial
<b>Construction Date</b> 1910
<b>Original Use</b> Store
<b>Current Use</b> Office/Commercial

### Integrity

The original design has been altered and the additions to the storefronts are more apparent than the original construction. According to previous documentation, the building had a number of sophisticated Art Deco Storefronts which have now been covered over with stucco. New windows have been installed.

### Description

The Upham Building was constructed in 1910. It is a three story building and has a flat roof and six bays along University Avenue. The window type is rectangular 1/1 double-hung sash on the upper stories. The main exterior wall covering is red pressed brick laid in a stretcher bond. The three story rectangular building has storefronts on both University Avenue and Raymond Avenue. The central entrance to the upper floors and projecting parapet are at the center of the University Ave façade. The building has simple classical cornice with geometric brick detailing below it. The second floor has continuous concrete sills below the windows. The storefronts on the first story have been entirely covered with stucco, obscuring their original facades.

### Related Outbuildings

None.

## EVALUATION AND ANALYSIS

### Historical Context

Urban Centers, 1870-1940

### Historical Narrative

The original owner of this property, which was built for \$20,000 was E. A. Upham, a real estate agent who was associated with a number of St. Paul businesses, and was a secretary and librarian at the Minnesota Historical Society. The building was designed in 1910 by prominent St. Paul architects, Ellerbe & Round, who also designed a number of Prairie Style buildings.

The building historically housed a variety of businesses, such as a telegraph office, a restaurant, a drug store, a chemistry laboratory, a printer, and other stores (Sanborn Map 1927 and 1950).

### Significance and Recommendations

2401 University Ave., St. Paul

# ***MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM***

## **Project: Central Corridor Assessment**

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A pleasing early 20th century building which was designed by a noted local firm. Although alterations have been made to the storefronts, the remainder of the building remains relatively intact. The origins of this building make it associated with the transportation and wholesaling industry located in this area of the Midway and is therefore potentially eligible for the NRHP within the context of a Freight Transfer Multiple Property Documentation Form.

### **Sources**

SHPO Inventory Form RA-SPC-3941

### **National Register Eligibility Recommendation**

Not enough information

### **National Register Status**

Not previously evaluated

### **Prepared By**

Will Stark

The 106 Group Ltd.

### **Date**

10/29/2002

# *MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM*

**Project: Central Corridor Assessment  
St. Paul, Ramsey County, Minnesota**

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## **Property Photograph**



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Hennepin County, Minnesota

Identification			
Historic Name	Commercial Building		
Current Name	Commercial Building		
Survey #			
Address	2418-2422 University Ave.		
City/Twp	St. Paul		
County	Hennepin		
Legal Desc.	Twp	Range	Sec
USGS Quad			
UTM Zone	Easting	Northing	
Property ID (PIN)	292923340059		

SHPO Inventory Number RA-SPC-6307  
Review and Compliance Number 96-0059PA  
Black and White Photo Number  
Form (New or Updated) New

Description
Resource Type
Architect/Engineer
Style
Construction Date 1937
Original Use
Current Use

### Integrity

### Description

### Related Outbuildings

## EVALUATION AND ANALYSIS

### Historical Context

### Historical Narrative

### Significance and Recommendations

Individually, this property is recommended as not eligible for the NRHP. However, it is potentially eligible for the NRHP within the context of a Freight Transfer Multiple Property Documentation Form.

### Sources

### National Register Eligibility Recommendation

Not eligible

### National Register Status

Not previously evaluated

### Prepared By

### Date

Will Stark

7/30/2003

The 106 Group Ltd.

# *MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM*

**Project: Central Corridor Assessment**  
**St. Paul, Hennepin County, Minnesota**

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## **Property Photograph**



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification
<b>Historic Name</b> Minneapolis St. Paul Building
<b>Current Name</b> Minneapolis-St. Paul Building
<b>Survey #</b>
<b>Address</b> 2429 University Ave.
<b>City/Twp</b> St. Paul
<b>County</b> Ramsey
<b>Legal Desc.</b> Twp 29N Range 23W Sec 29
<b>USGS Quad</b> St. Paul West / 1967
<b>UTM Zone</b> 15 <b>Easting</b> 484368 <b>Northing</b> 4978817
<b>Property ID (PIN)</b> 292923340020

**SHPO Inventory Number** RA-SPC-3943  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** New

Description
<b>Resource Type</b> Office
<b>Architect/Engineer</b> Bertrand Chamberlain
<b>Style</b> Renaissance Revival
<b>Construction Date</b> 1909
<b>Original Use</b> Office building
<b>Current Use</b> Office/Medical Products Company

### Integrity

This building retains good historical integrity.

### Description

The Minneapolis - St. Paul building was constructed in the Classical Revival style in 1909. This building has two stories, five bays, a flat roof, and one sidewall brick chimney. The fenestration is comprised of 4/1 double-hung sash, and the foundation is concrete block covered with a skim coat. The main exterior wall covering is brick. The rectangular building is symmetrical with a central entrance and an open, flat roofed entrance porch. There is a spare, classical, metal cornice with anthemion-like projections at the corners, triangular and square raised panels in frieze with the name "Minneapolis St. Paul." The bays are divided by paired brick piers which have triangular raised brick panels below the brick capitals. The entrance has been filled in and small new door installed. Aluminum storm windows have also been added.

### Related Outbuildings

None.

## EVALUATION AND ANALYSIS

### Historical Context

### Historical Narrative

This building was constructed in 1909 as the general office building for the Twin City Commercial Bulletin, a weekly newspaper whose title suggests that it may have catered to the businesses in the Midway area. It contained their printed press and bindery. By 1950 it was used as an office with a dairy supply warehouse in the rear section (Sanborn Map Co. 1950).

### Significance and Recommendations

This building retains good historical integrity. Individually, this building does not appear to be architecturally distinguished or historically significant. As an office building and warehouse, it may be associated with the transportation and wholesaling industry located in this area of the Midway and is therefore potentially eligible for the NRHP within the context of a Freight Transfer Multiple Property Documentation Form.

# ***MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM***

## **Project: Central Corridor Assessment**

**St. Paul, Ramsey County, Minnesota**

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### **Sources**

SHPO Inventory Form RA-SPC-3943

Sanborn Fire Insurance Maps, 1950 and 1927

1910 Polk's St. Paul City Directory.

### **National Register Eligibility Recommendation**

Not enough information

### **National Register Status**

Not previously evaluated

### **Prepared By**

Will Stark

The 106 Group Ltd.

### **Date**

10/29/2002

# *MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM*

**Project: Central Corridor Assessment**  
**St. Paul, Ramsey County, Minnesota**

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## **Property Photograph**



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification
<b>Historic Name</b> Brown-Jaspers Store Fixtures
<b>Current Name</b> Office Furniture
<b>Survey #</b>
<b>Address</b> 2441 University Ave.
<b>City/Twp</b> St. Paul
<b>County</b> Ramsey
<b>Legal Desc.</b> Twp 29N Range 23W Sec 29
<b>USGS Quad</b> St. Paul West / 1967
<b>UTM Zone</b> 15 <b>Easting</b> 484317 <b>Northing</b> 4978832
<b>Property ID (PIN)</b> 292923340021

**SHPO Inventory Number** RA-SPC-3944  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** New

Description
<b>Resource Type</b> Store
<b>Architect/Engineer</b> Unknown
<b>Style</b> Art Deco
<b>Construction Date</b> 1930
<b>Original Use</b> store
<b>Current Use</b> store

### Integrity

This building retains good historical integrity, including the original metal casement windows on the upper stories. The first story display windows have been replaced. Few other alterations have been made.

### Description

The three-story Brown-Jaspers Store Fixtures building was built in the Art Deco style in 1930. The building has a flat roof with one brick interior endwall chimney and one exterior endwall chimney. The fenestration type is multi-light metal casement with awning window openings. The main exterior wall covering is dressed sandstone. The building has a symmetrical façade with a central entrance. Two large, four-part plate glass display windows are located on the first floor. Bays on the upper two stories are divided by stylized fluted piers, and are topped by raised circular roundels. The window arrangement extends from the second to third story, forming a unified opening. The rounded arched central entrance is topped by a fanlight, and flanked by sidelights. The side walls of the building are constructed of brick and have brick sills.

### Related Outbuildings

None.

## EVALUATION AND ANALYSIS

### Historical Context

Urban Centers, 1870-1940

### Historical Narrative

This building was constructed in 1930 and the building permit lists the original owner as G. Anderson. It cost \$40,000 to build. In 1931 the building was the home of the Brown-Jaspers Inc. Store Fixtures Company. The president of the company at that time was Frank H. Jaspers. The building is now the home of an office furniture store.

### Significance and Recommendations

The warehouse and wholesale origin of this building make it associated with the transportation and wholesaling industry located in this area of the Midway and is therefore potentially significant within the context of a Freight Transfer Multiple Property Documentation Form.

# ***MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM***

**Project: Central Corridor Assessment**

**St. Paul, Ramsey County, Minnesota**

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**Sources**

SHPO Inventory Form RA-SPC-3944

1931 Polk's St. Paul City Directory

**National Register Eligibility Recommendation**

Not enough information

**National Register Status**

Not previously evaluated

**Prepared By**

**Date**

Will Stark

10/29/2002

The 106 Group Ltd.

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

Project: Central Corridor Assessment  
St. Paul, Ramsey County, Minnesota

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## Property Photograph



## Property Photograph



Dealers Furniture c. 1940

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Hennepin County, Minnesota

Identification			
<b>Historic Name</b>			
<b>Current Name</b> Twin City Four Wheel Drive Co.			
<b>Survey #</b>			
<b>Address</b> 2478-2512 University Ave.			
<b>City/Twp</b> St. Paul			
<b>County</b> Hennepin			
<b>Legal Desc.</b>	<b>Twp</b>	<b>Range</b>	<b>Sec</b>
<b>USGS Quad</b>			
<b>UTM Zone</b>	<b>Easting</b>	<b>Northing</b>	
<b>Property ID (PIN)</b> 292923340027			

**SHPO Inventory Number** RA-SPC-6302

**Review and Compliance Number** 96-0059PA

**Black and White Photo Number**

**Form (New or Updated)** New

Description
<b>Resource Type</b>
<b>Architect/Engineer</b>
<b>Style</b>
<b>Construction Date</b> 1920
<b>Original Use</b>
<b>Current Use</b>

### Integrity

### Description

### Related Outbuildings

## EVALUATION AND ANALYSIS

### Historical Context

### Historical Narrative

### Significance and Recommendations

Individually, this property is recommended as not eligible for the NRHP. However, it is potentially eligible for the NRHP within the context of a Freight Transfer Multiple Property Documentation Form.

### Sources

### National Register Eligibility Recommendation

Not eligible

### National Register Status

Not previously evaluated

### Prepared By

### Date

Will Stark

8/13/2003

The 106 Group Ltd.

# *MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM*

**Project: Central Corridor Assessment**  
**St. Paul, Hennepin County, Minnesota**

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## **Property Photograph**



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification
<b>Historic Name</b> Mack International Motor Truck Co.
<b>Current Name</b> Goodwill Industries
<b>Survey #</b>
<b>Address</b> 2505 University Ave.
<b>City/Twp</b> St. Paul
<b>County</b> Ramsey
<b>Legal Desc.</b> Twp 29N Range 23W Sec 29
<b>USGS Quad</b> St. Paul West / 1967
<b>UTM Zone</b> 15 <b>Easting</b> 484175 <b>Northing</b> 4978918
<b>Property ID (PIN)</b> 292923340080

**SHPO Inventory Number** RA-SPC-6104  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** New

Description
<b>Resource Type</b> Truck Dealer
<b>Architect/Engineer</b> Unknown
<b>Style</b> Art Deco
<b>Construction Date</b> 1926
<b>Original Use</b> Truck Dealer
<b>Current Use</b> Warehouse

### Integrity

Although the entry has been altered and the front windows are probably replacements, this building retains good historical integrity.

### Description

The Mack International Truck Manufacturing Company building is one story tall and has a flat roof. The walls are constructed of brick. The primary (south) façade is divided into six bays. The easternmost five bays are comprised of large, two-light display windows with six-part transoms in a rectangular opening. The bays are divided by brick piers, each with a stylized "M" at the top. The westernmost bay contains the recessed entry, flanked by windows. The entry bay is emphasized by a pedimented parapet wall, outlined with white ceramic tile with a "Mack" logo sign laid in green and white ceramic tiles. The piers of this bay are also flanked by capitals in an Art Deco motif. The remainder of the parapet wall is outlined with white ceramic tiles. The back (north) portion of the building is comprised of utilitarian storage and garage structure made of concrete block.

### Related Outbuildings

None.

## EVALUATION AND ANALYSIS

### Historical Context

Urban Centers, 1870-1940

### Historical Narrative

This building was constructed in 1926 as a service building for the Mack International Motor Truck Company.

### Significance and Recommendations

This building retains good historical integrity. As the service building for the Mack International Motor Truck Company, it may be associated with the transportation and wholesaling industry located in this area of the Midway and is therefore potentially significant within the context of a Freight Transfer MPDF.

### Sources

# ***MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM***

**Project: Central Corridor Assessment**

**St. Paul, Ramsey County, Minnesota**

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**National Register Eligibility Recommendation**

Not enough information

**National Register Status**

Not previously evaluated

**Prepared By**

Will Stark

The 106 Group Ltd.

**Date**

10/29/2002

# *MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM*

**Project: Central Corridor Assessment  
St. Paul, Ramsey County, Minnesota**

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## **Property Photograph**



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification	
<b>Historic Name</b>	Overland Stoves Company/International Harvester
<b>Current Name</b>	Court International
<b>Survey #</b>	
<b>Address</b>	2550 (2572) University Ave.
<b>City/Twp</b>	St. Paul
<b>County</b>	Ramsey
<b>Legal Desc.</b>	Twp 29N Range 23W Sec 29
<b>USGS Quad</b>	St. Paul West / 1967
<b>UTM Zone</b>	15
<b>Easting</b>	484006
<b>Northing</b>	4978964
<b>Property ID (PIN)</b>	292923330052

**SHPO Inventory Number** RA-SPC-3945  
**Review and Compliance Number** 96-0059PA  
**Black and White Photo Number**  
**Form (New or Updated)** Updated

Description	
<b>Resource Type</b>	Warehouse
<b>Architect/Engineer</b>	Mills, Rhines, Bellman, and Nordhoff
<b>Style</b>	Collegiate Gothic
<b>Construction Date</b>	1915
<b>Original Use</b>	Warehouse
<b>Current Use</b>	Office

### Integrity

### Description

The Overland Stoves Company building was constructed in 1915 with 4 stories and 7 bays. The building has a flat roof with a parapet. The fenestration comprised of large, regular openings with replacement windows of six-part plate glass. The main exterior wall covering is brick. The bays are separated by tall brick piers that have concrete or stone caps. There are brick spandrels between the piers which are outlined in concrete or stone bands. A six-story, square tower sits in the center of the east side of the building. It is crenellated, and it has arched windows with tracery in the Gothic revival style.

### Related Outbuildings

None.

## EVALUATION AND ANALYSIS

### Historical Context

Urban Centers, 1870-1940

### Historical Narrative

This building was built for \$350,000 as a warehouse for the Overland Stoves Company of Toledo Ohio. By 1929 it was owned by the International Harvester Company of Chicago. In 1941 George Grand Construction Company was hired to do \$25,000 worth of alterations to the building. This building may have been built as a factory for the Overland Automobile Company. It has been converted to offices and is now called Court International.

### Significance and Recommendations

This building has been the home to major manufacturing or warehousing concerns for much of its existence. The renovations done to the building to convert it to offices is largely sympathetic to the historical nature of the property. This building is associated with the transportation, wholesaling and manufacturing concerns of the area and is therefore potentially eligible for the NRHP within the context of a Freight Transfer MPDF.

### Sources

# ***MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM***

## **Project: Central Corridor Assessment**

**St. Paul, Ramsey County, Minnesota**

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SHPO Inventory Form RA-SPC-3945

**National Register Eligibility Recommendation**

Not enough information

**National Register Status**

Not previously evaluated

**Prepared By**

**Date**

Will Stark

11/11/2002

The 106 Group Ltd.

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

**Project: Central Corridor Assessment  
St. Paul, Ramsey County, Minnesota**

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**Property Photograph**



**Property Photograph**



# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

Project: Central Corridor Assessment  
St. Paul, Ramsey County, Minnesota

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## Property Photograph



Willy's Overland Co. c. 1917

# MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM

## Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota

Identification			
Historic Name	Power Plant		
Current Name	Power Plant		
Survey #			
Address	691 Robert St.		
City/Twp	St. Paul		
County	Ramsey		
Legal Desc.	Twp	Range	Sec
USGS Quad			
UTM Zone	Eastings	Northing	
Property ID (PIN)			

SHPO Inventory Number RA-SPC-6109  
Review and Compliance Number 96-0059PA  
Black and White Photo Number  
Form (New or Updated) New

Description	
Resource Type	Power Plant
Architect/Engineer	Unknown
Style	Beaux Arts
Construction Date	c. 1910
Original Use	Power Plant
Current Use	Power Plant

### Integrity

The glass block windows are likely replacements of original windows. Modern concrete additions have been made to the north and east sides, but have left the major facades of the early power plant untouched.

### Description

This power plant for the Minnesota State Capitol grounds is building in the Beaux Arts style. It is rectangular in plan and stands two stories tall. The walls are constructed of buff-colored brick and feature rounded corners with brick quoins. It is set on stone foundation footings and has a stone watertable. Fenestration is comprised of tall vaulted arch windows filled with glass block. The primary (south) façade has a central door flanked by large windows. The door has a classical stone surround with a cartouche displaying a "M." The cornice has a plain frieze with dentils. The pedimented parapet features a stone seal reading "Etoile du Nord." Metal flashing caps the parapet. The building is cut into the slope of a hill so is barely visible from the capitol approach grounds, but is accessible from Robert Street, in a lower elevation.

### Related Outbuildings

## EVALUATION AND ANALYSIS

### Historical Context

Urban Centers, 1870-1940

### Historical Narrative

No building permit or other records could be located during this phase of the investigation. Based on building styles and materials, the power plant appears to date from the 1910s.

### Significance and Recommendations

Although the power plant is not likely to be individually eligible for the NRHP, it is recommended as a contributing property to the NRHP-eligible Capitol Grounds Historic District. The property appears to be within the period of significance of the historic district (1901-1962). If this property is associated with the themes and areas significance, it is recommended to be a contributing property.

### Sources

# *MINNESOTA HISTORY/ARCHITECTURE INVENTORY FORM*

## **Project: Central Corridor Assessment St. Paul, Ramsey County, Minnesota**

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### **National Register Eligibility Recommendation**

Eligible - Contributing

### **National Register Status**

Not previously evaluated

### **Prepared By**

Will Stark  
The 106 Group Ltd.

### **Date**

11/7/2002

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